

# Climate Work Summary / Future Planning

## Executive Board | March 28, 2024

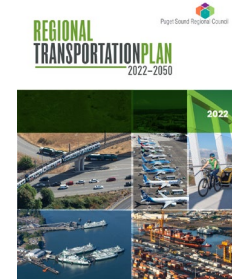
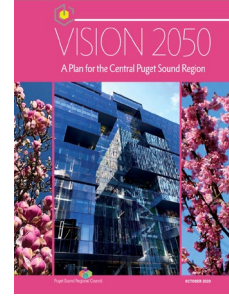


Puget Sound Regional Council

# Today's Presentation

## Climate Work To Date

- PSRC Analyses
- Climate Expert Review Panel
- Regional Greenhouse Gas Inventory
- Project-Level Estimation Tool



## Current and Future Work

- Other Regional Partnerships
- Climate Pollution Reduction Grants Program
  - Regional Action Planning and Implementation

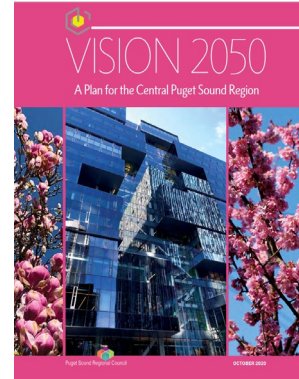


# VISION 2050 and Climate

## Climate Goal

*The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.*

- Commits to regular analysis and evaluations as part of the 4-year Regional Transportation Plan cycle
- Commits to development of a “climate wedge analysis” for full spectrum comparisons



# Four-Part Greenhouse Gas Strategy

## Land Use

- Land Use: VISION 2050 regional growth strategy

## Choices

- Choices: expanded and integrated regional transit network, active transportation and other multimodal investments

## User Fees

- User Fees: state facility tolls, transition to road usage charge in later years

## Technology

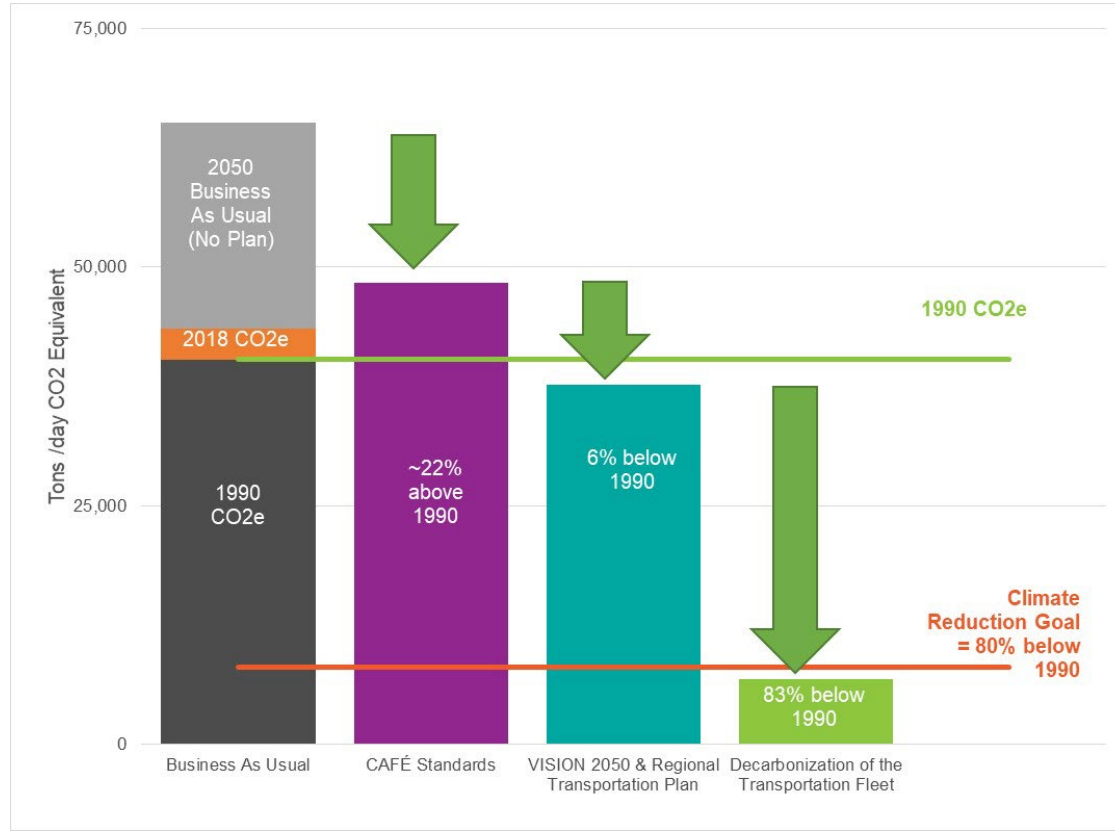
- Technology: Shift to zero emission vehicles, Clean Fuels Standard, etc.



# Regional Transportation Plan Analyses

2022-2050  
**REGIONAL TRANSPORTATION PLAN**

## Steps to Meeting 2050 Regional Climate Goals



Reflecting:

- VISION 2050
- RTP investments
- Fuel economy improvements
- Transition to zero emission transportation system



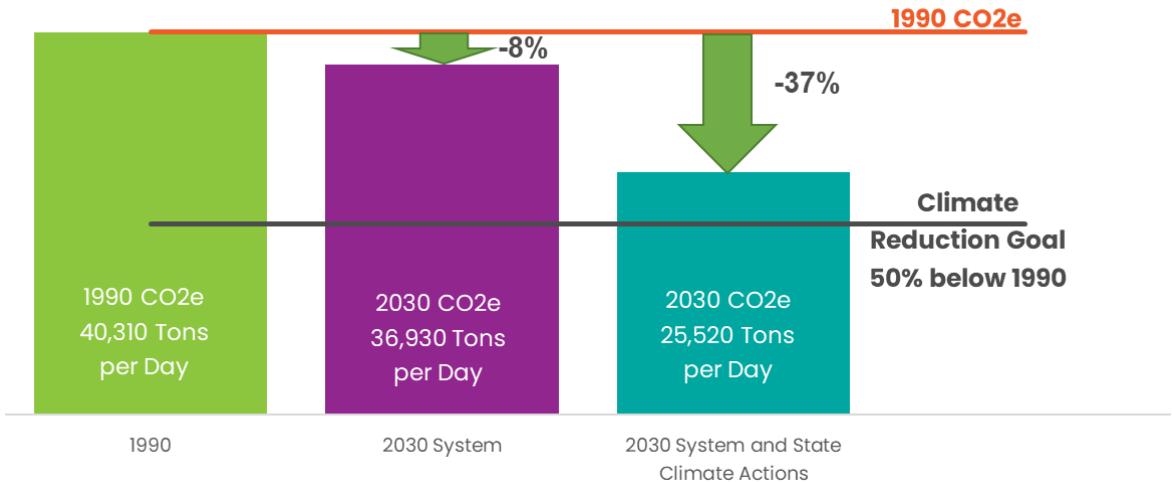
# Regional Transportation Plan Analyses

- Current RTP includes an Action item to:
  - Develop a 2030 transportation network and inputs to conduct a 2030 analysis aligned with adopted Four-Part GHG Strategy;  
and
  - Continue to work with partner agencies including PSCAA on implementation strategy for achieving climate goals and monitor progress.



# Regional Transportation Plan Analyses

## Completion of the 2030 RTP climate analysis



*Analysis of on-road transportation sources only*



# Sensitivity Testing

## Completion of various sensitivity tests

### User Fees

- Different rates of a **Road Usage Charge**

### Choices

- Increased transit access and frequencies, accelerated expansions
- Increased **work from home** levels
- Removal of roadway capacity projects

### Technology

- Increase of new **Zero Emission Vehicles (ZEV)** sales

*\*Most impactful*





# Climate Expert Review Panel

Convened in Fall 2023 to review modeling assumptions & results, suggest improvements / additional work

Representatives included:

- Federal Highway Administration
- Washington State Department of Ecology
- Puget Sound Clean Air Agency
- King County Metro
- Chicago Metropolitan Agency for Planning
- Metropolitan Washington Council of Governments
- Climate Solutions



# Climate Expert Review Panel

## Summary of Findings:

- PSRC assumptions and results are consistent with similar work conducted by partners, current state of practice
  - *Modeling parameters and inputs*
  - *Sensitivity testing and results – what moves the needle, and what doesn't*
  - *Policies affecting everyone's behavior are most impactful*
  - *There's nothing "missing"*
- All strategies are important, regardless of impact to climate
  - *Broader benefits such as quality of life, mobility, etc.*



# Climate Expert Review Panel

## Summary of Recommendations:

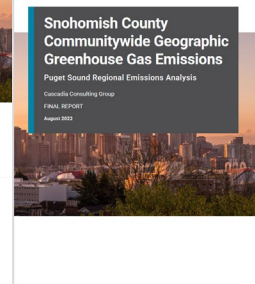
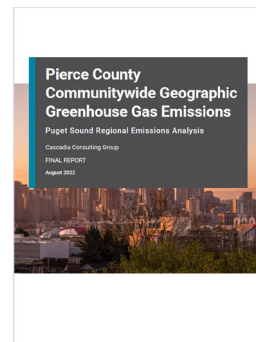
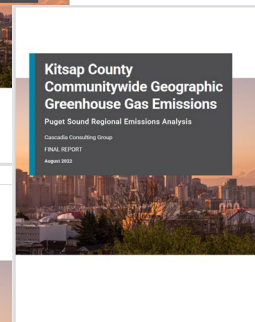
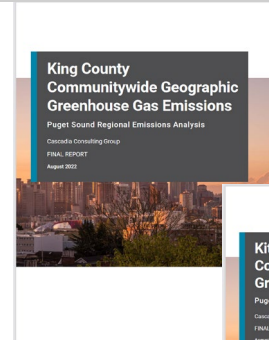
- Show what happens “without the plan”
- Address pandemic travel patterns and be clear how they are, or are not, reflected
- Additional hybrid sensitivity tests (combinations) could be informative
- PSRC can support state work by providing additional details on pricing analysis and options
- Additional big impacts by 2030 may be unlikely, but important to stay on course to achieve 2050 goals
  - *Actions that need to start now to achieve by 2040-2050*



# Regional Greenhouse Gas Emissions Inventory

## Puget Sound Regional Emissions Analysis Project

- Seven regional partner agencies
- Comprehensive update of regional greenhouse gas emissions
  - Consistent methodology and assumptions across all four counties
- “Wedge analyses” – identification of scenarios and pathways for reducing emissions across all sectors of the region into the future
- 2019 inventory completed December 2022



# Project-Level Emissions Estimation Tool

- Technical project-level tool used in PSRC's project selection process
  - Developed by ICF International, recently updated to reflect state of the practice
    - *Including induced demand from major roadway projects*
  - Every project evaluated for potential emission reductions, based on specific parameters of each project – scope, scale, timing
  - All pollutants analyzed – greenhouse gases, fine particulates, etc.



# Other Regional Partnerships

## Regional Electric Vehicle (REV) Collaboration

- Partnership project begun in 2019 with Puget Sound Clean Air Agency
- Goal = advancement of electric vehicles throughout the region, provide support to local jurisdictions for planning and implementation

<https://pugetsoundrev.org/>

## Puget Sound Climate Preparedness Collaborative

- Partnership project begun in 2014, now grown to a multi-agency regional coordination and collaboration on climate preparedness and resilience

<https://pugetsoundclimate.org/>



# Climate Pollution Reduction Grant Program

- The Climate Pollution Reduction Grant (CPRG) program is being implemented by EPA under the Inflation Reduction Act
- CPRG is comprised of two phases:
  - Phase 1 (Non-Competitive Planning Grants) to develop strong climate pollution reduction strategies (\$250M)
    - Funds provided to States and Regions (Metropolitan Statistical Areas)
  - Phase 2 (Competitive Implementation Grants) to put plans into action (\$4.6B)



# Climate Pollution Reduction Grant Program

- The Puget Sound Clean Air Agency is serving as lead organization for the Seattle-Tacoma-Bellevue MSA
  - Covers the four-county region
  - In partnership with a consortium of agencies, including PSRC
  - Developing the required regional Climate Action Plans
  - Working closely with Department of Commerce and the Governor's Office to stay aligned with State efforts





# Climate Pollution Reduction Grant Program

- **Priority Climate Action Plan** = narrative report that includes a focused list of near-term, high-priority and implementation-ready measures to reduce greenhouse gas emissions
- Required elements:
  - Greenhouse gas inventory
  - Priority greenhouse gas reduction measures
  - Low Income Disadvantaged Communities Benefits Analysis
- Submitted to EPA on March 1, 2024

<https://pscleanair.gov/677/Climate-Pollution-Reduction-Grant>



# Climate Pollution Reduction Grant Program

- **Comprehensive Climate Action Plan** = identifies significant sources of greenhouse emissions; establishes near-term and long-term greenhouse emission reduction goals; provides strategies and measures for the highest priority sectors
- Required elements:
  - Greenhouse gas inventory
  - Greenhouse gas emissions projections
  - Greenhouse gas reduction targets
  - Comprehensive Greenhouse gas reduction measures
  - Low Income Disadvantaged Communities Benefits Analysis
  - Workforce planning analysis



# Climate Pollution Reduction Grant Program

- **Comprehensive Climate Action Plan**
  - Due to EPA by summer 2025
  - Will align with development of next RTP, to be adopted in May 2026
  - More information will be shared soon on plans for outreach and engagement, development of collaborative work program



# Climate Pollution Reduction Grant Program

- **Implementation** grants
  - \$4.6 billion
  - Eligible activities must be included in the PCAP
  - Prioritizing reduction of greenhouse gas emissions and benefits to disadvantaged communities
  - Grant awards anticipated between ~\$2 million and \$500 million
  - Applications underway, due April 1, 2024



# Climate Pollution Reduction Grant Program

State and regional coordinated approach for Tier 2 applications

Tier A (\$500M) State	Tier B (\$200M) PSRC	Tier C (\$100M) State	Tier D (\$50M) King County
<ul style="list-style-type: none"><li>• Complete streets</li><li>• Marine vessel electrification</li><li>• Green transportation</li><li>• Drayage scrap and replace</li><li>• Refrigerants / HFCs</li><li>• Food / organics waste reduction</li></ul>	<ul style="list-style-type: none"><li>• Regional transit electrification</li><li>• Port and airport electrification</li><li>• Equitable public EV charging - Pierce County pilot program</li></ul>	<ul style="list-style-type: none"><li>• Aggregated statewide projects - tribal energy sovereignty, decarbonizing campus energy systems and others</li></ul>	<ul style="list-style-type: none"><li>• Commercial / municipal building electrification</li><li>• Single- and multifamily dwelling electrification</li><li>• Circular economy</li></ul>

*Anticipated EPA award decisions by late summer / early fall 2024*



# Climate Pollution Reduction Grant Program

## Project Partners

Tier B (\$200M)  
PSRC

- Regional transit electrification
- Port and airport electrification
- Equitable public EV charging - Pierce County pilot program



communitytransit



EVERETT TRANSIT

THE NORTHWEST  
SEAPORT ALLIANCE

SEATTLE + TACOMA



An aerial photograph of a coastline. On the left is a large body of blue water. A narrow, sandy beach runs along the shore, bordered on the right by a dense forest of tall evergreen trees. The sky is clear and blue.

# Thank you

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Puget Sound Regional Council