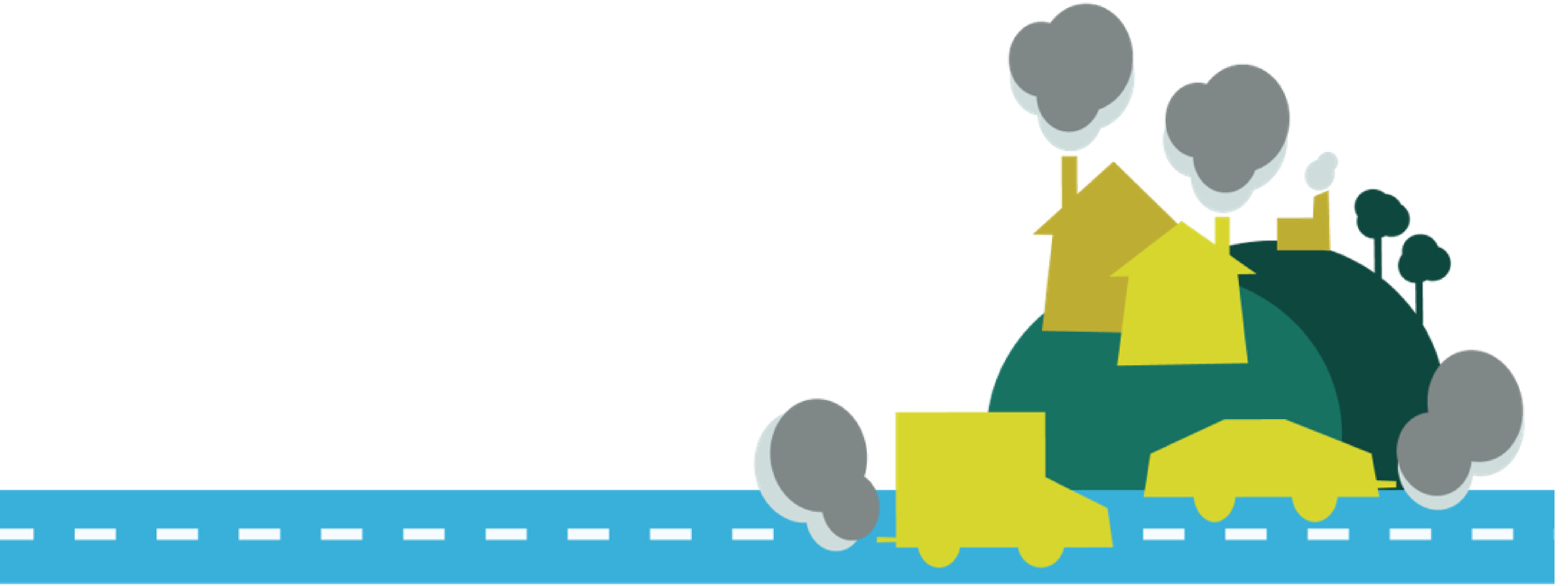


Puget Sound Region Draft Comprehensive Climate Action Plan

PSRC Transportation Policy Board

October 9, 2025

PUGET SOUND
Clean Air Agency

Presentation Outline

- Climate Pollution Reduction Grant Program overview and Agency role
- Partners for Draft Climate Plan development
- Public Input Period and Online Engagement Hub
- Understanding the Emission Reduction Potential of Strategies
- High-level Overview of Emission Reduction Strategies
- Questions

Climate Pollution Reduction Grant

The Agency received a grant from the federal Climate Pollution Reduction Grant program to lead regional climate action planning.

We are currently developing a Climate Plan for the Puget Sound, due December 1, 2025.

The Regional Climate Plan includes King, Kitsap, Pierce, and Snohomish counties.

Climate Plan Goals

- Create a **long-term regional plan** to achieve climate goals
- **Align with and complement** state and local plans
- Build regional **collaborations** for collective climate action
- Make our region more competitive for **grant applications**
- **Align priorities** and foster **equity** across our region

Agency Role

- The Agency is serving as the lead organization for the region's Climate Pollution Reduction Grant program
- Working closely with Washington Climate Partnership (Ecology and Commerce) to stay aligned with State efforts
- Coordinating with regional partners to stay aligned with local climate planning efforts

Climate Plan Partners

- Cities and counties
- Subject-matter experts (buildings, transportation, waste, equity, workforce)
- Utilities
- Transit providers
- Community organizations
- Ports
- Washington Climate Partnership
- EPA Region 10 State and Tribal Grantees

Climate Plan Contents

- Climate analyses:
  - Greenhouse gas inventory and emission projections
  - Climate reduction targets
  - Comprehensive list of climate strategies and actions to reduce emissions across all sectors

Climate Plan Contents

- Additional analyses:
  - Policy Landscape
  - Overburdened Communities Benefits Analysis
  - Review of Authority to Implement
  - Potential Funding Sources
  - Workforce Planning Analysis

Online Engagement Hub

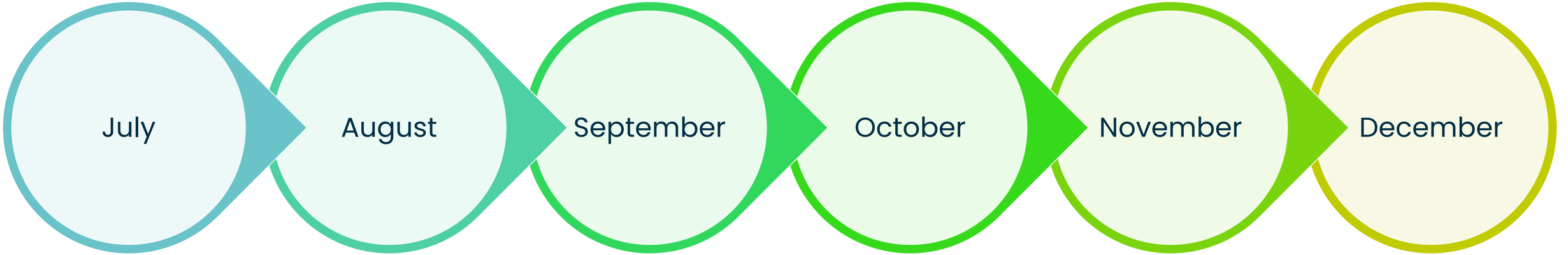
- Draft Climate Plan will be available for public review through our Online Engagement Hub (Konveio)
- Public input period from Oct. 6 – Oct. 26 (3 weeks)
- https://pscaa.konveio.com/

We would love your help in promoting the public input period!

What input are we looking for and how will input be used?

- Areas needing clarification
- Ideas or considerations for climate strategy implementation
- Information for decision-makers as they prioritize climate planning in their jurisdictions
- Other suggestions

Climate Plan Development Timeline



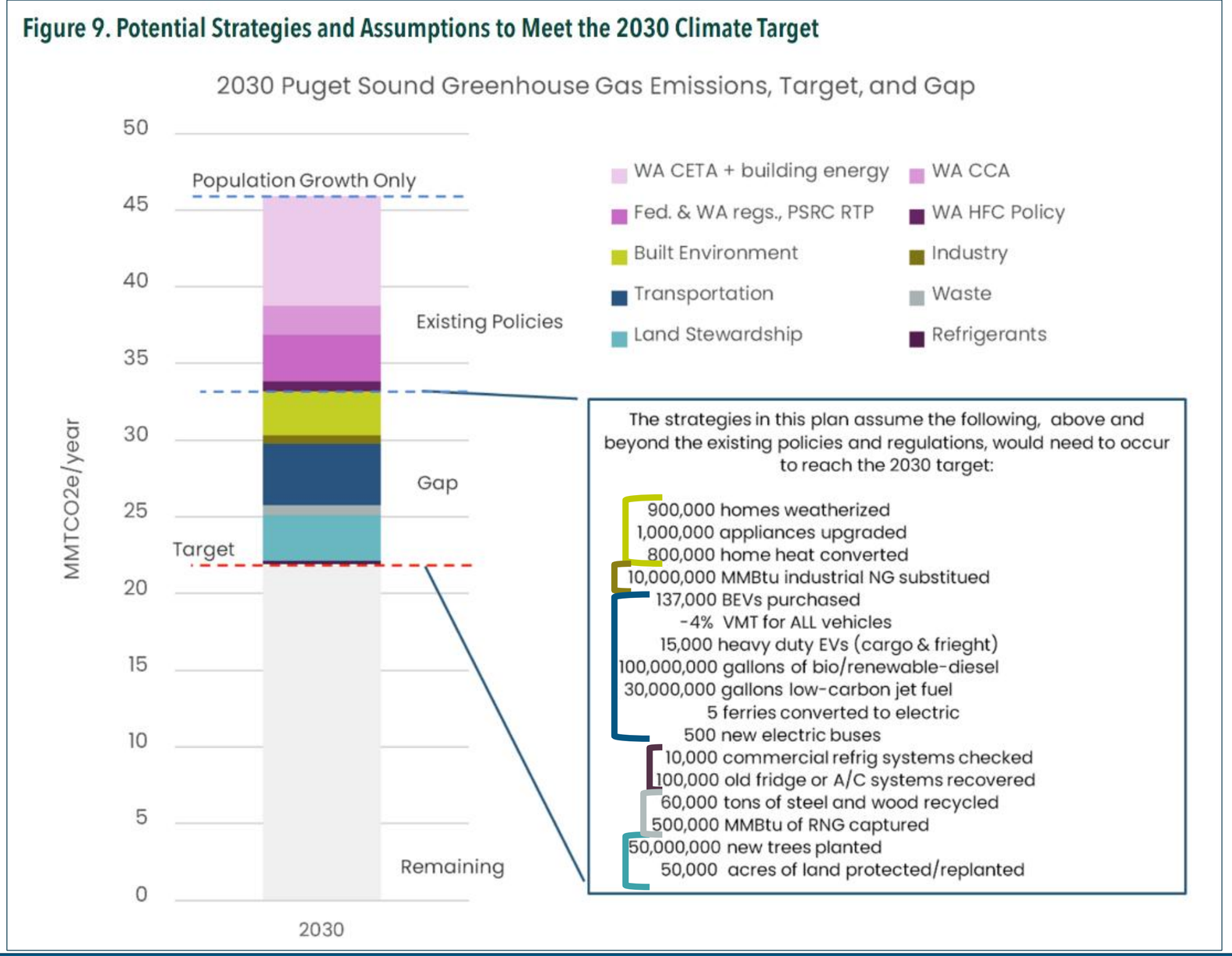
- Technical review of draft plan
- Agency staff incorporated technical feedback
- Draft plan edits and formatting
- Public input via Online Engagement Hub and kickoff workshop
- Final plan edits and formatting
- Final plan due

Understanding the Emission Reduction Potential of Strategies

- The “Emission Reduction Potential” (Gap) of each strategy is the difference between current greenhouse gas emissions and the 2030 reduction
- We estimated the maximum potential impact of each strategy by assuming the largest realistic scale of action
- We do this for each sector until the Gap to 2030 or 2050 is (approximately) closed
- These estimates are not plans or predictions and do not specify policy mechanisms or responsible parties for each strategy
- **Our goal with this analysis is to help decision-makers see which strategies could contribute most to meeting climate goals. Implementation considerations will be identified in future planning phases**

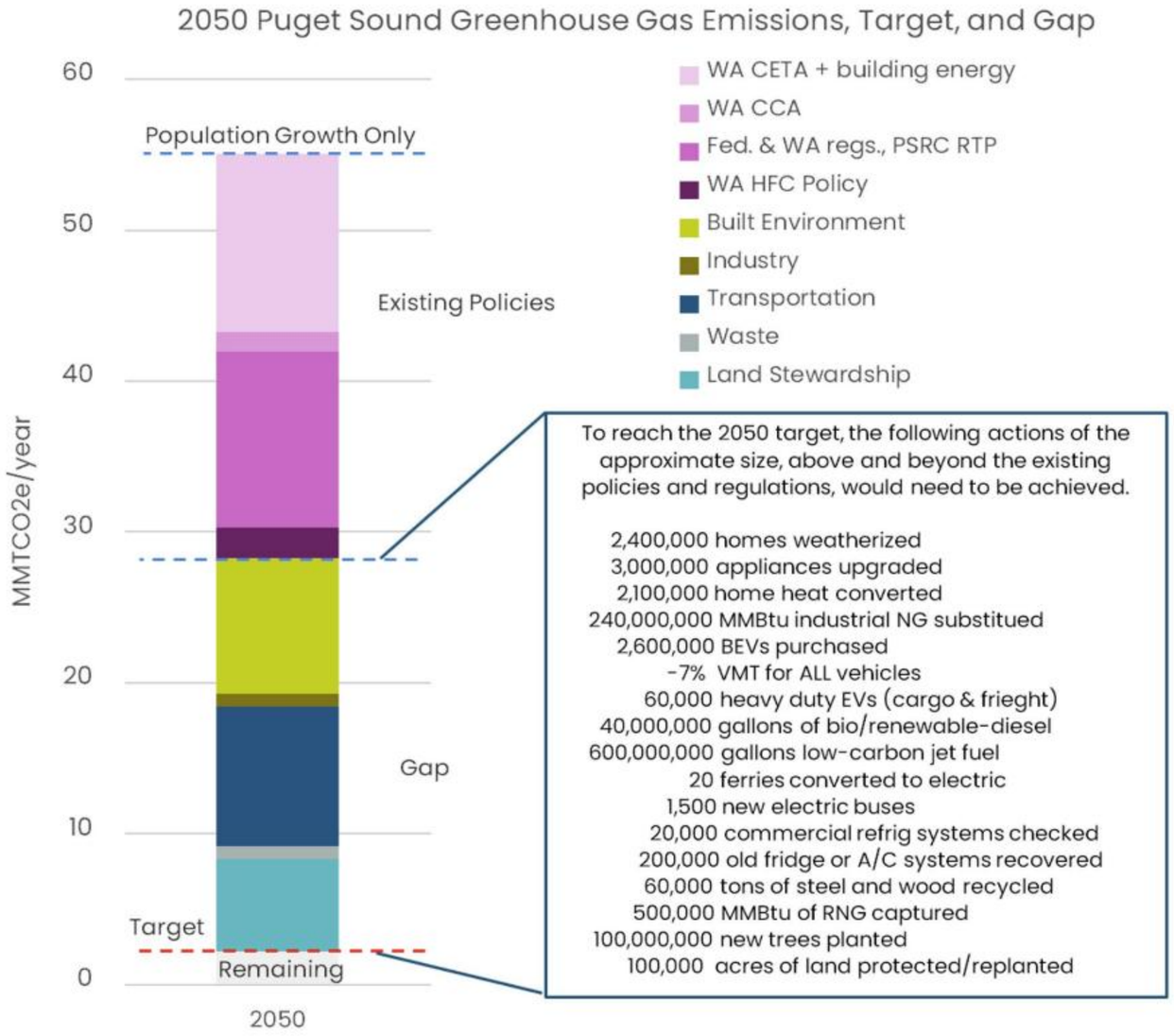
Meeting the 2030 Target

Figure 9. Potential Strategies and Assumptions to Meet the 2030 Climate Target



Meeting the 2050 Target

Figure 10. Potential Strategies and Assumptions to Meet the 2050 Climate Target



Draft Climate Plan Emission Reduction Strategies by Sector

Built Environment

Strategy	Example Actions	Assumptions for 2030
1.1 Build Low-Carbon New Buildings	• Strengthen building codes • Provide education and outreach for developers and builders of new commercial and residential construction	Assumes vast majority of new housing units built in the region (165,000) have fully non-GHG emitting space and water heating systems
1.2 Reduce Energy Use in Existing Buildings	• Weatherize existing buildings, upgrade appliances for efficiency, and upgrade lighting • Support utility demand response programs • Develop efficiency standards	Assumes that 900,000 homes are weatherized, 1.0 million appliances are upgraded, and 5 million lightbulbs are changed out
1.3 Electrify or Decarbonize Existing Buildings	• Electrify appliances • Develop renewable electricity generation and battery storage systems • Develop building emissions performance standards and building decarbonization plans • Promote low-carbon fuels	Assumes 800,000 residential dwelling units and 100,000 residential water heaters are converted to electric, along with the entire commercial water heater sector

Transportation

Strategy	Example Actions	Assumptions for 2030
2.1 Reduce Vehicle Miles Traveled of On-Road Passenger Internal Combustion Engine Vehicles	• Implement transit-oriented, compact growth and development • Develop vehicle use/congestion pricing programs • Expand biking and walking networks and prioritize transit access	Assumes VMT each year were reduced by 1.1 billion miles, which is about 4% of the annual total
2.2 Increase Sales and Use of On-Road Passenger Electric Vehicles and Promote Low-Carbon Fuel Alternatives	• Support charging infrastructure build-out and develop a regional charging • infrastructure plan • Electrify government fleets and high-emitting vehicles • Support electric vehicle car sharing programs	Assumes that the EV adoption rate occurs one year ahead of the current projected ramp (~137,000 additional EV's on the road, or ~780,000 total) above and beyond the state ZEV mandate
2.3 Electrify or Reduce the Carbon Intensity of On-Road Medium- and Heavy-Duty Freight and Service Vehicles	• Support the electrification of public and private MD/HD fleets • Support Advanced Clean Trucks and Advanced Clean Fleet Rules • Support MD/HD charging infrastructure build-out	Assumes 15,000 HD electric vehicles are on the road and 15 million gallons of lower-carbon fuels are used

Solid Waste and Wastewater

Strategy	Example Actions	Assumptions for 2030
3.1 Divert Construction and Demolition Materials from Landfills	• Develop codes, permitting, or planning to maximize material reclamation • Support new and existing markets for salvaged and recycled materials	Assumes 30,000 additional tons of both steel and wood are diverted
3.2 Divert Other Recyclable and Compostable Materials from Landfills	• Provide education and outreach to encourage landfill diversion • Improve the processing and handling of compostable organic waste • Reduce food waste	Assumes 156,000 additional tons of general waste and 90,000 tons of organic waste are being diverted
3.3 Increase Methane Capture at Landfills	• Provide incentives for methane capture • Develop outreach and education programs to encourage methane capture	Assumes 500,000 MMBtu of methane are captured and used each year

The plan also identifies two strategies to reduce emissions in the Consumption sector, which are not quantified:

- 6.1 Reduce Food Waste and Promote Low-Emission Dietary Choices
- 6.2 Promote a Circular Economy for General Goods

Land Use

Strategy	Example Actions	Assumptions for 2030
4.1 Steward Natural Lands to Reduce Tree Loss	• Increase offset tree planting, stewardship, and monitoring • Strengthen zoning and permitting to protect trees	Assumes 50 million new trees are planted
4.2 Steward Natural Lands to Increase Carbon Sequestration and Reduce Emissions	• Increase soil carbon sequestration on farms • Steward forests, farmland, and open spaces • Promote de-paving to restore natural vegetation	Assumes 50,000 hectares of land are protected, replanted, or otherwise enhanced to stop carbon loss or increase uptake

Refrigerants

Strategy	Example Actions	Assumptions for 2030
5.1 Reduce Use of High-GWP Devices and Increase Recovery of High-GWP Refrigerants	• Replace existing high-GWP refrigerant devices • Support governments' and schools' transition to low-GWP refrigerant devices • Increase good device disposal practices	Assumes that 100,000 devices have been replaced with zero- or low-GWP devices, and 100,000 old devices with high-GWP refrigerants have had their refrigerant recovered
5.2 Reduce Refrigerant Leaks from Commercial and Industrial Systems	• Develop programs to increase requirements for leak inspection, monitoring, repair, and recovery of refrigerants from larger commercial and industrial systems	Assumes 10,000 systems are inspected

Other Discussions and Analyses in the Draft Climate Plan

- Implementation Considerations
- Utility Considerations
- Benefits Analysis
- Workforce Development Analysis
- Next Steps

Thank you! Questions?

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Stay in touch via the CPRG Listserv

www.pscleanair.gov/ClimateEngagement