1) **15 mins** - Welcome and (Re)Introductions

2) **10 mins** – Overview on Climate Pollution Reduction Grants Program

3) **20 mins** – SLC Metropolitan Statistical Area Process: Needs and Vision

4) **30 mins** – Straw Polling and Additional Input

5) **15 mins** – Remaining Q&A plus Next Steps

Overview of EPA CPRG Program

Climate Pollution Reduction Grants

PLANNING GRANTS

IMPLEMENTATION GRANTS

EPA Climate Pollution Reduction Grants – Apr 24, 2023

EPA CPRG 2023 Timeline: Metro Areas

CPRG Guidance Released

March 1st

Notice of Intent Due

April 28th

Application and Work Plan Due

May 31st

Planning Grants Awarded

July or August

EPA Climate Pollution Reduction Grants – Apr 24, 2023

EPA CPRG: Key Deliverables

Priority Climate Action Plan ("PCAP")
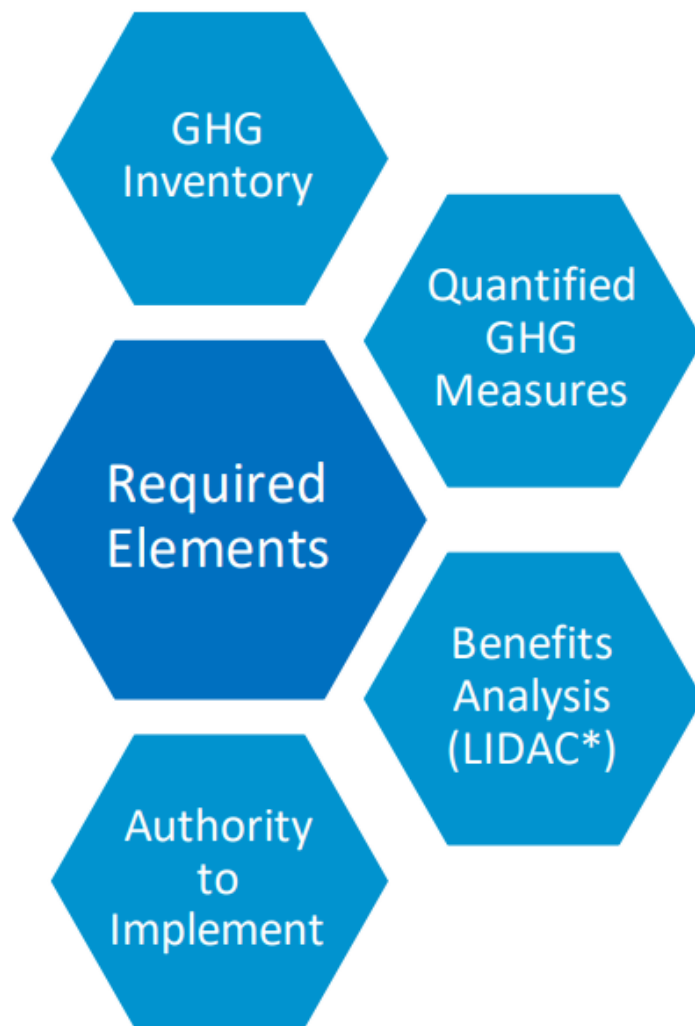
Due March 1, 2024

Comprehensive Climate Action Plan ("CCAP")

Due Summer 2025
Two years from grant award date

Status Report
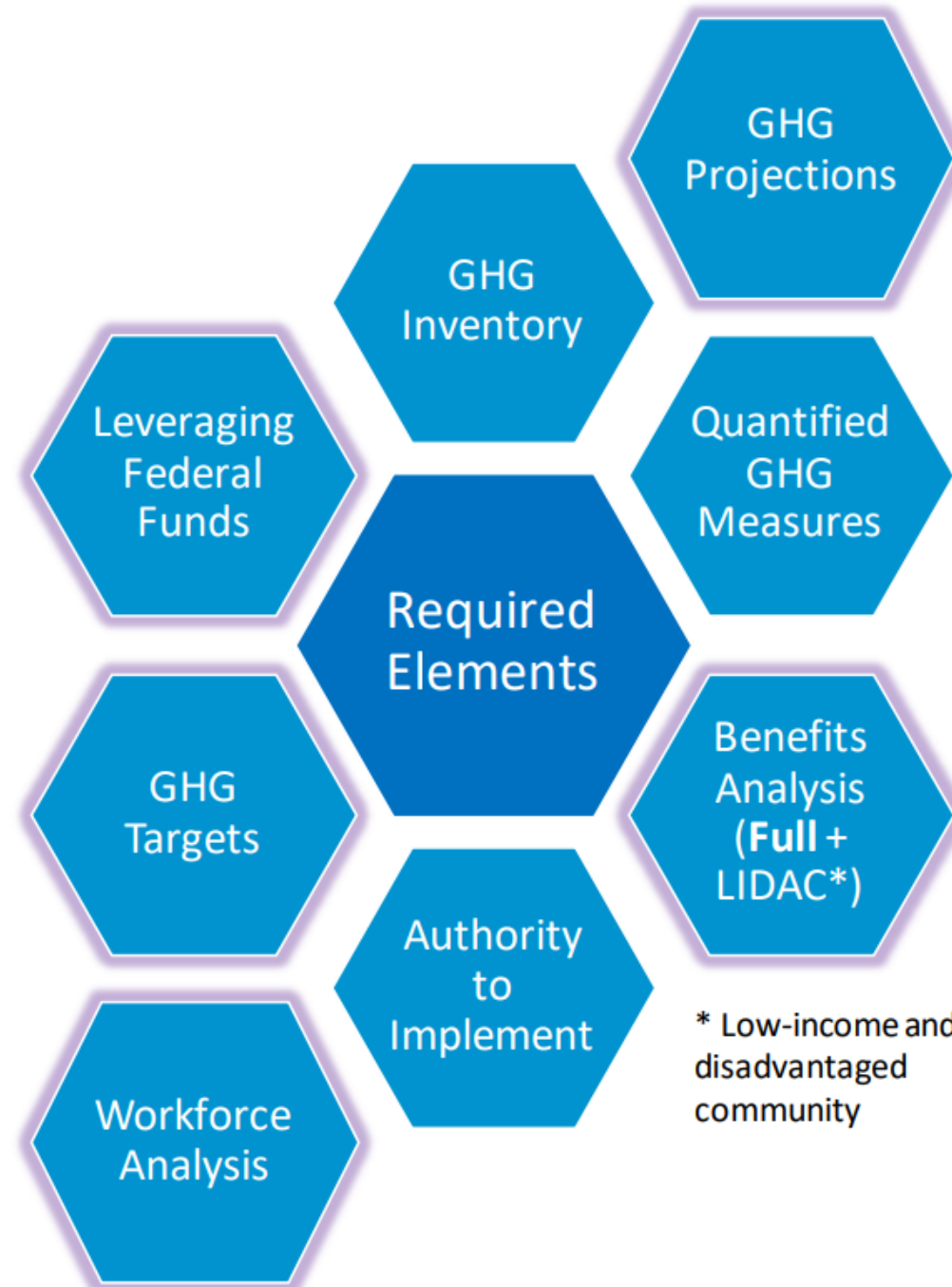
Due Summer 2027
Four years from grant award date

EPA Climate Pollution Reduction Grants – Apr 24, 2023

Priority Climate Action Plan

Required Elements:
- GHG Inventory
- Quantified GHG Measures
- Benefits Analysis (LIDAC*)
- Authority to Implement

- Due March 1, 2024
- Identifies near-term action items to prepare for implementation grants
- Can focus on specific sector(s) or sources
- Limited set of requirements that set foundations for informed decisions
- May build on previous climate planning efforts

* Low-income and disadvantaged community

Comprehensive Climate Action Plan

GHG Projections

GHG Inventory

Leveraging Federal Funds

Quantified GHG Measures

Required Elements

GHG Targets

Benefits Analysis (**Full** + LIDAC*)

Authority to Implement

Workforce Analysis

* Low-income and disadvantaged community

- Due 2 years from the date of award for states and metro areas (summer 2025) and at close of grant for tribes and territories

- Covers GHG reduction measures across **all significant sources/sinks and sectors**

- Establishes near-term **and long-term** GHG emission reduction targets

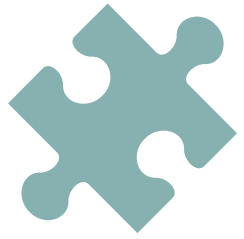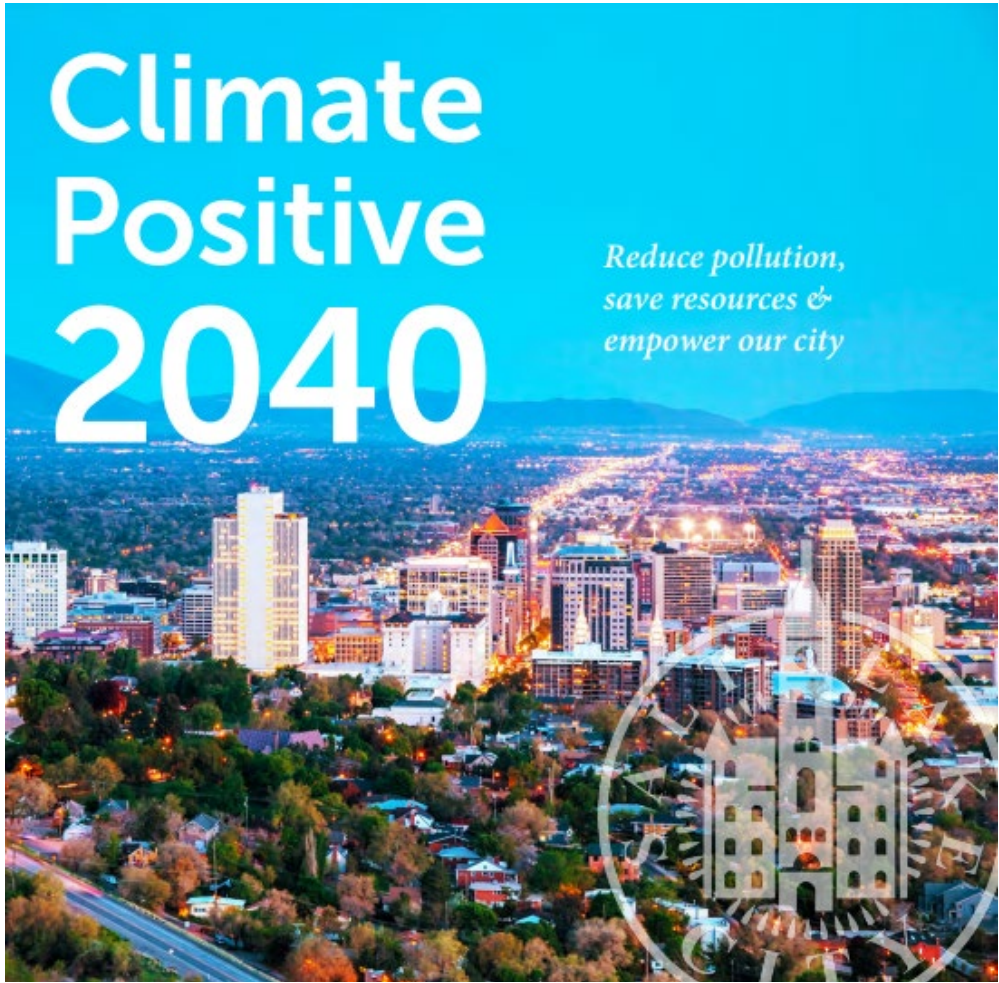- Adds additional required analyses to support robust implementation

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Vision, Needs, and Opportunities

SLC Metro Area Process

"PCAP" Key Elements

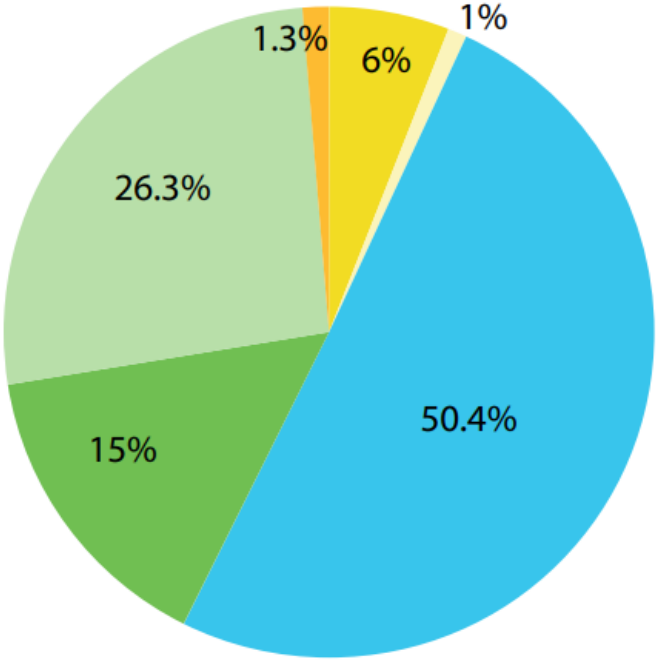GHG
Inventory

2015 Carbon Footprint
mT CO2e: 4,769,171

Emissions Sources, Salt Lake City
- Aviation fuels
- Diesel
- Electricity
- Gasoline
- Natural gas
- Other (compressed natural gas, landfill, & propane)

Source: Climate Positive 2040 – Salt Lake City Community Climate Plan (2017)
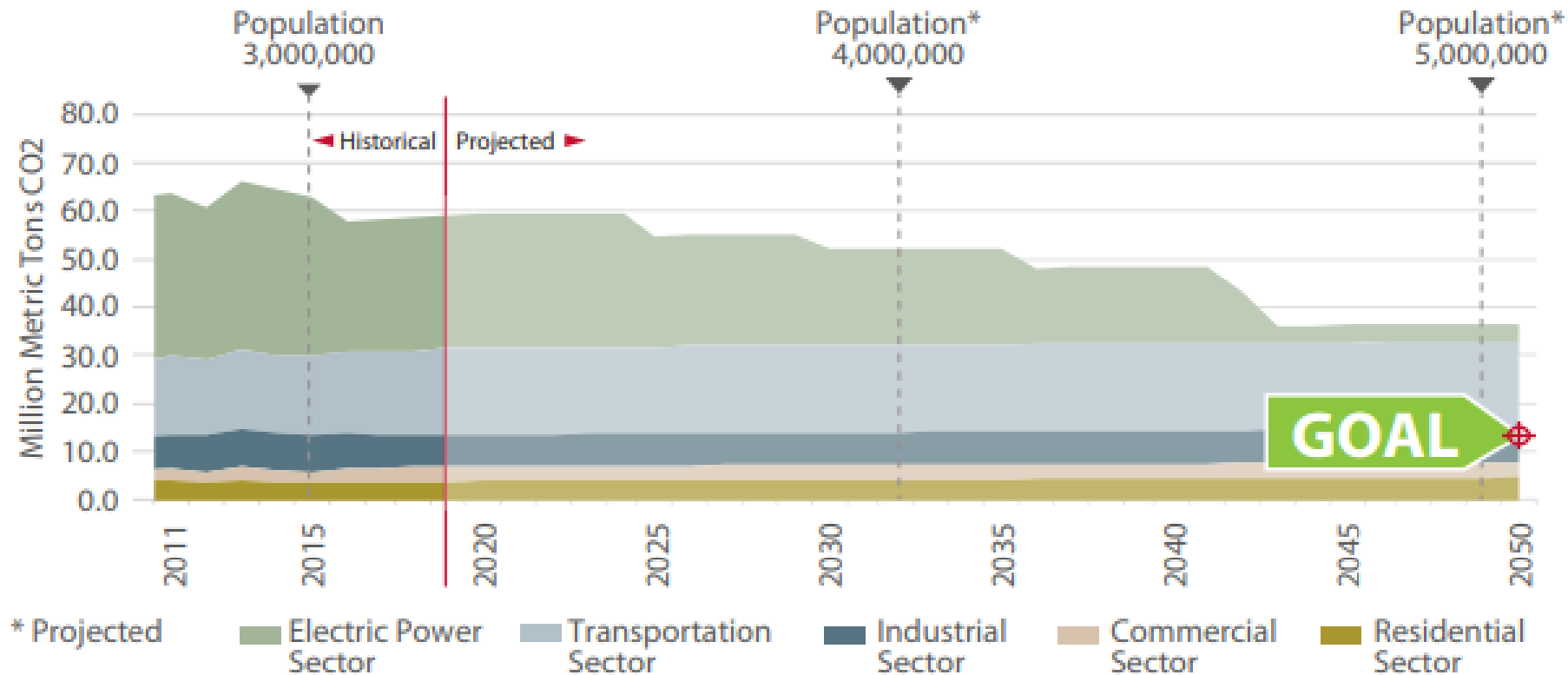
Source: "The Utah Roadmap: Positive Solutions on Climate and Air Quality" (2020)

Utah's Carbon Dioxide Emissions Baseline
Historical and Projected Statewide CO₂ Emissions

Population 3,000,000

Population* 4,000,000

Population* 5,000,000

◄ Historical | Projected ►

Million Metric Tons CO2

80.0
70.0
60.0
50.0
40.0
30.0
20.0
10.0
0.0

2011   2015   2020   2025   2030   2035   2040   2045   2050

GOAL

* Projected

■ Electric Power Sector ■ Transportation Sector ■ Industrial Sector ■ Commercial Sector ■ Residential Sector

Note: Baselines account for potential scenario dates for the notional closures of Bonanza (2030), Huntington (2036), and Hunter (2042) power plants.
Source: US Energy Information Administration (EIA) based on the combustion of fossil fuel (historical), and Kem C. Gardner Policy Institute (projected)

Source: "The Utah Roadmap: Positive Solutions on Climate and Air Quality" (2020)

Utah's Air Emissions Baseline

Historical and Projected Air Pollutants (NOx, VOC, PM10, NH3, SO2)
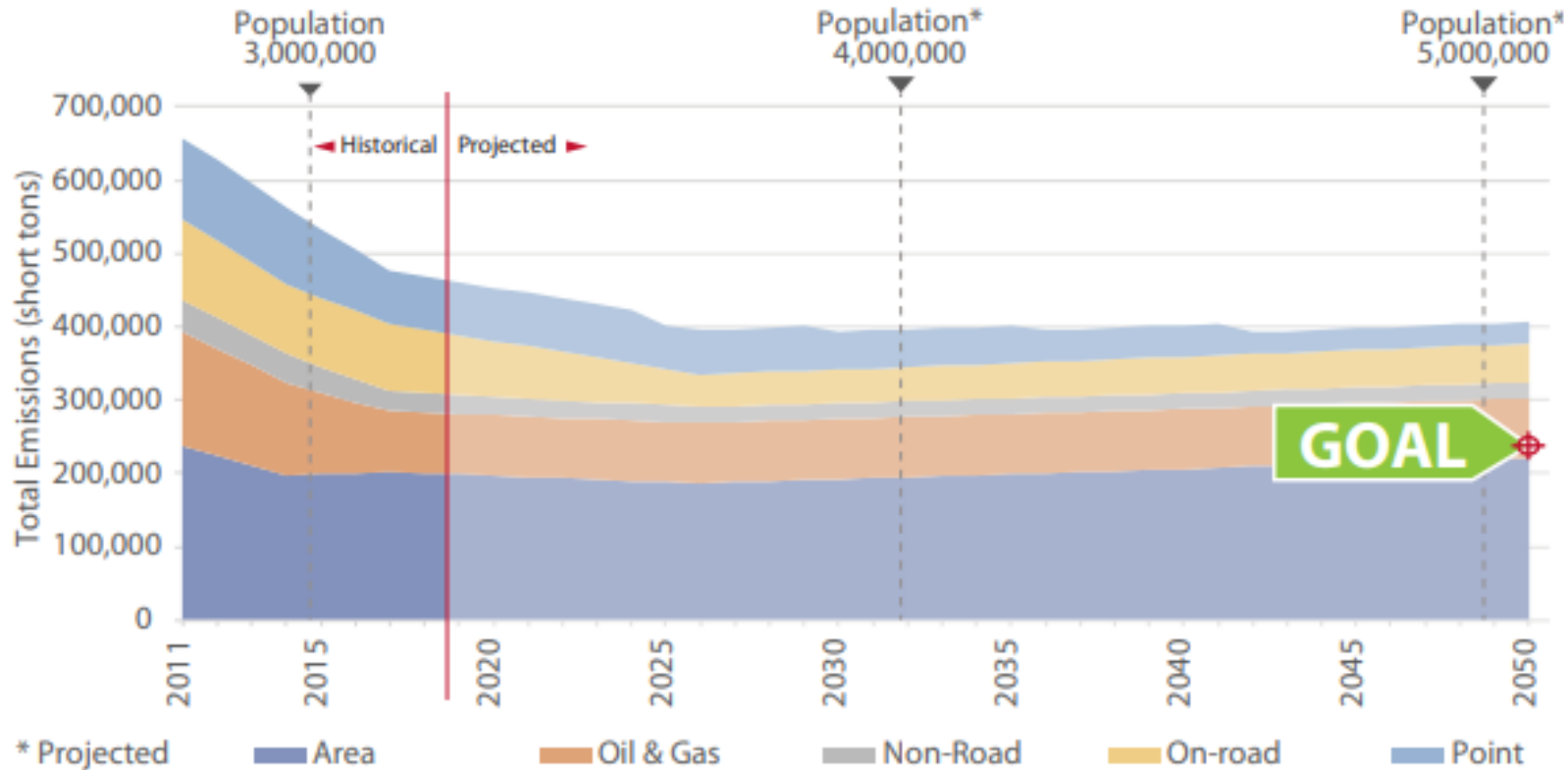
Note: Area sources include stationary source fuel combustion, service stations, painting operations, solvent use, waste management, and light industrial, and a wide range of citizen activities such as lawn maintenance, gas and charcoal barbecues, and home heating. Point sources are localized, large, stationary sources of air emissions such as factories, power plants, foundries, refineries, and chemical plants. Baselines account for potential scenario dates for the notional closures of Bonanza (2030), Huntington (2036), and Hunter (2042) power plants.
Source: Utah Department of Environmental Quality, and Kem C. Gardner Policy Institute

Source: "The Utah Roadmap: Positive Solutions on Climate and Air Quality" (2020)
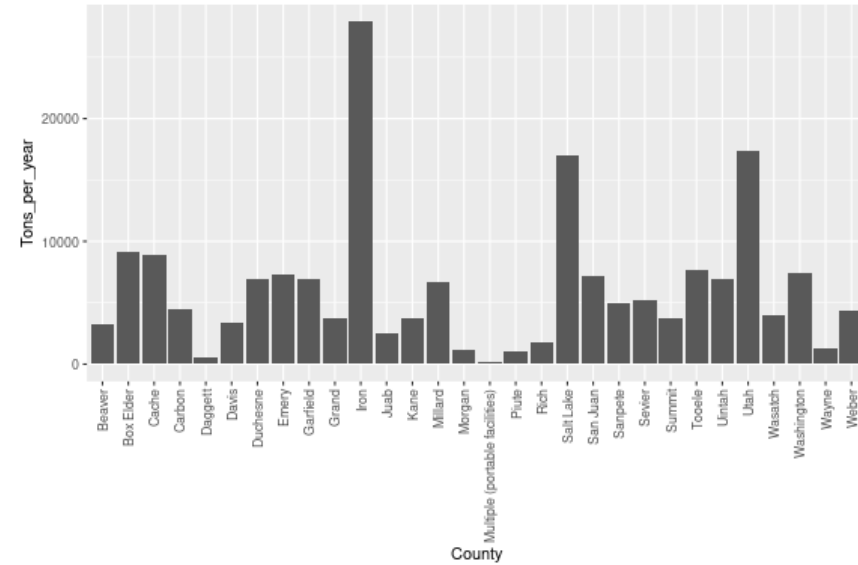
Source: Utah Division of Air Quality "Statewide Emissions Inventories"

Local Greenhouse Gas Inventory Tool

EPA's Local Greenhouse Gas Inventory Tool was developed to help communities across the United States to evaluate their greenhouse gas emissions. Use this tool to compile a greenhouse gas (GHG) inventory for your entire community or for local government operations in particular.

Download the Local Greenhouse Gas Inventory Tool and sign up for updates (Updated October 2022)

Watch a 1-hour webinar overview of the Local Greenhouse Gas Inventory Tool

What is the Local Greenhouse Gas Inventory Tool?

This free, interactive spreadsheet tool calculates GHG emissions for many sectors, including residential, commercial, transportation, and waste and water management. The tool is comprised of two separate modules: one for community-wide inventories, the other for inventories of local government operations only. You may choose to use one or both modules.
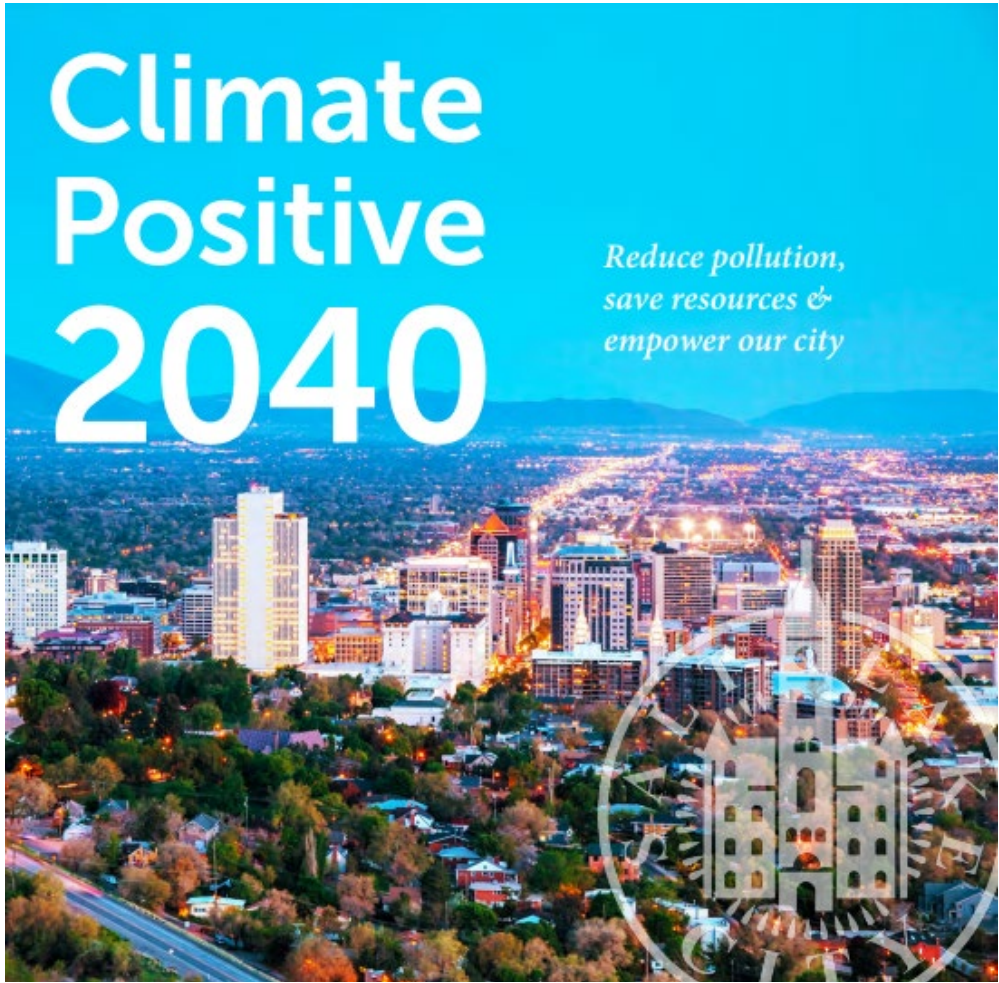
"PCAP" Key Elements
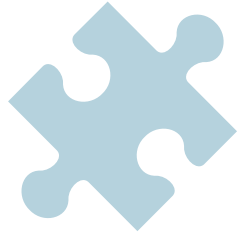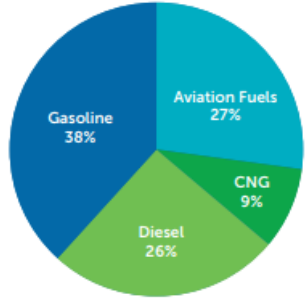
GHG Inventory

Reduction Measures

What is a "Priority Measure"?

✓ **Near-Term**

✓ **High Priority**

✓ **Implementation-Ready**

✓ **Authority to Implement *or* Pathway**

CLEAN TRANSPORTATION

There are a variety of ways to reduce carbon pollution associated with travel and all are of crucial importance in order for the community to reach its Climate Positive goals. Existing programs and emerging opportunities are highlighted below and described in greater detail in online reports.

Increasing Use of Public Transit. Expanding public transit options and encouraging ridership are essential to Climate Positive success. The City released its first Transit Master Plan in 2016 and continues to collaborate with Utah Transit Authority (UTA) on enhanced service options. Affordability is also crucial and served as a catalyst for the discounted transit Hive Pass for City residents.

Promoting Active Transportation. The Salt Lake City Transportation Division has developed plans and invested in infrastructure to support active, zero-emissions transportation options such as walking and biking. These solutions will be increasingly important as we strive for sizable emissions reductions and healthier forms of travel.

Accelerating Electric Vehicle Adoption. Electrified transportation powered by renewable energy is a cornerstone of holistic carbon emissions reduction plans. The City has invested in public EV charging infrastructure and collaborated on programs to offer discounted EVs to residents. Work on related initiatives, plus broader policy measures, will remain a priority for Salt Lake City going forward.

Reducing Emissions from Air Travel. Technological innovations offer the ability to shift fuel sources and greatly reduce greenhouse gas emissions from air travel over time. Residents and businesses can support Climate Positive in the near-term by reducing the use of long-distance air travel.

GHG emissions from transportation fuels in Salt Lake City, 2015

Gasoline 38%
Aviation Fuels 27%
CNG 9%
Diesel 26%

CLIMATE POSITIVE + 2040

Source: Climate Positive 2040 – Salt Lake City Community Climate Plan (2017)

MILEPOST 1 — Adopt emissions-reduction goals and measure results – We recommend the following emissions-reduction goals be adopted by resolution, or statute in 2020.

Reduce criteria pollutant air emissions below 2017 levels by 50% by 2050.

Reduce CO_2 emissions statewide 25% below 2005 levels by 2025, 50% by 2030, and 80% by 2050.

MILEPOST 2 — Lead by example – We recommend state government lead by example by converting to an all electric/compressed natural gas/hydrogen/renewable natural gas fleet where practical, adopt energy efficiency goals in state buildings, establish telework targets, provide additional funding for reforestation, and invest more in energy planning.

MILEPOST 3 — Create a premier air quality/changing climate solutions laboratory – We recommend Utah establish and fund a premier state-level air quality/changing climate research solutions laboratory to improve emissions inventories and the monitoring network, conduct research, advance new technologies, and convene entrepreneurs and experts to innovate.

MILEPOST 4 — Accelerate quality growth efforts – We recommend the state accelerate progress to meet objectives of Wasatch Choice 2050 and other quality growth initiatives statewide that will provide more transportation choices, support housing options, encourage active transportation, preserve open space, improve energy efficiency in buildings, and link economic development with transportation and housing decisions.

MILEPOST 5 — Position Utah as the market-based EV state – We recommend the state expand Utah's network of electric vehicle (EV) charging stations, incentivize electric vehicle/compressed natural gas/hydrogen/renewable natural gas use (particularly for older vehicles and large fleets), and involve Utah auto dealers in strategies to increase the zero-emissions vehicle supply.

MILEPOST 6 — Provide economic transition assistance to rural communities – We recommend the state prioritize economic development investment and partnerships in energy-transition areas such as Carbon, Emery, Millard, Uintah, Duchesne, Sevier, and San Juan counties.

MILEPOST 7 — Participate in national dialogue about market-based approaches to reduce carbon emissions – We recommend the state become a leader in national discussions about how to harness the power of market forces and new technologies to reduce carbon emissions in a way that protects health, sustains economic development, and offers other benefits to Utahns. Energy storage, research and development for energy technologies, revenue neutral/border adjusted carbon pricing, cap and trade, and other approaches may offer promising options for reducing emissions.

Source: "The Utah Roadmap: Positive Solutions on Climate and Air Quality" (2020)

Source: "Your Utah, Your Future" Envision Utah

Source: "2019-2050 Regional Transportation Plan," Wasatch Front Regional Council (WFRC)

PacifiCorp Electricity System

"70% reduction of greenhouse gas emissions from 2005 levels by 2030 and an 87% reduction by 2035"

Source: "2023 Integrated Resource Plan," PacifiCorp (2023)

"PCAP" Key Elements

GHG Inventory

Reduction Measures

LIDAC* Benefits Analysis
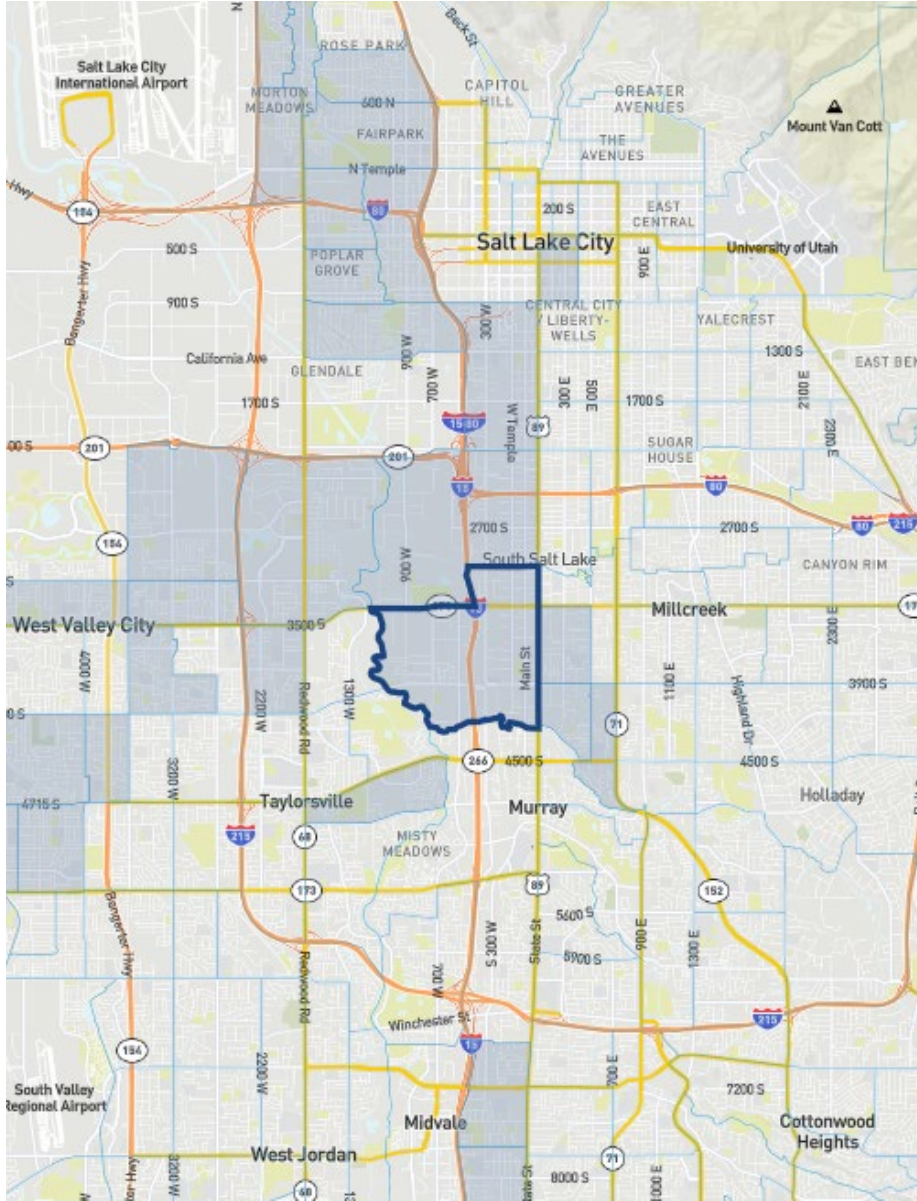
LIDAC = Low-Income and Disadvantaged Communities

Low-Income Disadvantaged Community Benefits Analysis

Community Engagement

Pollution Reduction

Reduced Energy Cost Burden

Workforce Opportunities

EPA Climate Pollution Reduction Grants – Apr 24, 2023

Climate and Economic Justice Screening Tool

Climate change	+
Energy	+
Health	−

Asthma 73rd
Share of people who not above 90th
have been told they percentile
have asthma

Diabetes 7th
Share of people ages not above 90th
18 years and older percentile
who have diabetes
other than diabetes
during pregnancy

Heart disease 4th
Share of people ages not above 90th
18 years and older percentile
who have been told
they have heart
disease

Low income `65th`
People in households above 65th percentile
where income is less
than or equal to twice
the federal poverty
level, not including
students enrolled in
higher ed

Housing	+
Legacy pollution	+
Transportation	+
Water and wastewater	+
Workforce development	+

Source: Climate and Economic Justice Screening Tool

Meaningful involvement means:

o People have an opportunity to **participate in decisions** about activities that may affect their environment and/or health

o The public's contribution can **influence the regulatory agency's** decision

o **Community concerns** will be considered in the decision-making process

o Decision makers will seek out and facilitate the **involvement of those potentially affected**
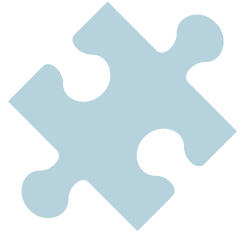
Community Engagement

Pollution Reduction

Reduced Energy Burden

Workforce Opportunities

EPA Climate Pollution Reduction Grants – Apr 24, 2023

"PCAP" Key Elements

GHG Inventory

Reduction Measures

LIDAC* Benefits Analysis

Authority to Implement

LIDAC = Low-Income and Disadvantaged Communities

Authority to Implement

"...identify for each measure whether the relevant state or local governments already have <u>existing statutory or regulatory authority</u> to implement the measure, or whether such authority still must be obtained."

EPA CPRG: Key Deliverables

Priority Climate Action Plan ("PCAP")

Due March 1, 2024

Comprehensive Climate Action Plan ("CCAP")

Due Summer 2025
Two years from grant award date

Status Report

Due Summer 2027
Four years from grant award date

EPA Climate Pollution Reduction Grants – Apr 24, 2023

Plan Element	Priority Climate Action Plan	Comprehensive Climate Action Plan	Status Report
GHG Inventory	Required	Required	Update Encouraged
GHG Emissions Projections	Not Required	Required	Update Encouraged
GHG Reduction Targets	Not Required	Required	Not Required
Quantified GHG Reduction Measures	Required (priority measures only)	Required (comprehensive)	Status and Updates Required
Benefits Analysis	Encouraged	Required	Required
Low Income/ Disadvantaged Communities Benefits Analysis	Required	Required	Required
Review of Authority to Implement	Required	Required	Update Required
Intersection with Other Funding Availability	Encouraged	Required	Required
Workforce Planning Analysis	Encouraged	Required	Required
Next Steps/Future Budget and Staffing Needs	Not Required	Not Required	Required

Source: "Climate Pollution Reduction Grants Program: Formula Grants for Planning," EPA (2023)

Ideas and Opportunities

Public Engagement and Input