



STATE OF WASHINGTON  
— OFFICE OF GOVERNOR JAY INSLEE —

March 7, 2024

The Honorable Michael S. Regan  
Administrator  
U.S. Environmental Protection Agency  
1200 Pennsylvania Ave, NW  
Washington, DC 20460

**RE: Support for Washington State Climate Pollution Reduction Implementation Grant Applications**

Dear Administrator Regan:

I am writing to convey my strong support for Washington state's applications to the United States Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) program. These four closely coordinated proposals, authored by both state and local agencies, will decrease climate pollution and hazardous air pollutants, increase community resilience, and support high quality jobs for the most vulnerable populations in our state.

Washington has set some of the most ambitious targets in the country for an equitable transition to a clean energy economy. Our Clean Energy Transformation Act requires a carbon-neutral grid by 2030 and 100 percent clean electricity by 2045. The Climate Commitment Act of 2021 caps and reduces greenhouse gas emissions from Washington's largest emitting sources and industries, allowing businesses to find the most efficient path to lower carbon emissions. These laws work alongside other critical climate laws and policies to help Washington achieve its commitment to reducing GHG emissions by 95 percent by 2050 and place environmental justice and equity at the center of climate policy.

Our state's landmark Healthy Environment for All (HEAL) Act requires state agencies to apply specific environmental justice criteria when deploying grant funds, among other actions. Closely aligned with the Justice40 Initiative goals for equitable distribution of benefits, the HEAL Act provides a framework for agencies to use when designing and implementing programs to help ensure that these funds benefit vulnerable, overburdened, and low-income communities.

The state and metropolitan statistical area teams coordinated closely to design four applications to avoid redundancies and leverage each other's respective strengths and expertise. The result is a package of applications that ensures that every county in Washington receives climate

pollution reduction benefits. These applications represent avoided emissions of over six million metric tons of carbon dioxide equivalent by 2050, which represents an additional six percent of statewide emissions outside regulated emission reduction efforts. Disadvantaged communities will benefit directly from improved air quality, enhanced resilience, workforce development, and community-centered economic development provided by the following four proposals.

- Tier A application led by the Washington State Department of Ecology for complete streets, marine terminal electrification, medium- and heavy-duty vehicle scrap and replace, organic management, reduction of emissions for rural and special needs transit, and refrigeration management for low-income grocery stores. This proposal represents over four million metric tons of avoided GHG emissions, which supports Washington's ambitious GHG reduction mandates<sup>1</sup>. This would scale up transportation programs with a proven track record of success,<sup>2</sup> create a ferry electrification plan for the largest ferry system in the country,<sup>3</sup> and implement three new climate pollution reduction programs developed by Washington in the last two years<sup>4</sup>. All proposed measures will be delivered in compliance with the HEAL Act, including community outreach and environmental justice assessments to inform program design and delivery of funds to overburdened communities.
- Tier B application led by the Puget Sound Regional Council for regional transit, port and airport electrification, and electric vehicle charging. About 90 percent of the seaport-related diesel particulate matter and GHG emissions in the Puget Sound airshed are associated with cargo shipping operations that the Northwest Seaport Alliance (NWSA) manages on behalf of the ports of Seattle and Tacoma. The proposed measures will significantly benefit the 4.3 million residents living across the airshed, with the majority of those benefits directly impacting disadvantaged communities adjacent to port operations. The NWSA Ports have collectively shown a strong track record of advancing GHG reduction strategies across their operations, as well as a proven past performance of implementing federally funded climate projects within budget and under tight timelines. Likewise, as the region's Metropolitan Planning Organization (MPO), the Puget Sound Regional Council has administered funding distribution processes for millions of dollars in federal funding and is well positioned to successfully administer and track performance of Tier B application measures.
- Tier C application led by the Washington State Department of Commerce for transformative tribal and local projects, including enabling rail decarbonization, water transportation for reducing freight traffic, decarbonizing district energy systems at higher educational campuses, supporting municipal and tribal electric vehicle electrification, deploying anaerobic digesters, and a program to support tribal energy sovereignty. As

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<sup>1</sup> <https://apps.leg.wa.gov/rcw/default.aspx?cite=70A.45.020>

<sup>2</sup> Washington Green Transportation Capital Grants program and Sandy Williams Connecting Communities Program

<sup>3</sup> <https://wsdot.wa.gov/construction-planning/major-projects/ferry-system-electrification>

<sup>4</sup> 2022 Use Food Well Washington Plan, 2023 Refrigerant Management Program, and 2023 Transportation Electrification Strategy

one of the nation's leading state energy offices, Commerce has granted millions of public funds towards the clean energy transition, conducting extensive community outreach and engagement to understand community needs and barriers to clean energy adoption. With a mission to strengthen communities, Commerce is uniquely suited to support the deployment of local and tribal projects, which ensure community-driven solutions to climate pollution reduction.

- Tier D application led by King County to support existing multi-family building electrification, community-oriented small commercial and municipal building electrification, and embodied carbon policy development. Climate pollution from the building sector is growing at a faster rate than any other source in Washington. Reducing the Puget Sound region's emissions from the building sector will significantly reduce the state's overall GHG emissions profile and directly benefit the region's residents, which comprise over half of the state's population. The proposed measures under the Tier D application will focus specifically on bringing benefits to low-income and disadvantaged communities, as well as prioritizing actions that maximize co-benefits and equity outcomes. Significant increases in investments like the measures proposed in this application are necessary to achieve deep energy efficiency reductions, which will meaningfully decrease the energy burden of low-income households. King County has a strong track record of working with partner jurisdictions and utilities to implement programs that benefit all four counties in the region.

Thank you in advance for your consideration of these transformative climate reduction measures. Washington stands ready to partner with EPA to achieve our shared goal of delivering climate pollution reduction measures.

Very truly yours,



Jay Inslee

CC: Michael Fong, Director, Washington State Department of Commerce  
Laura Watson, Director, Washington State Department of Ecology  
Dow Constantine, Executive, King County  
Josh Brown, Executive Director, Puget Sound Regional Council