

# Transportation Sector

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April 2, 2025

10:00am – 12:00pm EST

# Agenda

- ✓ Introductions
- ✓ Climate Pollution Reduction Grant (CPRG)  
Overview
- ✓ Energy Sector Relevant Metrics
- ✓ Clean Energy Workforce Planning
- ✓ Low-Income and Disadvantaged  
Communities (LIDAC) Considerations

- ✓ Open Discussion
  - ✓ Trends
  - ✓ Measures Presented
  - ✓ Needs from the region
  - ✓ Past experiences with Climate Policy
- ✓ Next Steps

# Introductions

- Name
- Affiliation / Organization
- Title / Position
- What area or region you typically work in
- Why you attended today

# Climate Pollution Reduction Grant (CPRG) Overview

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## Program Goals:

*Through the Inflation Reduction Act of 2022, Congress provided tools to pursue greenhouse gas (GHG) pollution reductions, including the Climate Pollution Reduction Grants (CPRG) program.*

In implementing this program, EPA seeks to achieve three broad objectives:

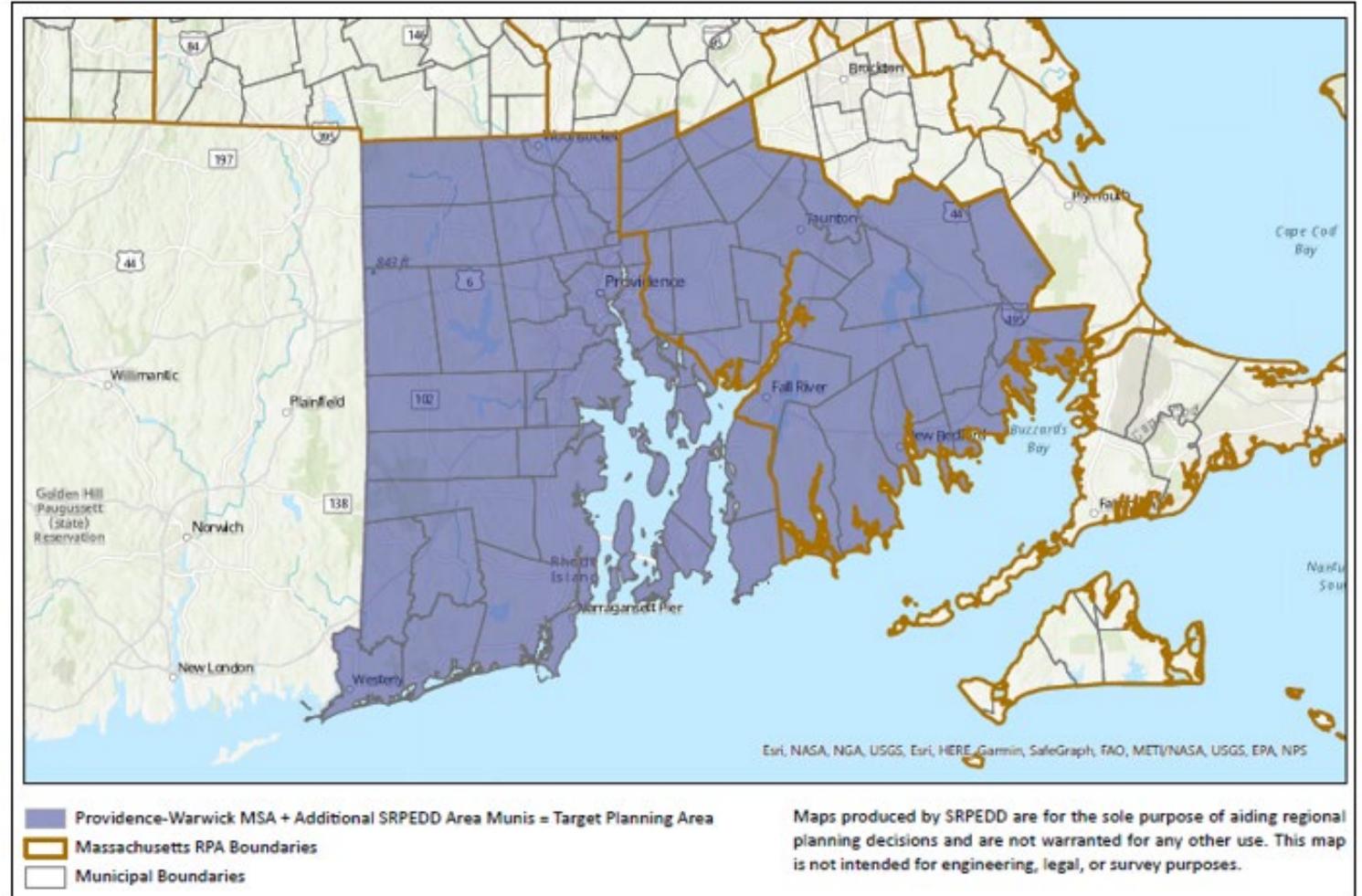
1. Tackle damaging climate pollution while supporting the creation of good jobs and lowering energy costs for families.
2. Accelerate work to address environmental injustice and empower community-driven solutions in overburdened neighborhoods.
3. Deliver cleaner air by reducing harmful air pollution in places where people live, work, play, and go to school.

# Climate Pollution Reduction Grant (CPRG) Overview

## What is an MSA?

Delineated by the Census Bureau, MSAs represent "a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core."

Figure 1: Providence-Warwick MSA CPRG Planning Area



# Climate Pollution Reduction Grant (CPRG) Overview

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## Comprehensive Climate Action Plan (CCAP) Requirements:



A GHG inventory



GHG emission projections



GHG reduction targets



Quantified GHG reduction measures



A benefit analysis for the full geographic scope and population covered by the plan



A low-income and disadvantaged communities benefits analysis



A review of authority to implement



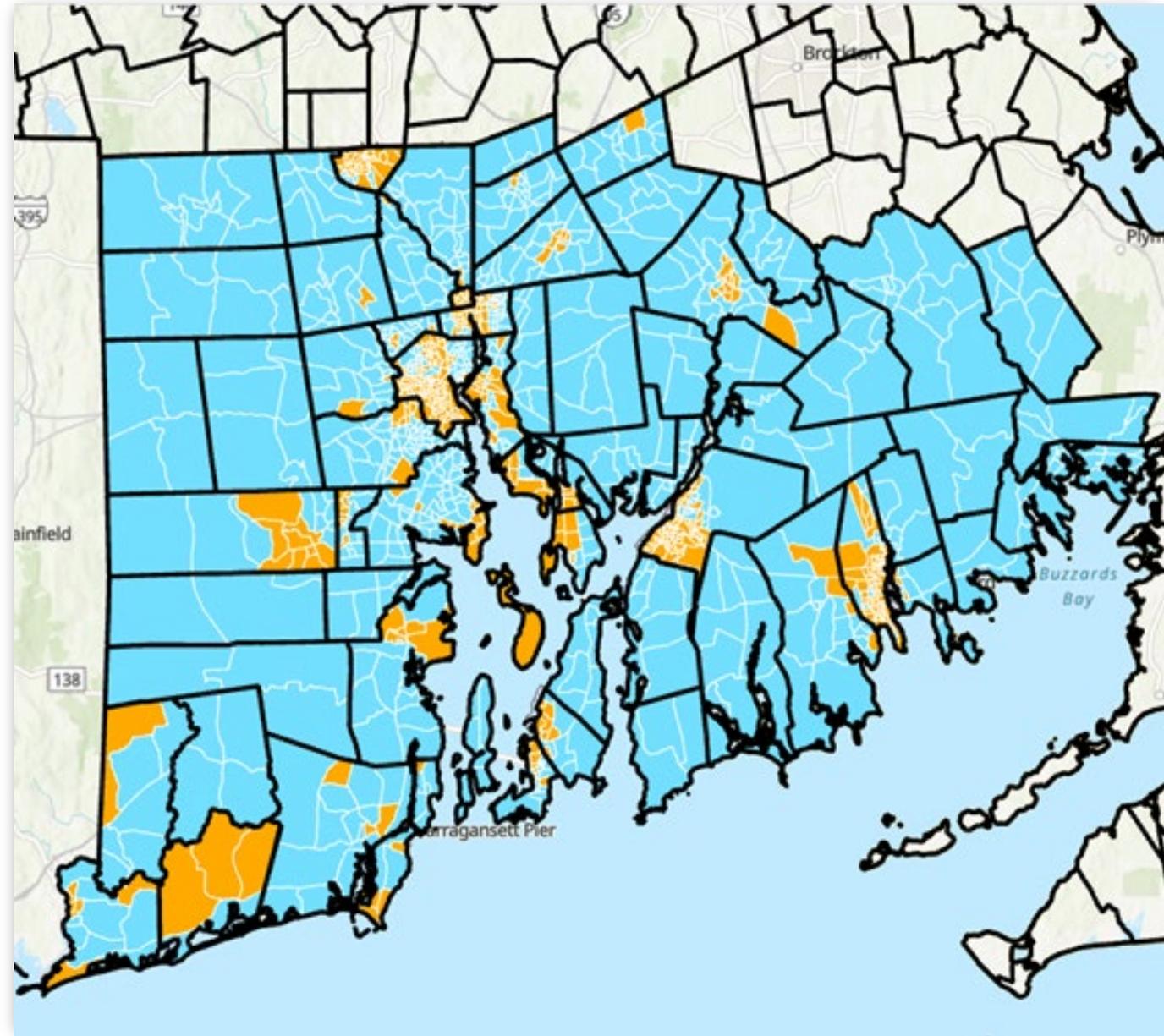
A plan to leverage other federal funding



A workforce planning analysis

# LIDAC Considerations

- Map of our Low-Income and Disadvantaged Communities
- Barriers to entry for low income and disadvantaged groups; frequency of transit and vulnerable communities (such as seniors or children); heritage fishing industry and transition to green ports



# Transportation Sector Relevant Metrics

## **T1: Support light-duty electric vehicle transition.**

### *Potential Project Examples:*

- Improve charging infrastructure availability.
- Grid upgrades and solar canopies to support demand.
- Battery waste disposal and vehicle retirement programs.
- Municipal and private incentives for electric vehicle purchase.

## **T2: Reduce commuter emissions.**

### *Potential Project Examples:*

- Expand regional public transit options, paired with well-planned equity-focused transit-oriented development zoning.
- Employee incentives to encourage remote work and take public transit, carpooling or biking to work.
- Help schools transition to electric buses or alternative fuels and improve walkability to encourage more walkers.
- Expand and improve regional bike lane networks and fund e-bike incentives.

# Transportation Relevant Metrics

## **T3: Adopt small-scale roadway interventions across the region.**

### *Potential Project Examples:*

- Traffic signal improvements and other efficiency measures.
- Complete Streets.
- Vision Zero and road reconfiguration to improve safety and multi-modal options.

## **T4: Develop and adopt a 'Green Port' strategy to reduce emissions from shipping and fishing.**

### *Potential Project Examples:*

- Reduce/eliminate in-port emissions from vessels.
- Fund decarbonization and energy efficiency improvements to land-based operations.
- Prepare for/support the offshore wind industry.
- Support electrification and alternative fuel programs of vessels.

# Transportation Workforce Planning: *Massachusetts*

## Electric Vehicles:

- Projected to create 1,313 jobs
- Estimated to cost \$423 million

## Public Transportation:

### Electric Bus Fleet

- Projected to maintain 10,250 jobs
- Estimated cost of up to \$3.67 billion

### High Speed Rail

- Projected to create 110,000 jobs
- Estimated cost of up to \$12.5 billion
- Estimated to eliminate 2,480,36 metric tons of CO2 equivalent annually

## Bicycle and Pedestrian Infrastructure:

- Increased Safety and Availability could lead to job creation

## Telecommuting Technology Support:

- Economic development and flexibility in employment options
- Estimated \$223 million in statewide funding

## Green Port Development – New Bedford:

- Supporting 40,000 jobs
- Estimated annual revenue of \$11 billion

# Transportation Workforce Planning: *Rhode Island*

## Electric Vehicles:

- Projected to create 193 jobs
- Estimated to cost \$138 million

## Public Transportation:

### Electric Bus Fleet

- Estimated cost of up to \$26.9 million – 683 State passenger fleet vehicles
- Estimated cost of up to \$465 million – 224 Electric bus fleet

### High Speed Rail

- Projected to create 352,000 jobs
- Estimated cost of up to \$110 billion
- Estimated to eliminate 335,538 metric tons of CO2 annually

## Bicycle and Pedestrian Infrastructure:

- Increased Safety and Availability could lead to job creation

## Telecommuting Technology Support:

- Economic development and flexibility in employment options
- Estimated \$108 million in statewide funding

## Green Port Development – New Bedford:

- Estimated state investment of \$95 Million

# Trends

- Effects from COVID-19
  - Change in transit habits
- EV Transition
  - More EVs on the road and external barriers, hybrids most widely used
  - RI first state to launch the community approach phase of the National EV Infrastructure Program
- Multi-modality
  - Connectivity across modes is limited in MA, ASCE gave poor to adequate ratings of modes in RI (2020)
- What have you noticed?

# Transportation

## Massachusetts and Rhode Island GHG Inventory

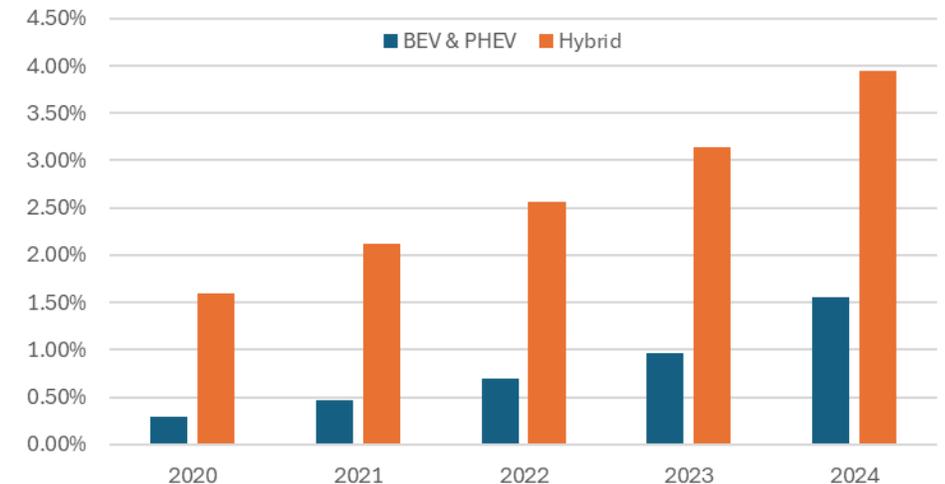
Sector	Emissions (MMT CO2e)	% of Gross Emissions	% of Emissions in Respective Sector
<b>Electricity Consumption</b>	2.540	17.11%	
<b>Building Heating</b>	4.945	33.32%	
Residential Heating	3.177	21.41%	64.25%
Commercial and Industrial Heating	1.768	11.91%	35.75%
<b>Transportation</b>	6.189	41.70%	
Highway Vehicles	5.841	39.35%	94.37%
Transit	0.006	0.04%	0.10%
Non-Road Sources	0.343	2.31%	5.53%
Industrial Processes	0.854	5.75%	100.00%
<b>Total Waste</b>	0.314	2.12%	
Municipal Solid Waste	0.143	0.97%	45.67%
Wastewater	0.171	1.15%	54.33%
<b>Natural &amp; Working Lands</b>	-1.413	-	
Gross Emissions	14.843		
Net Emissions	13.431		

## Massachusetts and Rhode Island Transportation

% 2024 Registered Vehicles BEV+PHEV is 2.5%

Sector	Emissions (MMT CO2e)	% of Gross Emissions
<b>Transportation</b>	6.169	100.00%
Passenger Car	3.756	60.90%
Light-Duty Trucks	1.229	19.92%
Heavy-Duty Trucks and Buses	1.169	18.96%
Motorcycle	0.014	0.23%

Massachusetts % VMT By BEV, PHEV, and Hybrid



# Workforce Development Needs

- Where are there gaps in education in the industry?
- What kind of jobs are needed to support multi-modal design and transitioning to low emissions transportation?
- What experience is helpful in successful transportation planners, town administrators, RTA workforce and contractors?

# Open Discussion

1. What are the priorities in your field of work for multi-modal/ the transition to low emissions transportation?
2. What climate-minded programs are effective? Which ones are missing the mark?
3. What needs are you experiencing regionally? Anywhere from Providence in particular?
4. Are there new innovations you would hope to integrate that you have not been able to yet?
5. What programs have you integrated into Low Income and Disadvantaged Communities that have worked or not worked?

**T1: Support light-duty electric vehicle transition.**

**T2: Reduce commuter emissions.**

**T3: Adopt small-scale roadway interventions across the region.**

**T4: Develop and adopt a 'Green Port' strategy to reduce emissions from shipping and fishing.**

# Next Steps

Please take the sector survey or share it with other people in your field:

<https://www.surveymonkey.com/r/sectorcprgpvd>

If you have other thoughts or concerns, please feel free to email

[amatthews@srpedd.org](mailto:amatthews@srpedd.org)

# Thank you!



Please visit the project page at: [srpedd.org/CPRG/](http://srpedd.org/CPRG/)

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