



**Inland Regional Energy Network
I-REN Executive Committee
SPECIAL MEETING AGENDA**

**Tuesday, November 21, 2023
2:00 PM**

**WRCOG
3390 University Avenue
Suite 200, Citrus Conference Room
Riverside, CA 92501**

Remote Meeting Locations

**CVAG
74-199 El Paseo
West Building, Suite 100
Palm Desert, CA 92260**

**County of San Bernardino
Conference Room A
14010 City Center Drive
Chino Hills, CA 91709**

**The Town of Apple Valley
Town Hall, Conference Room A
14955 Dale Evans Parkway
Apple Valley, CA 92307**

Committee members are asked to attend this meeting in person unless remote accommodations have previously been requested and noted on the agenda. The below Zoom link is provided for the convenience of members of the public, presenters, and support staff.

[Public Zoom Link](#)

Meeting ID: 832 2523 3701
Passcode: 996263
Dial in: 669 900 9128 U.S.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the I-REN Executive Committee meeting, please contact WRCOG at (951) 405-6702. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting. In compliance with Government Code Section 54957.5, agenda materials distributed within 72 hours prior to the meeting which are public records relating to an open session agenda item will be available for inspection by members of the public prior to the meeting at 3390 University Avenue, Suite 200, Riverside, CA, 92501.

In addition to commenting at the Committee meeting, members of the public may also submit written comments before or during the meeting, prior to the close of public comment to jleonard@wrcog.us.

Any member of the public requiring a reasonable accommodation to participate in this meeting in light of this announcement shall contact Janis Leonard 72 hours prior to the meeting at (951) 405-6702 or jleonard@wrcog.us. Later requests will be accommodated to the extent feasible.

The Committee may take any action on any item listed on the agenda, regardless of the Requested Action.

1. CALL TO ORDER (Crystal Ruiz, Chair)

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. PUBLIC COMMENTS

At this time members of the public can address the Committee regarding any items within the subject matter jurisdiction of the Committee that are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. No action may be taken on items not listed on the agenda unless authorized by law. Whenever possible, lengthy testimony should be presented to the Committee in writing and only pertinent points presented orally.

5. CONSENT CALENDAR

All items listed under the Consent Calendar are considered to be routine and may be enacted by one motion. Prior to the motion to consider any action by the Committee, any public comments on any of the Consent Items will be heard. There will be no separate action unless members of the Committee request specific items be removed from the Consent Calendar.

A. Action Minutes from the October 17, 2023, I-REN Executive Committee Meeting

Requested Action(s): 1. Approve the Action Minutes from the October 17, 2023, I-REN Executive Committee meeting.

6. REPORTS / DISCUSSION

Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion.

A. Climate Pollution Reduction Grants Funding Opportunity

Requested Action(s): 1. Receive and file.

7. REPORT FROM THE EXECUTIVE COMMITTEE CHAIR

Crystal Ruiz, WRCOG

8. ITEMS FOR FUTURE AGENDAS

Members are invited to suggest additional items to be brought forward for discussion at future Committee meetings.

9. GENERAL ANNOUNCEMENTS

Members are invited to announce items / activities which may be of general interest to the Committee.

10. NEXT MEETING

The I-REN Executive Committee is dark for the months of December 2023 and January 2024. The next I-REN Executive Committee meeting is scheduled for Tuesday, February 20, 2024, at the WRCOG office located at 3390 University Avenue, Suite 200, Riverside.

11. ADJOURNMENT

12. AGENCY ACRONYMS

Inland Regional Energy Network Acronym Guide

3C-REN – Tri-County Regional Energy Network (Counties of Ventura, Santa Barbara, and San Luis Obispo)

ABAL – Annual Budget Advice Letter

AHJ – Authority Having Jurisdiction

AVCE – Apple Valley Choice Energy

BayREN – Bay Area Regional Energy Network (nine county REN in Northern California)

BUC – Building Upgrade Concierge

C&S – Codes & Standards

CAEECC – California Energy Efficiency Coordinating Committee

CalChoice – California Choice Energy Authority

Cal ISO – California Independent System Operator

CARB – California Air Resources Board

CCA – Community Choice Aggregator

CCEC – California Climate & Energy Collaborative

CEC – California Energy Commission

COG - Council of Government

CPA – Clean Power Alliance

CPUC – California Public Utilities Commission

CVAG – Coachella Valley Association of Governments

DAC – Disadvantaged Communities

DACAG – Disadvantaged Communities Advisory Group

DCE – Desert Community Energy

DER – Distributed Energy Resources

DOE – U.S Department of Energy

EE – Energy Efficiency

EM&V – Evaluation, Measurement, and Verification

EV – Electric Vehicle

GHG – Greenhouse gas

HTR – Hard To Reach communities

IID – Imperial Irrigation District

IOU – Investor-Owned Utility

I-REN – Inland Regional Energy Network

JCM – Joint Cooperation Memorandum

LGSEC – Local Government Sustainable Energy Coalition

LGP – Local Government Partnership
MOA – Memorandum of Agreement
NEBs – Non-energy Benefits
NMEC – Normalized Metered Energy Consumption
NREL – U.S Department of Energy National Renewable Energy Laboratory
PG&E – Pacific Gas & Electric
PA – Program Administrator
POU – Publicly Owned Utility
REN – Regional Energy Network
RMEA – Rancho Mirage Energy Authority
RPU – Riverside Public Utilities
SBCOG – San Bernardino Council of Governments
SCE – Southern California Edison
SCG / SoCalGas – Southern California Gas Company
SDG&E – San Diego Gas & Electric
SJP – San Jacinto Power
SoCalREN – Southern California Regional Energy Network (all of southern California, administered by Los Angeles County)
TA – Technical Assistance
TOU – Time of use
TRC – Total Resources Cost
V2G – Vehicle to Grid
WE&T – Workforce Education & Training
WRCOG – Western Riverside Council of Governments

I-REN Executive Committee

Action Minutes

1. CALL TO ORDER

The meeting of the I-REN Executive Committee was called to order by Chair Crystal Ruiz at 2:00 p.m. on October 17, 2023, at the WRCOG office, 3390 University Avenue, Suite 200, Riverside.

2. PLEDGE OF ALLEGIANCE

Chair Ruiz led the Committee members and guests in the Pledge of Allegiance.

3. ROLL CALL

CVAG

- City of Indio - Oscar Ortiz

SBCOG

- County of San Bernardino - Curt Hagman

WRCOG

- City of Jurupa Valley - Chris Barajas
- City of San Jacinto - Crystal Ruiz (Chair)

Absent:

- City of Corona - Jacque Casillas
- City of Rialto - Deborah Robertson
- Town of Apple Valley - Art Bishop

4. PUBLIC COMMENTS

There were no public comments.

5. CONSENT CALENDAR

RESULT:	APPROVED AS RECOMMENDED
MOVER:	Barajas
SECONDER:	Hagman
AYES:	Ortiz, Hagman, Barajas, Ruiz

A. Action Minutes from the August 15, 2023, Executive Committee Meeting

Action:

1. Approved the Action Minutes from the August 15, 2023, Executive Committee meeting.

6. REPORTS / DISCUSSION

A. I-REN Programmatic Activities Update

Action:

1. Received and filed.

B. Public Sector Technical Assistance and Incentive Structure Discussion

Actions:

1. Provided feedback on the four presented policy options to establish resource allocation for the Public Sector Technical Assistance Program. Preference in order by all was #4, #3, #2, #1.
2. Approved the proposed Normalized Metered Energy Consumption Incentive Program structure, with the option to adjust after a 12-month evaluation.

RESULT:	APPROVED AS RECOMMENDED
MOVER:	Ruiz
SECONDER:	Barajas
AYES:	Ortiz, Hagman, Barajas, Ruiz

C. Workforce Education & Training Update - Workforce Request for Proposal

Action:

1. Received and filed.

8. REPORT FROM THE EXECUTIVE COMMITTEE CHAIR

Chair Ruiz welcomed the new I-REN Fellows, who started their assignments in September. Chair Ruiz encouraged the Fellows to contact I-REN staff as a resource to support energy initiatives.

9. ITEMS FOR FUTURE AGENDAS

Casey Dailey indicated that there will be a future item regarding Climate Pollution Reduction Grants Funding Opportunities.

Given the timeliness of the matter, Chair Ruiz asked staff to schedule a special meeting for November.

10. GENERAL ANNOUNCEMENTS

There were no general announcements.

13. NEXT MEETING

The next I-REN Executive Committee meeting is scheduled for Tuesday, January 16, 2024, at 2:00 p.m., in WRCOG's office located at 3390 University Avenue, Suite 200, Riverside.

14. ADJOURNMENT

The meeting was adjourned at 3:10 p.m. in honor of the victims of the attacks in Israel.



Inland Regional Energy Network I-REN Executive Committee

Staff Report

Subject: Climate Pollution Reduction Grants Funding Opportunity
Contact: Casey Dailey, WRCOG Director of Energy & Environmental Programs,
cdailey@wrcog.us, (951) 405-6720
Date: November 21, 2023

Recommended Action(s):

1. Receive and file.

Summary:

The 2022 Inflation Reduction Act established the Climate Pollution Reduction Grants (CPRG) Program, which funds both planning and implementation grant opportunities. One million dollars was allocated to the Riverside / San Bernardino / Ontario Metropolitan Statistical Area (MSA) to prepare a Priority Climate Action Plan (PCAP). The San Bernardino Council of Governments (SBCOG) is leading the PCAP in partnership with WRCOG, the Coachella Valley Association of Governments (CVAG), the South Coast Air Quality Management District (AQMD), and the Southern California Association of Governments (SCAG). SBCOG will be reaching out to Mojave Desert Air Quality Management District as well.

Following submittal of the PCAP, the Riverside / San Bernardino / Ontario MSA will be eligible to submit an application for Implementation Grants. There is \$4.6B available nationally for applicants to implement greenhouse gas (GHG) emissions reduction measures, policies, projects and programs. This subsequent application is due April 1, 2024. Applications for implementation funding are competitive and the amount awarded to the Riverside / San Bernardino / Ontario MSA will depend on a variety of factors including the amount of funding requested, the GHG emissions reduction benefits, the measure cost / benefit ratio, and other factors. Given the size of the Riverside / San Bernardino / Ontario MSA, the region could be eligible for up to \$200M in implementation assistance. Any award would occur in October 2024 with project completion by 2030.

Discussion:

Background

In 2022, the Biden / Harris Administration and Congress established the \$5B CPRG Program as part of the Inflation Reduction Act (IRA). The CPRG Implementation Grants are designed to enable states, municipalities, tribes, and territories to achieve the following goals:

1. Implement ambitious measures that will achieve significant cumulative GHG emissions reductions by the year 2030 and beyond.
2. Pursue measures that will achieve substantial community benefits (such as reduction of criteria air

pollutants (CAPs) and hazardous air pollutants), particularly in low- income and disadvantaged communities.

3. Complement other funding sources to maximize these GHG emissions reductions and community benefits.
4. Pursue innovative policies and programs that are replicable and can be scaled up across multiple jurisdictions.

The U.S. Environmental Protection Agency (EPA) has allocated funding to 117 entities nationally to prepare preliminary studies that will be used to identify GHG emissions reduction strategies. This funding was provided to states as well as regional governments representing MSAs. MSAs are designated by the U.S. Census and represent countywide or multi-county areas with a significant level of economic interaction. Within southern California, the following MSAs received \$1M each to prepare the PCAP:

- Los Angeles / Orange County MSA
- Riverside / San Bernardino / Ontario MSA
- Oxnard / Ventura / Thousand Oaks MSA

SBCOG is leading the preparation of the PCAP for the Riverside / San Bernardino / Ontario MSA with assistance from SCAG, SCAQMD, WRCOG, CVAG, and other stakeholders.

The CPRG Program does not encourage individual municipalities to submit grant funding requests directly to EPA. The CPRG Program does allow for municipalities and other agencies to serve as sub-applicants or partner with regional entities on a grant application. It is anticipated that any grant application to EPA would be structured in this manner, which ensures that money would flow from EPA to the MSA and then to individual government agencies for project implementation.

Present Situation

Implementation Grant Application

Any of the entities that received a planning grant and submit a PCAP are eligible to apply for an Implementation Grant. Up to \$4.6B will be allocated to these entities with the maximum grant amount of \$500M. Given the relative size of the Riverside / San Bernardino / Ontario MSA, the region could be eligible for up to \$200M in funding, though any award would be through a competitive process. Applications for CPRG grants are due in April 2024, with the awards to applications anticipated in October 2024. The grant period extends through 2030.

One key requirement for the Implementation Grants is that any proposed GHG emissions reduction program, policy, or project that agencies want to fund must be first identified in the PCAP to be eligible for the larger funding amounts. EPA encourages eligible applicants to seek implementation funds for GHG emissions reduction measures that will significantly reduce cumulative GHG emissions by 2030 and beyond, and that will accelerate decarbonization across one or more major sectors responsible for GHG emissions. EPA will score grant applications based on multiple evaluation criteria, with an emphasis on the magnitude of near-term GHG emissions reductions that will be achieved by the proposed measures. Additionally, EPA will prioritize applications which demonstrate regional collaboration. Therefore, programs or projects which are multi-jurisdictional or implemented at a larger scale will be scored more highly than programs or projects which are limited to one jurisdiction.

When considering potential GHG emissions reduction measures, it is important to also understand the current state of GHG emissions in the Riverside / San Bernardino / Ontario MSA since reduction measures which provide the highest level of GHG emissions reduction are more likely to receive funding. Based on the most recent CAP completed for the WRCOG subregion, which is also reflective of the emission profile of the larger MSA, the primary sectors contributing to GHG emissions reduction include:

- On-road transportation (light- and heavy-duty vehicles): 50%
- Residential energy (electricity and natural gas usage): 23%
- Non-residential energy (electricity and natural gas usage): 16%

Therefore, 90% of all GHG emissions are associated with vehicles and buildings. The remaining 10% of GHG emissions are related to solid waste, off-road equipment, water / wastewater, and other sectors.

The Implementation Grant application is not limited to these sectors and the EPA is encouraging applications to consider a variety of creative solutions to reduce GHG emissions in a variety of sectors. The EPA also recognizes that each state and region has a different emissions profile and some reduction measures may be more applicable in certain circumstances.

Other Grant Requirements

As with other grants, EPA is also asking applicants to evaluate equity and environmental justice considerations, particularly as it relates to low-income and disadvantaged communities. Any grant application will therefore have to document how these communities benefit from any proposed GHG emissions reduction measures. Also, any GHG emissions reduction measures that specifically benefit those low-income and disadvantaged communities may be more likely to receive funding.

The CPRG Program also expects applicants to document outcomes associated with the implementation of GHG emissions reduction measures.

Example outputs could include:

- Number of alternative fuel vehicle charging / fueling stations constructed
- Number of decarbonization measures installed in support of the GHG emissions reduction measures
- Number of jobs created in support of the GHG emissions reduction measures

The CPRG Program also requests applicants document GHG emissions reductions for both the near-term (2025 to 2030) and long-term (2025 to 2050) for any completed implementation activities.

Award Funding and Incremental / Full Funding

What is unique about the CPRG Program is that it will provide full funding subsequent to grant award. EPA will provide this funding to the agency which applied for the award. The agency which receives these funds will then be responsible for tracking any expenditures and then preparing the appropriate report as noted above. For example, if SBCOG were to apply for funding for the Riverside / San Bernardino County / Ontario MSA and is awarded the funding, EPA will provide those funds to SBCOG,

which will then be responsible for the distribution of funds to implementing entities within the MSA.

Implementing entities could include local governments, air quality management districts, or other special districts which would further develop and implement GHG emissions reduction projects and programs based on the set of projects / programs that are described in the PCAP.

Given this funding structure and the potential size of any grant award, there is a need for some administrative entity to facilitate this process. Specific tasks that could be required include, but are not limited to:

- Conducting outreach with local governments or other implementing entities to make them aware of this funding source
- Working directly with local governments to assist with project development
- Tracking funding requests to ensure an equitable distribution of funds
- Managing any formal or informal process, such as a Call for Projects, to facilitate the flow of funding from the MSA to local governments
- Working with local governments to prepare appropriate reports to comply with EPA requirements

No cost sharing / matching funds or leveraged resources are required as a condition of eligibility under this competition. Funds awarded under this CPRG Program cannot be used to meet the matching funds requirement under another federal grant program.

More information on the CPRG Program and the Notice of Funding Opportunity (NOFO) for the Implementation Grants can be found below:

- [CPRG Implementation Grant Program](#)
- [Notice of Funding Opportunity](#)

Regional Options for CRPG Implementation Grants

EPA has prepared an illustrative list of potential GHG emissions reduction measures for which applicants may choose to seek CPRG Implementation Grant funding. This list is neither exhaustive nor definitive with respect to the measures that may be included in competitive applications under this NOFO. Pages 9 - 11 of the NOFO contain the list, which is included as Attachment 1 to this Staff Report. It is likely that the PCAP being prepared for the MSA will draw at least partially from this list, but other implementation strategies may also be included.

From June to October 2023, I-REN staff hosted 15 orientations throughout San Bernardino and Riverside Counties. Over 125 agency staff participated from 39 jurisdictions as well as participation from 15 other agencies. Participants learned about I-REN's various offerings to support energy projects in the region. As of the time of this writing, 70 surveys have been collected from 38 agencies. I-REN staff have also met one-on-one with 16 jurisdictions (and counting) to learn about each agency's energy goals and how to provide tailored support.

Based on the survey responses, feedback during orientations, and agency meetings, zero-emission (ZE) vehicle infrastructure and renewable energy + storage are the overwhelming top interests for I-REN assistance.

Given the CPUC rules around the source of funding for I-REN, it is not possible to significantly assist member agencies with ZE and renewable + storage projects, without a separate source of funding. Should I-REN receive a separate source of funding it would be able to provide additional services and resources to its member agencies.

It should be noted that the development of the PCAP is not an I-REN activity. It is a collaborative effort of WRCOG, CVAG, and SBCOG to work together to secure CPRG implementation funding for the MSA, with the lead agency being SBCOG. There are at least two options for how the implementation grant funding could be structured:

1. The structure of the PCAP preparation could be maintained with an SBCOG lead to manage the finances and distribution of funding based on the strategy laid out in the PCAP. MOUs would be executed between SBCOG, WRCOG, CVAG, and other entities that are best positioned to implement the measures outline in the PCAP.
2. I-REN could be used as the implementing structure. Currently, WRCOG is the lead agency and funds flow through WRCOG. The current Memorandum of Agreement (MOA) governing I-REN would need to be modified (with a potential need to amend the overall Program Agreement), or an alternate set of MOUs would need to be executed.

Other considerations that will need to be contemplated include whether to have a common set of programs across the entire MSA or to provide each county or COG a degree of flexibility to define the programs that are best suited to their area. The optimum administrative structure cannot be known until there is more clarity on the GHG emissions reduction measures that are recommended for inclusion in the PCAP. EPA's clear preference is that they deal with a limited number of lead agencies, which is why they are encouraging broadly collaborative efforts. The lead agency will need to demonstrate financial capacity and experience with federal funding. The existence of I-REN is a significant selling-point to EPA, and the intention is to stress I-REN's capabilities and accomplishments in the grant application, regardless of which administrative structure is selected. The pros and cons of these administrative approaches need to be discussed.

Utilizing survey information from 15 I-REN orientations, conversations with member agency staff, and a review of the CPRG Implementation grant requirements, I-REN staff has developed two example options for consideration for how CPRG Implementation funds could be deployed to directly assist member agencies. These are for initial discussion only but represent two options that could be administered within the I-REN framework. These would benefit from the existing programs and services offered as part of the I-REN Public Sector, Codes & Standards, and Workforce Education & Training Programs, already serving the municipalities of the Riverside / San Bernardino / Ontario MSA.

1. Clean Energy / Decarbonization / Net-Zero / Climate Resilience Fund: Offer up to \$2M zero interest loans for Energy Efficiency / Renewable + Storage / ZEV projects or alternatively a direct grant program (with or without match requirement); \$108M.

The Climate Resilience Fund option would serve to provide zero interest loans structured similarly to an energy services company (ESCO) contractor that guarantees savings and performance to structure a repayment period and amount equal to the energy dollar savings generated. Every city and both counties could be allocated up to \$2M to be used for construction of energy efficient, renewable energy + battery storage, gas replacement, and electric vehicle charger installation projects at various public

facilities. Alternatively, it could be structured as a grant program, with or without a match.

By integrating with the existing I-REN Public Sector Technical Assistance services, local agencies will be able to identify projects that result in significant energy and GHG savings, utilize the fund to construct the projects, and use the savings to repay the loan. As the loans are repaid, the Fund will make available additional funding to create a revolving loan structure to ensure funds remain within the region and are able to recirculate to fund additional projects beyond 2030.

2. Inland Empire Zero Emission Vehicle (ZEV) Infrastructure Network: Install, with options to Operate / Maintain, Network of ZEV Infrastructure; \$91M.

Currently, discussions include the possibility of grants or incentive programs for both passenger vehicle and truck charging / fueling options. To meet state goals for vehicle electrification, the EV charging network will need to be much more broad-based than it is now, and the CPRG Program is an opportunity to make significant progress.

This Program could include the installation, operations, and maintenance of a Zero Emission Vehicle (ZEV) charging network throughout Riverside and San Bernardino Counties. The operate / maintain option is being included in the discussion (only for the passenger vehicle EV network) because of the acknowledged reliability shortcomings of the current network. Grant or incentive funds could be included for the support of ZE trucks, both electric and hydrogen, which would have the added benefit of reducing NOx emissions to help the region meet its air quality goals and reduce air quality impacts particularly to disadvantaged communities. The Program would also involve the training and deployment of a local workforce to support the maintenance of the equipment and to service the devices. The Program would collect fees from use of the charger and funds would be reinvested to support the growth and long-term sustainability of the network both financially and physically.

Next Steps

All three I-REN COGs are in the process of bringing the CPRG Program to its respective committees for discussion and feedback.

- There are a number of outstanding questions to be addressed prior to the application submittal in April 2024. These questions include:
 - Is there interest within the I-REN territory to pursue this funding?
 - Are there topics, programs, or projects our members would want to prioritize?
 - Are there topics, programs, or projects our member agencies would want to de-emphasize or choose to not participate in?
 - Are the proposed projects consistent with the I-REN mission?
 - How would funds be distributed to different implementing entities?
What guidelines might be included to address geographic equity?
 - Should administrative oversight be maintained by a single COG or shared with some combination of other partners (CVAG, SBCOG, WRCOG), and what would the I-REN role be?

Regardless of what is determined for the end use of these funds, a decision needs to be made sooner than later to allow for the work being done in the PCAP to include the proposed activities for the

Implementation Grants.

Staff will report back to the I-REN Executive Committee in January 2024 with an update on the progress of the PCAP and a status update on the development of the Implementation Grant application.

Staff is seeking feedback from the I-REN Executive Committee on whether or not to recommend to its respective member agencies that I-REN assume the lead role in program implementation of the CPRG Implementation Grant, or whether to defer a recommendation until more structure is developed for the PCAP.

Prior Action(s):

None.

Financial Summary:

Staff support of the PCAP is limited to existing staff time and is included in the adopted Fiscal Year 2023/2024 Agency budget. The grant would potentially be awarded in Fiscal Year 2024/2025 and would be reflected in that year's budget.

Attachment(s):

[Attachment 1 - Examples of GHG emissions reduction strategies from CPRG Notice of Funding Opportunity \(Pages 9 - 11\)](#)

Attachment

Examples of GHG-reduction Strategies
from CPRG Notice of Funding Opportunity
(Page 9-11)

state grants, tax incentives, and other funding streams to implement their GHG reduction measure(s) and why these sources are not sufficient (see Section IV.B and criterion 1.b in Section V.A).

GHG Reduction Measure Examples

Drawing on a variety of information – including workplans submitted by CPRG planning grantees, measures highlighted in the CPRG [Request for Information](#), and input received during CPRG stakeholder listening sessions – EPA has prepared the following illustrative list of potential GHG reduction measures for which applicants may choose to seek CPRG implementation grant funding. This list is neither exhaustive nor definitive with respect to the measures that may be included in competitive applications under this NOFO. Applicants should consider the evaluation criteria in Section V.A when deciding on which measure or measures to include in their applications.

Transportation Sector

- Programs to increase the share of electric light-, medium-, and heavy-duty vehicles, and to expand electric vehicle charging infrastructure
- Electrification requirements for state, municipal, territorial, and tribal vehicle, transit, or equipment fleets
- Transportation pricing programs that reduce vehicle miles traveled (VMT), such as parking pricing and congestion and road pricing
- Policies to support transportation management incentive programs to reduce vehicle trips or travel and expand transit use, such as van-pool programs, ridesharing, transit fare subsidies, and bicycle facilities
- New or expanded transportation infrastructure projects to facilitate public transit, micro-mobility, car sharing, bicycle, and pedestrian modes
- Incentive programs to purchase zero-emission vehicles and equipment to replace older heavy-duty diesel vehicles and equipment
- Programs to increase efficiency and reduce GHG emissions at ports and freight terminals, such as vehicle or equipment idle reduction, vessel-speed reduction, equipment electrification, and shore power
- Update building and zoning codes to encourage walkable, bikeable, and transit-oriented development
- Encourage mode shift from private vehicles to walking, biking, and public transportation (e.g., complete streets, bike share programs, bike storage facilities, low-speed electric bicycle subsidies, public transit subsidies)

Electric Power Sector

- Renewable portfolio standards and/or clean electricity standards
- Energy efficiency portfolio standards
- Emission trading systems (e.g., cap-and-trade programs) and carbon pricing measures
- GHG performance standards for electric generating units
- Installation of renewable energy and energy storage systems on municipal facilities

- Programs to support smart-grid and/or behind-the-meter technologies to reduce power losses, reduce peak demand, and enable consumer participation in distributed generation
- Targeted incentives for installation of renewable energy and energy storage systems on commercial and residential buildings, such as net metering, tax credits, rebates, and streamlined interconnection standards
- Policies and measures to streamline permitting for renewable energy projects
- Development of distributed or community-scale renewable energy generation, microgrids, or vehicle-to-grid infrastructure in disadvantaged communities, including remote and rural regions

Buildings Sector

- Adoption and implementation of the most up-to-date building energy codes or stretch codes for new commercial and residential buildings
- Implementation of a clean heat standard
- Incentive programs for implementation of end-use energy efficiency measures in existing government-owned, commercial, and residential buildings
- Incentive programs for the purchase of certified energy-efficient appliances, heating and cooling equipment, lighting, and building products to replace inefficient products
- Programs and policies to promote electrification of government-owned, commercial, and residential buildings
- Programs and policies to accelerate the incorporation of efficient electric technologies and electric vehicle charging at new single-family, multi-unit, or affordable residential buildings and commercial buildings, including building codes related to electric vehicle charging
- Implementation of a building energy performance management program for government-owned buildings
- Implementation of a new benchmarking and building performance standards
- Programs to promote recovery and destruction of high-global warming potential (GWP) hydrofluorocarbons (HFCs) used in existing appliances, air conditioning systems, and commercial chillers

Industrial Sector

- Standards addressing GHG emissions from industrial facilities and from energy production sectors, including emissions from industrial process heat and industrial processes
- Programs to support or incentivize implementation of energy efficiency measures in industry, including energy audits, strategic energy management, equipment upgrades, and waste heat utilization
- Programs to support or incentivize GHG reductions in industrial energy use and industrial processes, including use of low/no carbon fuels, electrification, renewable energy, and process improvements
- Programs to develop, expand, and support markets for low-embodied carbon materials and products, such as cement and steel

Waste, Water, and Sustainable Materials Management Sector

- Standards and incentives to reduce methane emissions from landfills and wastewater treatment facilities, including through collection for use or destruction
- Programs and incentives to reduce or divert waste (including food and/or yard waste) through improved production practices, improved collection services, and increased reuse or recycling rates
- Programs and incentives to reduce GHG emissions associated with plastics production, use, and waste management
- Programs to expand composting and bio-digestion infrastructure to reduce GHG emissions and increase beneficial use of organic waste
- Policies and programs to reduce construction and demolition waste through building reuse, deconstruction, and material diversion and reuse
- Installation of renewable energy and energy efficiency measures at wastewater treatment facilities

Agricultural Sector

- Incentive programs to fund electric agricultural equipment technologies
- Incentives for technologies and techniques that reduce nitrous oxide emissions from fertilizer application
- Incentives to promote anaerobic digesters to capture methane and generate renewable energy or produce renewable fuel

Carbon Removal Measures

- Policies to promote improved forest management to enhance carbon stocks on forested land
- Urban afforestation and green infrastructure programs and projects
- Restoration of degraded lands (e.g., brownfields, mine reclamation) and forested lands to enhance carbon sequestration
- Policies to enhance carbon stocks in coastal estuaries, such as wetlands and mangroves.

Low-Income and Disadvantaged Communities

Applications for CPRG implementation grants will be evaluated for benefits to low-income and disadvantaged communities (see criterion 4 in Section V.A). For the purposes of this NOFO, EPA defines low-income and disadvantaged communities as any community that meets at least one of the following characteristics:

- Any census tract that is included as disadvantaged in the [Climate and Economic Justice Screening Tool](#) (CEJST)⁸;
- Any census block group that is at or above the 90th percentile for any of [EJScreen's](#)

⁸ CEJST has an interactive map and uses datasets that are environmental and socioeconomic indicators of burdens. Percentiles show how much burden each Census tract experiences compared to other tracts. To qualify as a disadvantaged community in the CEJST, one of the burden indicators must be above the 90th percentile.