

# CLIMATE POLLUTION REDUCTION GRANTS PUBLIC INFORMATIONAL MEETING

December 18, 2023

*The meeting will begin shortly*

- This meeting is being recorded and a recording will be posted on DEEP's CPRG website and shared with registrants.
- Attendees - Please stay on mute and off camera.
- We will take **clarifying questions in the chat** during the presentations. DEEP staff will monitor the chat and answer as many questions as we can.
- **Chat is part of the public record** and will be posted with the meeting.
- Oral comments in public comment period are limited to 2 minutes. Use the chat or send written comments within a week after the meeting for additional thoughts. Email [deep.climatechange@ct.gov](mailto:deep.climatechange@ct.gov).
- If you did not sign up for public comment ahead of the meeting via email, you can sign up for public comment now with a direct message to **Ashley Benítez Ou** using the chat feature.



# CLIMATE POLLUTION REDUCTION GRANTS PUBLIC INFORMATIONAL MEETING

**Presented by: Office of Climate Planning  
12/18/23**



# INTERPRETATION IN SPANISH

## In the meeting controls:

Click Interpretation 

Click the language that you would like to hear.

To hear the interpreted language only, click **Mute Original Audio**.

# INTERPRETACIÓN AL ESPAÑOL

## En los controles de Zoom:

Haga clic en Interpretación 

Haga clic en el idioma que desea escuchar.

Para escuchar solo el idioma interpretado, haga clic en **Silenciar audio original**.

# MEETING GROUND RULES

- This webinar is being recorded and a recording will be posted on the DEEP website and shared with registrants.
- Attendees - Please stay on mute and off camera.
- If there is a disruption, we will first try to remove the individual(s) from the meeting. If we have to stop the meeting, we will restart it and you can rejoin using the same link you used to first join the meeting.
- We will take **clarifying questions in the chat** during the presentations. DEEP staff will monitor the chat and answer as many questions as we can.
- **Chat is part of the public record** and will be posted with the meeting.

# MEETING GROUND RULES

- Please **save comments for the public comment period** following the presentations at ~7:30 pm.
- If you did not sign up for public comment ahead of the meeting via email, you can **sign up for public comment now with a direct message to Ashley Benítez Ou** using the chat feature.
- Oral public comments will be strictly limited to **2 minutes** due to the number of people signed up. DEEP will not respond to questions in the public comment period.
- Written comments can be posted in the chat or emailed to **deep.climatechange@ct.gov**.
- DEEP plans to issue a survey to provide further opportunities for public feedback.

# AGENDA

- Overview of EPA's Climate Pollution Reduction Grant Program
- Overview of the State's implementation-ready greenhouse gas reduction measures
- Presentation by the Councils of Governments and their regional plans
- Public Comments (start at 7:30)

The Inflation Reduction Act of 2022 (IRA) established the Climate Pollution Reduction Grants (CPRG) program through the U.S. Environmental Protection Agency, which provides \$5 billion in grants to states, local governments, tribes, and territories to **develop and implement ambitious plans for reducing greenhouse gas (GHG) emissions and other harmful air pollution.**



<https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>

# THE CPRG HAS TWO DISTINCT BUT RELATED PHASES:

## Phase 1 - Planning grants:

Connecticut received \$3 million for plans to reduce greenhouse gases (GHGs).

Three \$1 million grants awarded for regional plans in the state.

Federally-recognized tribes were also eligible and EPA awarded planning grants to the Mohegan Tribe and the Mashantucket Pequot Tribal Nation.

### • **CPRG Deliverables for all Planning Grants:**

- Priority Climate Action Plan (PCAP)
- Comprehensive Climate Action Plan (CCAP)
- Status Report

## Phase 2 - Implementation grants:

\$4.6 billion for competitive grants to eligible applicants to implement GHG reduction programs, policies, projects, and measures (collectively referred to as "GHG reduction measures," or "measures") identified in a PCAP developed in Phase 1.



# PRIORITY CLIMATE ACTION PLAN (PCAP) & IMPLEMENTATION GRANTS

The PCAP must include:

- **A GHG Inventory**
- **A focused list of near-term, high-priority, implementation-ready measures to reduce GHG emissions**
- **An analysis of GHG emissions reductions and benefits to low-income disadvantaged communities that would be achieved through implementation of those measures**

Connecticut's PCAP draws from the Governor's Council on Climate Change and the state's sector-specific climate plans.

Application to EPA CPRG Implementation Grant funding for selected measures within the PCAP.

**PCAP Due March 1, 2024**

**Implementation Grant Due April 1, 2024**

**Taking Action on Climate Change and Building a More Resilient Connecticut for All**

GC3 Governor's Council on Climate Change  
Phase 1 Report: Near-Term Actions  
January 2021

**Connecticut Greenhouse Gas Emissions Inventory**  
1990-2021  
Connecticut Department of Energy & Environmental Protection  
April 2023

**COMPREHENSIVE ENERGY STRATEGY**  
February 6, 2022  
CT GENERAL STATUTES SECTION 16a-3d

**BUILDING A LOW CARBON FUTURE FOR CONNECTICUT**  
ACHIEVING A 45% GHG REDUCTION BY 2030

REDUCE GREENHOUSE GAS EMISSIONS 45% BELOW 2001 LEVELS BY 2030, ENSURING A CLEAR PATHWAY TO ACHIEVE THE 2050 TARGET

CLEAN, EFFICIENT, & RESILIENT BUILDINGS  
20% Energy Efficiency

CLEAN TRANSPORTATION  
29% Energy Efficiency

ZERO CARBON ELECTRICITY GENERATION  
100% Zero Carbon

RECOMMENDATIONS FROM THE GOVERNOR'S COUNCIL ON CLIMATE CHANGE  
DECEMBER 18, 2018

**Integrated Resources Plan**  
Pathways to achieve a 100% zero carbon electric sector by 2040

OCTOBER 2021  
Connecticut Department of Energy and Environmental Protection

**2022-2024 Conservation & Load Management Plan**  
Connecticut's Energy Efficiency and Demand Management Plan

Submitted by: EverSource Energy, United Illuminating, Connecticut Natural Gas Corporation, and Southern Connecticut Gas  
March 1, 2022

**Electric Vehicle Roadmap** for Connecticut  
A Policy Framework to Accelerate Electric Vehicle Adoption  
2020

Prepared by Connecticut Department of Energy and Environmental Protection  
Contact us: DEEP.EnergyBureau@ct.gov

**ZEV MULTI-STATE MEDIUM- AND HEAVY-DUTY ZERO-EMISSION VEHICLE ACTION PLAN**  
A POLICY FRAMEWORK TO ELIMINATE HARMFUL TRUCK AND BUS EMISSIONS  
JULY 2022

**An Assessment of Connecticut's Need to Adopt California's Medium and Heavy-Duty Vehicle Emission Standards**  
Connecticut Department of Energy and Environmental Protection

**Connecticut's Statewide Long-Range Transportation Plan 2018-2050**

CDM Smith  
March 2018

**2016 Comprehensive Materials Management Strategy**  
The Connecticut Solid Waste Management Plan

Adopted by the Department of Energy and Environmental Protection  
Robert J. Klee, Commissioner  
Connecticut DEPARTMENT OF ENERGY & ENVIRONMENTAL PROTECTION



**Connecticut's 2020 Forest Action Plan**

Prepared by:  
Dan Petrosian, Forest Planner  
Connecticut Department of Energy and Environmental Protection Forestry Division

**POLICY ON RESILIENT FORESTS FOR CONNECTICUT'S FUTURE (PRFCT FUTURE)**

PRFCT Future Working Group Recommendations  
FINAL REPORT 12.14.21

WORKING GROUP REPORT & RECOMMENDATIONS  
FINAL REPORT 12.14.21

**CONSERVATION & DEVELOPMENT POLICIES: THE PLAN FOR CONNECTICUT**  
2018-2023

Prepared by the Office of Policy and Management in accordance with Connecticut General Statutes Section 16a-29

# COMPREHENSIVE CLIMATE ACTION PLAN (CCAP)

The CCAP will touch on all significant greenhouse gas (GHG) sources/sinks and sectors present in the state, establish near-term and long-term GHG emission reduction goals, and provide strategies and identify measures to achieve the state's near-term and long-term GHG emission reduction goals.

The CCAP will serve as a roadmap to reach the state's statutory GHG emission reduction targets of 45% below 2001 levels by 2030, a zero-carbon energy supply by 2040, and 80% below 2001 levels by 2050.

**Due Summer 2025**

*Tonight's presentation focuses on the PCAP and Implementation Grant phases of the CPRG.*

# IMPLEMENTATION GRANT GOALS AND OBJECTIVES



**Implement ambitious measures that will achieve significant cumulative greenhouse gas (GHG) reductions by 2030 and beyond**



**Achieve substantial community benefits (such as reduction of criteria and hazardous air pollutants), particularly in low-income and disadvantaged communities**



**Complement other funding sources to maximize these GHG reductions and community benefits**



**Pursue innovative policies and programs that are replicable and can be “scaled up” across multiple jurisdictions**

# IMPLEMENTATION GRANT ELIGIBLE SECTORS



**Electric Power**



**Transportation**



**Industry**



**Residential & Commercial Buildings**



**Waste and Materials Management**



**Agriculture/ Natural & Working Lands**



# ELIGIBILITY FOR IMPLEMENTATION GRANTS

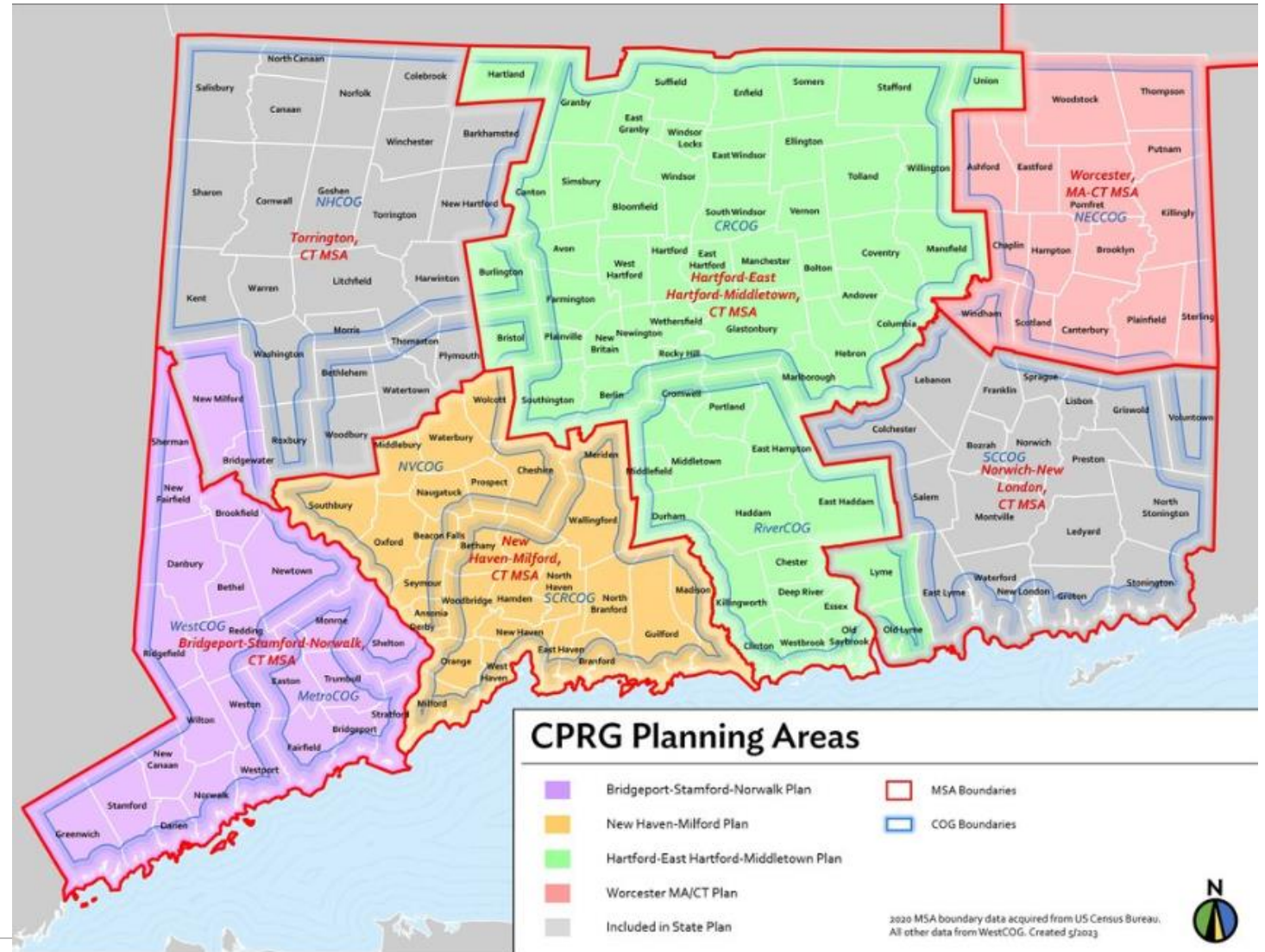
- State and territorial agencies
- Federally recognized tribal nations and territories
- Municipalities and entities that are accountable to a municipality

*“EPA will not award implementation grants for the same measure in the same location”*

Coordination is critical!

# STATE AND REGIONAL PRIORITY CLIMATE ACTION PLANS

- Colored areas of the state covered by a regional PCAP.
- Grey areas only covered by the state PCAP.
- If you live in an area covered by a regional plan, reach out to your Council of Governments.



# IMPLEMENTATION GRANT SCORING

EVALUATION CRITERIA SUMMARY	POINTS
1. Overall Summary and Approach	45
2. Impact of GHG Reduction Measures	60
3. Environmental Results - Outputs, Outcomes, and Performance Measures	30
4. Low-Income and Disadvantaged Communities	35
5. Job Quality	5
6. Programmatic Capability and Past Performance	30
7. Budget	45
<b>TOTAL</b>	<b>250</b>

# HOW THE STATE IDENTIFIED GHG REDUCTION MEASURES

Implementation-ready requirements of both the CPRG PCAP *and* the CPRG Implementation Grant, including:

- Alignment with prior state climate action plans.
- Competitive for funding by
  - **maximizing GHG reductions in the near-term of 2025-2030 and out to 2050 and**
  - **significant benefits to LIDAC in the state.**
- Implementable within 5 years and authority to implement.
- Funding gap and need that could be met by the funds available from the CPRG alone or in combination with other funding sources.

# IMPLEMENTATION GRANT TIMELINE



**November-December:** Identifying measures for analysis and conducting **public meeting**

**December-January:** Conducting analysis on identified measures, including **public survey**

**January- February:** Preparing the Priority Climate Action Plan

**February-March:** Preparing Implementation Grant Application



# SURVEY ON COMMUNITY BENEFITS OF GHG REDUCTION MEASURES

- How the state's implementation-ready measures to reduce GHG emissions will benefit communities in Connecticut through direct or indirect benefits, especially low-income and disadvantaged communities.
- Any potential negative impacts of these measures and how we can work to reduce or avoid them.

# EPA EXAMPLE COMMUNITY BENEFITS

- Mitigating climate impacts (e.g., reduced risk of extreme weather events, and/or sea level rise);
- Increased resilience to climate change from GHG reduction measures;
- Improved public health from reductions in co-pollutants (e.g., CAPs, such as NO<sub>x</sub>, ozone, PM<sub>2.5</sub>, and HAPs)
- Creation of high-quality jobs and new workforce training opportunities;
- Improved access to services and amenities;



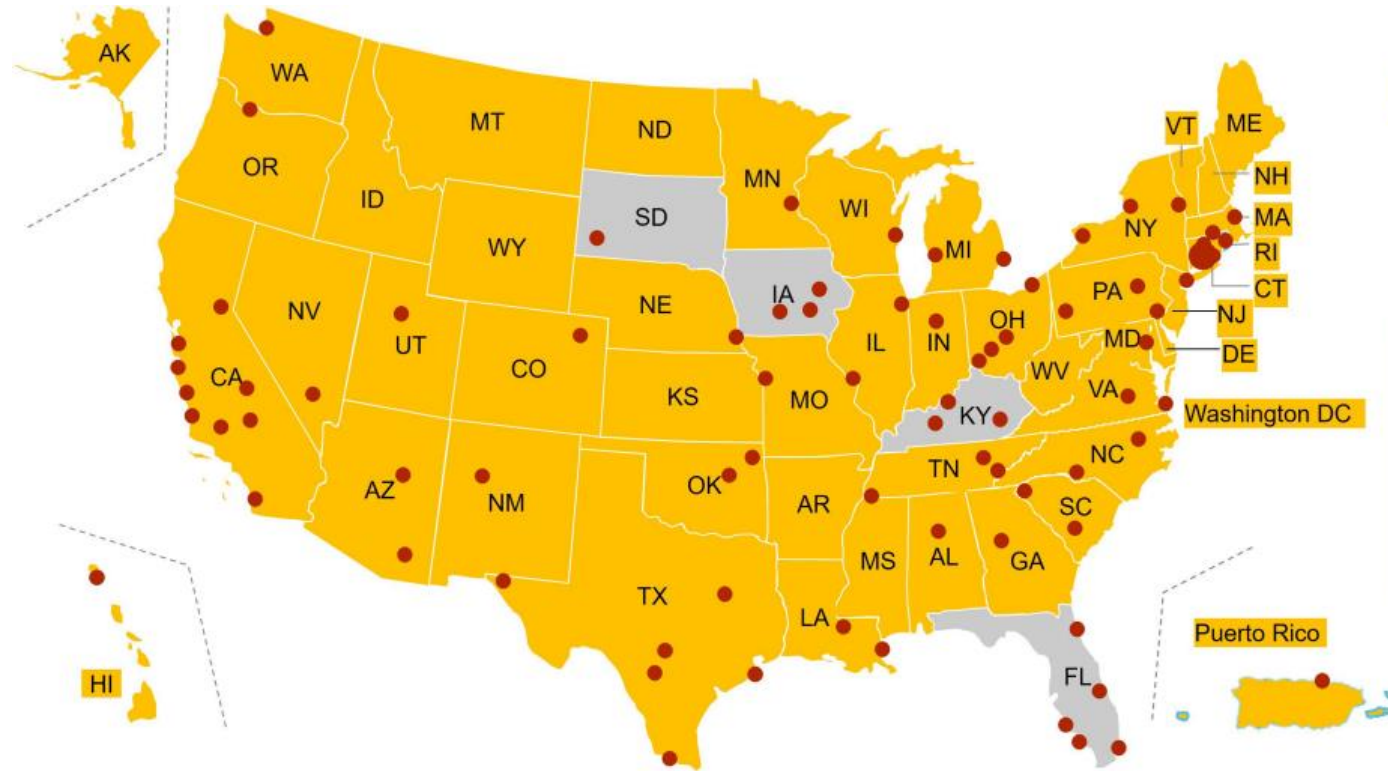
# EPA EXAMPLE COMMUNITY BENEFITS

- Decreased energy costs and improved energy resilience;
- Reduced noise pollution;
- New green space and/or community beautification;
- Increased access to transportation alternatives;
- Improved housing quality, comfort, and safety; and/or,
- Other benefits identified during consultation with residents of low-income and disadvantaged communities





# 116 PLANNING GRANTS AWARDED NATIONWIDE TO STATES AND MSAs = HIGHLY COMPETITIVE IMPLEMENTATION GRANTS



- States (+ DC, PR) **49 States**
- Metropolitan Statistical Areas (MSAs) **67 MSAs**
- States that did not opt in **Total: 116**

**Additional Planning Grantees**

- 4 territories
- 90 tribes and tribal consortia (covering ~225 tribes)

Although EPA issued a funding opportunity exclusively for eligible tribes and territories, they can also apply for grants under the CPRG implementation grants general competition

# IMPLEMENTATION GRANT FUNDING TIERS AND NUMBER OF GRANTS

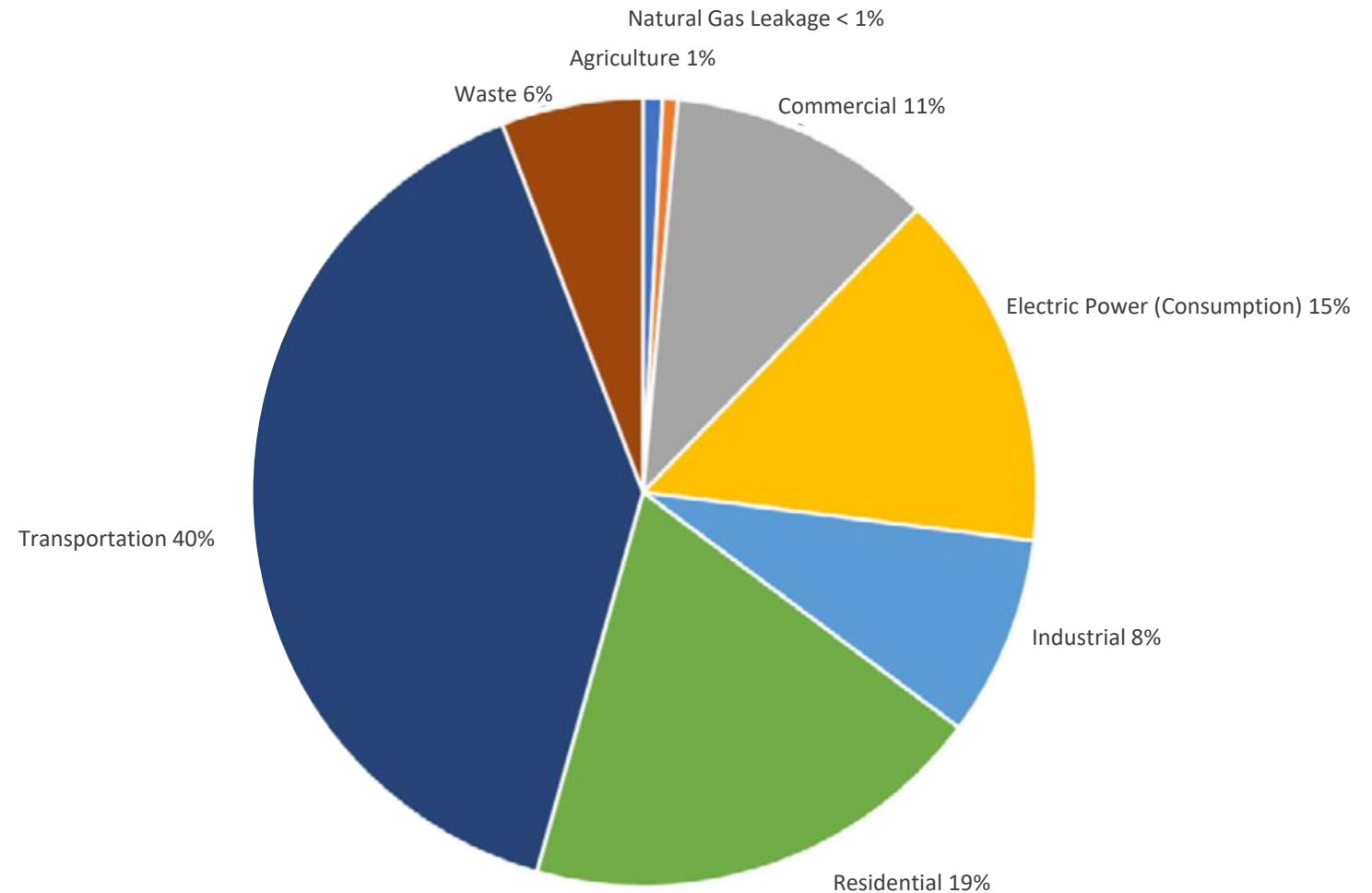
Applications will be evaluated and selected for award on a tier- by tier basis.

<b>Tier</b>	<b>Grant Ranges (million)</b>	<b>Funds Targeted for Each Tier (billion)</b>	<b>Anticipated Number of Grants to be Awarded</b>
<b>Tier A</b>	\$200 to \$500	\$2	4-10
<b>Tier B</b>	\$100 to <\$200	\$1.3	6-13
<b>Tier C</b>	\$50 to <\$100	\$0.6	6-12
<b>Tier D</b>	\$10 to <\$50	\$0.3	6-30
<b>Tier E</b>	\$2 to <\$10	\$0.1	10-50
	<b>TOTAL</b>	<b>\$4.3 billion</b>	<b>30-115</b>

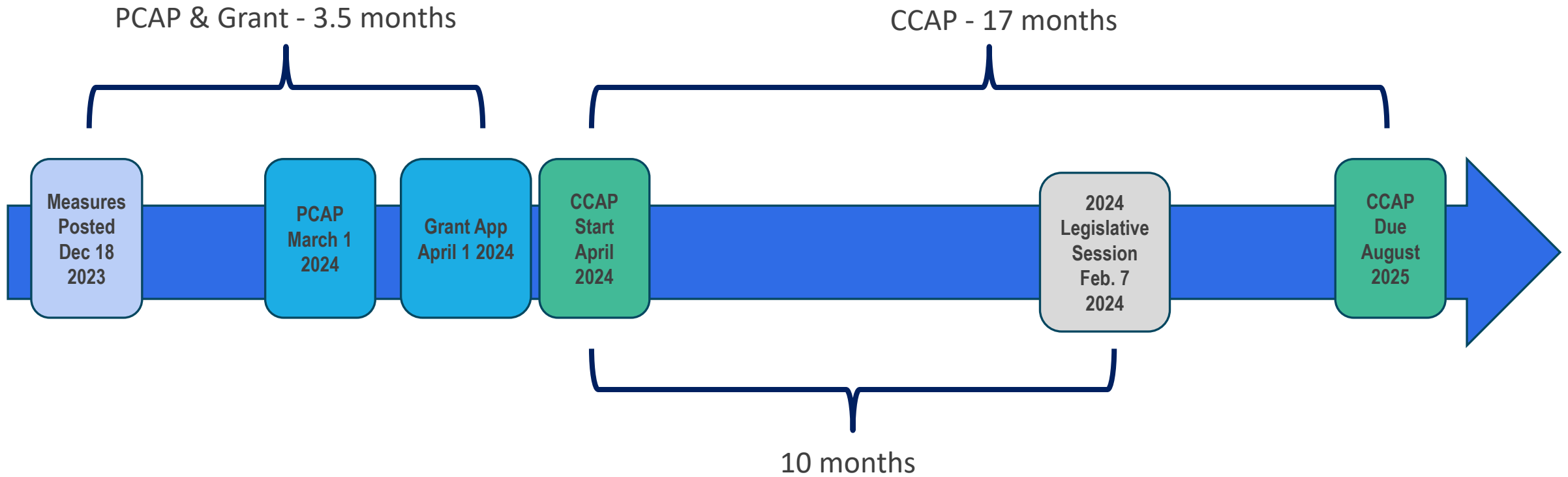


# GREENHOUSE GAS INVENTORY – 2019-2021

- Transportation remains the largest emitter, twice as high as residential emissions.
- Transportation emissions also remain at 1990 levels.
- Together Residential and Commercial Buildings was 30% of emissions.
- Electric power was third, behind residential, in 2019.
- While accounting for only a quarter of the state's emissions in 2019, the commercial, industrial, and waste management sectors also present challenges to the state's reduction goals.



# CPRG PLANNING TIMELINE: PCAP AND CCAP





# ELECTRIFY SCHOOL BUSES

- The measure would replace diesel school buses in environmental justice areas with zero emitting electric buses.
- There are 2,000 school buses in the districts.
- Electric school buses reduce fine particulate (PM<sub>2.5</sub>), oxides of nitrogen (NO<sub>x</sub>), volatile organic compounds (VOC), and toxic emissions.





# TRANSIT BUS ELECTRIFICATION

- This measure would replace diesel transit buses with electric transit buses.
- Diesel buses release exhaust into the air that contains harmful pollutants.
- Electric buses have zero tailpipe emissions.
- EPA estimates that each electric bus that replaces a diesel bus reduces respiratory diseases in disadvantaged communities.





## ESTABLISH ELECTRIC VEHICLE INCENTIVES

- The measure would expand the existing CHEAPR program, which offers rebates for many types of electric vehicle.
- New incentives will be created to make buying electric vehicles more affordable.
- Fully electric and plug-in hybrid vehicles will be eligible for incentives.







# DEPLOY ELECTRIC VEHICLE CHARGERS STATEWIDE

- Electric vehicle chargers for cars, SUVs, small and medium pick-up trucks, delivery vans, and other medium sized vehicles would be installed.
- Zero emission vehicles reduce particulate matter, ozone forming pollution, hydrocarbons, and toxic emissions from vehicles.





# REDUCE IDLING FROM CONNECTICUT DOT CRASH UNIT TRUCKS

- CT Department of Transportation would install idle reduction systems in Crash Unit trucks.
- The trucks idle for long periods while they protect highway crews during road construction.
- The new system would use batteries to allow the trucks to be shut off.
- Reduced idling would lower harmful air pollution and reduce fuel consumption.





# EXPAND SHARED RIDE PROGRAM

- The measure would increase access to on-demand and accessible shared-ride services by expanding the Microtransit program.
- The program expansion would be focused in rural areas.
- Increasing shared rides would lower harmful air pollution by reducing the number of car miles traveled.







# SUPPORT ADOPTION OF RESIDENTIAL AND COMMERCIAL HEAT PUMPS

- Heat pumps use much less energy and greatly reduce air pollution from the use of fossil fuels for heating, ventilation, and air conditioning equipment (HVAC).
- Heat pumps can replace gas, fuel oil, propane, or other HVAC.
- Heat pumps for space heating, water heating, and clothes dryers are all commercially available.





# EXPAND FUNDING FOR RESIDENTIAL ENERGY PREPARATION SERVICES (REPS)

- The measure would increase funding to address health and safety barriers to weatherization.
- These barriers need to be addressed before weatherization can take place. Examples are:
  - Asbestos
  - Mold
  - Knob and tube wiring
  - Leaking roofs
- REPS has already expanded the number of customers that can weatherize buildings and with additional funding, more people would be able to weatherize.







## Electric Power

# EXPAND ENERGY EFFICIENCY PROGRAMS

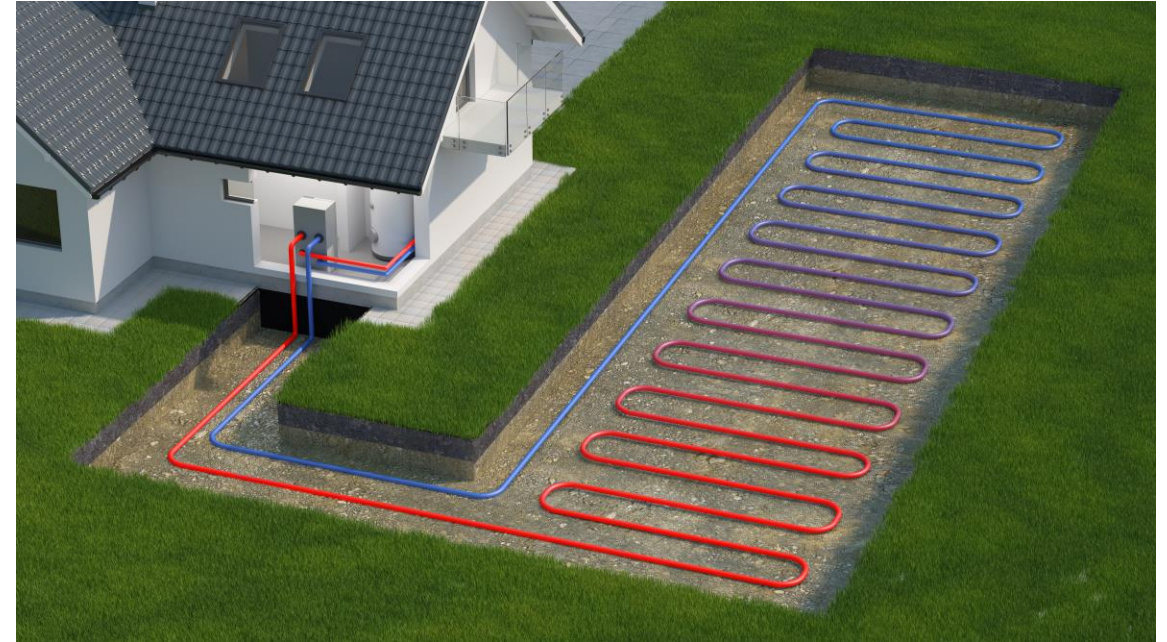
- The measure would increase energy efficiency programs under the Conservation and Load Management (C&LM) Plan.
- Energize CT, through the Plan, helps homes and business save energy and money with rebates, financing, and other services for energy efficiency and clean energy improvements.





# NETWORKED GEOTHERMAL SYSTEMS

- Networked geothermal uses the earth's ground temperature to heat and cool groups of buildings. Often a system would consist of a network of buried water pipes.
- A neighborhood can share a networked geothermal system, which reduces costs and increases efficiency.
- The measure will reduce emissions that occur when fuel oil, gas, and propane are used for home heating.
- Particulate, ozone forming pollution, and air toxics will be reduced.

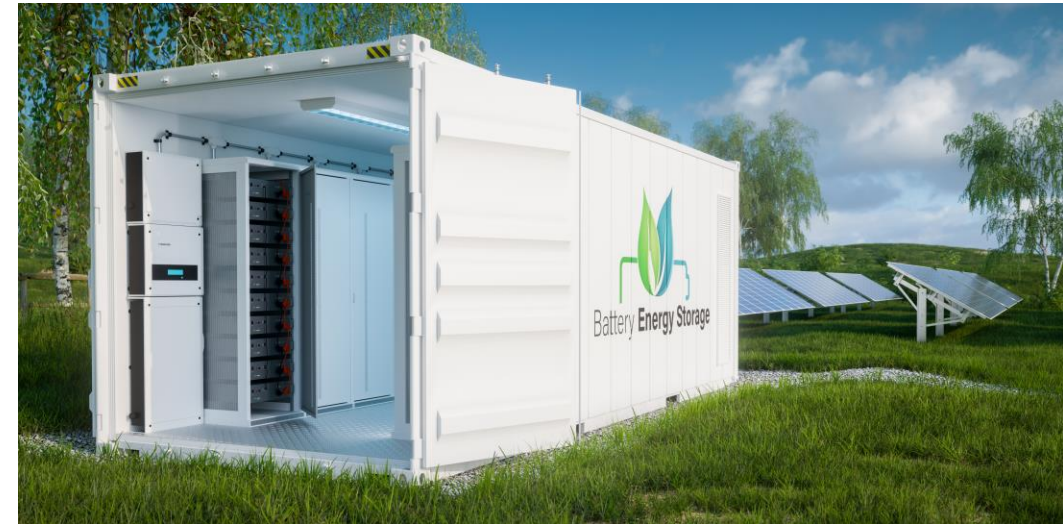




## Electric Power

# ENERGY STORAGE AND DEMAND RESPONSE

- This measure lowers power plant emissions while ensuring power system reliability.
- Demand response allows businesses and people to voluntarily reduce energy use during heat waves or other times of high electricity demand.
- Participants receive a rebate for reducing energy use.
- Batteries can store energy to be used at times of high energy demand.
- These measures reduce brownouts and blackouts.





## Electric Power

# HYDROGEN FOR PORT OPERATIONS AND STORAGE

- The measure would replace diesel trucks with zero emission hydrogen fueled trucks at ports.
- The measure would also use hydrogen to store energy for use on high electricity demand days – such as during heat waves.
- The measure would reduce emissions, provide grid flexibility, and demonstrate the use of hydrogen to electrify sectors such as manufacturing.







### FOOD SCRAP DIVERSION

- The measure would fund cities and towns to implement food scrap diversion programs.
- Recycling food waste, instead of incinerating it or putting it in landfills reduces harmful pollution and methane emissions.
- Local recycling facilities can be composting or anaerobic digestors.







### PLANT TREES IN URBAN AREAS

- Planting trees in urban areas can reduce pollution, increase shade, and store carbon.
- The Department of Energy and Environmental Protection's Urban and Community Forestry Program supports urban tree planting.
- Planting is focused in underserved areas and additional funding would allow the program to reach more communities.



Community tree planting event in Bridgeport