

Additional Qs and As from EPA's CPRG Grantee Training on The Landscape of Measure-level GHG Quantification in Existing Climate Action Plans

Note: This document provides answers to additional questions that were not able to be answered during EPA's live CPRG webinar on the Landscape of Measure-level GHG Quantification in Existing Climate Action Plans on August 9, 2023, due to time constraints, as well as extended answers to some questions answered during the webinar.

Q1: Does every single measure in the PCAP need to be quantified for GHG emission reductions? Or is "grouped" quantification sufficient? Ex. Quantifying a general Zero-Emission Vehicle (ZEV) fleet and EV charging strategy which has many specific sub-measures that are not quantified, such as ZEV master plans, Electric-vehicle charger operator EVCS (EVCS) in public right of way, EVCS at municipal facilities, reach codes and requirements for new development, educational programs for EVs, other EV purchasing or EVCS financial incentives, etc.

A PCAP must include a focused list of near-term, high-priority GHG reduction measures. The selection of measures should be based on GHG emissions information and focus on achieving the most significant GHG reductions possible, while considering other relevant planning goals. GHG reduction measures may include both measures that reduce GHG emissions and/or measures that enhance carbon removal.

For each measure, the PCAP must provide an estimate of the quantifiable GHG emissions reductions, the key implementing agency or agencies, implementation schedule and milestones, expected geographic location if applicable, milestones for obtaining legislative or regulatory authority as appropriate, identification of funding sources if relevant, and metrics for tracking progress. While related measures may be grouped together for quantification purposes, measures should be disaggregated enough to allow grantees to assess authority to implement, funding opportunities, tracking metrics, etc.

The PCAP does not need to identify specific GHG reduction measures by name and/or specific location (e.g. street address).

Q2: For the MSA inventory, compiling the GHG data from all eight sectors may not be available or may not be able to quantify. For the reporting step, do we need to include all sectors even though there might be missing sector data?

Metropolitan area planning grant recipients may choose to begin with a simplified GHG inventory for the PCAP focusing on priority sectors for GHG reduction measures and based on available data. A comprehensive inventory (for the CCAP) must include all GHG emissions and sinks by emission source and sink category following commonly accepted protocols for the following sectors: industry, electricity generation and/or use, transportation, commercial and residential buildings, agriculture, natural and working lands, and waste and materials management. De minimis sources, activities known not to occur within jurisdictional boundaries, or sources outside of the MSA's ability to control may be excluded. For example, a local government may not have regulatory control over a power plant and therefore may choose to calculate emissions based on electricity consumption rather than including direct emissions from that power plant.

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Q3: Can you describe how a State would bridge the sector-wide data that is available through GHG Reporting Program (GHGRP), National Emissions Inventory (NEI), State Inventory Tool (SIT) and how then that can be used to identify and quantify measures?

Sector wide emissions data (ie, a GHG inventory) can provide a starting point for determining the measures that an entity may wish to prioritize and, over time, provide a mechanism for tracking changes in emissions. Some of the sector-level data available in the referenced sources is made up of more granular estimates or can be supplemented by additional data sources that provide a more granular view of activity. For example, the State Inventory Tool provides industrial process emissions for specific industries (e.g. cement or nitric acid production) and aggregate emissions from industrial energy consumption that will provide context on the relative contribution of the industrial sector to total emissions. This data could be supplemented with facility level data from Greenhouse Gas Reporting Program (GHGRP) and/or National Emissions Inventory (NEI); state-specific economic development information; community and stakeholder priorities; and other local factors to identify specific facilities that provide opportunities to implement efficiency or electrification programs and/or process improvements that will lead to GHG reductions. Similarly, in the transportation sector, supplemental information such as vehicles miles traveled (VMT) data, vehicle registration data, local traffic studies, community priorities, etc. can be used to delve into state-level transportation emissions inventories and identify targeted strategies for reducing those emissions. In both examples, CPRG grantees can use a variety of EPA or other tools, models, or accounting approaches to determine the potential GHG reductions associated with those reduction activities. EPA has created and continues to update a website with tools and resources that can be used to select and quantify GHG reduction measures: <https://www.epa.gov/inflation-reduction-act/cprg-tools-and-technical-assistance-ghg-reduction-measures-resources-and>.

Q4: Will EPA be providing any further guidance and/or requirements on what that GHG measure quantification entails or will grantees need to develop their own methodologies based on guidance already provided?

EPA is not prescribing specific analytical approaches to meet CPRG program requirements. EPA has created and continues to update a website with tools and resources that can be used to select and quantify GHG reduction measures: <https://www.epa.gov/inflation-reduction-act/cprg-tools-and-technical-assistance-ghg-reduction-measures-resources-and>. Trainings and/or technical assistance are available for many of these tools through the individual tool websites; EPA will share announcements of upcoming trainings as they become available. The planned CPRG Technical Assistance forums will also provide additional training from federal experts and opportunities for knowledge exchange among program participants.