

WORKPLAN

CPRG Implementation Grants Competition

New Hampshire Department of Environmental Services

Section 1. Overall Project Summary and Approach (45 points)

New Hampshire Department of Environmental Services (NHDES) propose to undertake the greenhouse gas (GHG) reduction efforts described in this workplan if awarded funding under the CPRG implementation grants general competition. Table 1 details common tasks and overall milestones for implementation of all measures through the period of performance, estimated to be from October 2024 to October 2029. Additional tasks and measures associated with the initial implementation of each measure may be found in the Description of GHG Reduction Measures (Tables M-1 through M-6).

Table 1: Tasks and Milestones for Implementation of All Measures

Task #	Task Description	Anticipated Milestone Dates
	Notification of Funding Selection from EPA	July 2024
1	Under RSA 124:1 and RSA Authority 14:30-a, NHDES will seek approval from the New Hampshire Fiscal Committee and Governor and Executive Council to receive grant award.	July – August 2024
2	NHDES begins outreach efforts to inform companies, non-profits, municipalities, and residents, particularly residents of LIDACs, of opportunities and benefits of the measures.	July – September 2024
3	NHDES publishes position postings for jobs funded by award.	August – September 2024
4	Preparation of a program guide, application, and promotional materials and community engagement	September 2024 – January 2025
	Anticipated Award from EPA	October 2024
5	NHDES hires staff for positions funded by the grant award.	October 2024 – January 2025
6	First semi-Annual report to EPA that will include: technical progress on metrics, milestones met, community engagement, expenditures/purchases, oversight of contractors/subrecipients, and planned activities for the next six months.	April 2025
7	Make revisions to program guides and outreach as necessary based on feedback from contractors, sub-awardees, and communities that benefited from funding.	July – September 2025
8	Second semi-Annual report to EPA that will include the information in Task 6	October 2025
9	Repeat steps 5 – 7 as needed until funding is expended to implement all measures.	October 2025 – September 2029
10	Expend all funding for the measures.	October 2029 or earlier
11	Final report to EPA that will include a discussion of the problems, successes, and lessons learned from the implementation a summary totals of the following: metrics achieved; costs; estimated GHG and co-pollutant emission reductions; quantified benefits of the measure in LIDACs; and community engagements.	October 2029

Assumptions in Milestones in Table 1

- Competitive procurement procedures are anticipated to take six months from receipt of award.
- Assumes that NH Department of Administrative Services (NHDAS) is able to process the new staff positions during the anticipated timeframe and receives applications from qualified candidates.

Risk Mitigation for Milestones in Table 1 and the Performance Period

- To minimize delays the subsequent application and award cycles, NHDES will revise program guide, promotional materials, and RFP templates/applications as needed in response to participant, staff, and community feedback.
- To encourage timely completion of projects and maximize cumulative GHG emission reductions in the near-term (2025 – 2030), NHDES will provide technical assistance to subaward recipients for duration of the project and program administrators will conduct follow up evaluations on selected projects for actual savings confirmation.

a. Description of GHG Reduction Measures (20 points)

Measure 1: Pre-weatherization and weatherization.

The pre-weatherization and weatherization measure is described on the following pages of the [State of New Hampshire Priority Climate Action Plan](#) (measure description/ LIDAC benefit analysis/ method for emission reduction estimates): 60-62; 66-71/ 97-98/ A-7 to A-9.

In 2021, the consumption of fossil fuels in New Hampshire's residential buildings resulted in over 2.56 MMTCO₂e of GHG emissions, representing approximately 17% of the state's total GHG emissions; more if one factors in indirect emissions associated with the consumption of retail electricity. The residential building sector in New Hampshire represents the second largest source of GHG emissions in the state. Although GHG emissions from the residential sector declined by over 20% from 2005 to 2021, New Hampshire's decline in residential per capita energy and electricity consumption was the lowest among the New England states based on data from the U.S. Energy Information Administration.

NHDES proposes to implement pre-weatherization and weatherization measures by providing incentives for homeowners to pre-weatherize and weatherize existing residential buildings to improve the energy efficiency of those buildings, which will reduce GHG and co-pollutant emissions from petroleum and electricity consumption at those buildings. The measure will fund pre-weatherization incentives and technical assistance to owners of homes and multi-family residential buildings to conduct structural repairs and home health remediation. These repairs will allow previously deferred income-eligible households to access incentives for weatherization, efficiency, electrification, and renewables. Reasons for deferral from existing programs can include deficiencies in the building structure, sanitary system problems, extent and condition of lead paint or asbestos-containing materials, and inadequate electrical or plumbing. An estimated 26% of low-income households cannot participate in weatherization programs due to health and safety issues such as presence of asbestos, mold, vermiculite, or pests. Once pre-weatherization occurs, households can take advantage of weatherization incentives to upgrade the envelope of buildings or their heating, cooling, and electrical systems to improve energy efficiency, health, safety, and comfort, while also providing cost-effective energy savings.

Implementation will be achieved through contracts with for-profit entities and subawards to non-profit entities that have experience implementing pre-weatherization and weatherization work. The measure would focus on income-eligible households, particularly households who have already been deferred by New Hampshire's Weatherization Assistance Program (WAP) that is operated by the New Hampshire Department of Energy (NHDOE) via subcontracts with New Hampshire's five Community Action

Agencies, which provide and direct pre-weatherization and weatherization services at the local level. In 2023 alone, approximately 70 households were deferred from the WAP due to issues that could be addressed with pre-weatherization funding. Based on data for reasons of deferral from the WAP, NHDES assumes that the measure will provide pre-weatherization and weatherization upgrades for approximately 500 households by 2030, substantially increasing in-state low-income weatherization rates. NHDES assumes that the average total cost to incentivize a low-income household to pre-weatherize and weatherize a home would be \$25,000.

Implementation of the measures will reduce heating expenses of New Hampshire households. Using state-energy data from the U.S. Energy Information Administration and statistical sampling of New Hampshire's housing stock from National Renewable Energy Laboratory (NREL), NHDES approximated annual average bill savings per household of the building measures using a model from Rewiring America (a non-profit working to electrify the nation's homes). Depending on the county where an upgrade would occur and the type of fossil fuel currently being used to heat a home, the model estimated that New Hampshire residents would see annual average bill savings ranging from \$55 to \$3,033 at standard single-family homes in New Hampshire if a home that is not adequately weatherized is upgraded with basic insulation package (i.e., R-60 attic floor insulation; general air sealing to achieve a 30% reduction in air changes per hour at 50 Pascals (ACH₅₀); Duct sealing to 10% leakage; R-13 drill-and-fill insulation).

The pre-weatherization and weatherization measure is replicable and can be scaled up across all regions in New Hampshire for several years because the National Renewable Energy Laboratory's ResStock model estimates that over 300,000 homes in New Hampshire could benefit from weatherization upgrades.

Table M-1: Tasks and Milestones for Initial Implementation of Measure 1

Task #	Task Description	Anticipated Milestone Dates
1	NHDES issues Request for Information and Request for Qualifications to obtain information about how to best design a Request for Proposal (RFP) for competitive procurement contracts and subawards to implement the measure.	July – August 2024
2	NHDES issues an RFP for competitive procurement contracts for implementation of the measure in compliance with the applicable federal and state procurement requirements.	September – October 2024
3	NHDES prepares and executes subaward agreements with non-profit entities to help implement of the measure	November – December 2024
4	NHDES distributes first tranche of subawards to non-profit entities to assist with implementation of the measure.	January 2025
5	Contract with successful bidders/contactors of the competitive RFP to implement pre-weatherization and weatherization measures.	January – February 2025
6	Connect contractors with non-profit partners and provide other resources to effectively implement the measure in compliance with the contract (e.g., materials to track and report compliance with requirements for DBRA, BABA, etc.)	February – March 2025
7	Begin disbursing funds as contractors begin to submit eligible costs as the measure is implemented.	March 2025

Assumptions in Milestones for Measure 1

- NHDOE, CAPs, and contractors are able to efficiently identify households to start implementing measures based on existing WAP deferral list and effectively identify other homeowners interested in benefiting from the program.
- For-profit and non-profit entities who already do or assist with pre-weatherization and weatherization work have expertise on how to best direct projects to LIDACs.

Risk Mitigation for Measure 1

- If this measure is undersubscribed through the competitive contract and the funding is not spent as scheduled, delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030); NHDES would meet with contractors, subrecipients, and engage with LIDACs to determine if the incentive structure of the measure should be modified.
- If there is inadequate workforce for the contractor to employ to implement the measure as scheduled, GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated; NHDES would engage with stakeholders (contractors, subrecipients, LIDACs, and industry groups) to identify other regions of the state where the measure could be implemented.

Measure 2: Deploy EVSE for EVs and PHEVs

The measure to deploy EVSE for EVs and PHEVs is described on the following pages of the [State of New Hampshire Priority Climate Action Plan](#) (measure description/ LIDAC benefit analysis/ method for emission reduction estimates): 48-53/ 91-93 / A-1.

In 2021, the transportation sector accounted for 45.9% of all GHG emissions in New Hampshire, which is more than any other individual sector. Passenger cars and light-duty trucks, collectively referred to as light-duty vehicles (LDVs), were responsible for 39.7% and 17.0% of those emissions, respectively. LDVs are the primary mode of passenger travel in New Hampshire and are also the major contributor of other air pollutants that impact overall air quality and directly impact people who live in or near highly trafficked areas. In 2020, more than 63% of New Hampshire's NO_x emissions were from vehicles and over 32% of the state's VOC emissions were from vehicles. In addition, gasoline and diesel fueled vehicles can produce significant concentrations of PM_{2.5}. EVs and PHEVs have lower tailpipe emissions and fuel and maintenance costs than conventional vehicles. While it is estimated that more 75 to 80% of personal EV and PHEV charging will occur at homes, the uniform and broad distribution of public chargers along travel corridors and within communities can assure New Hampshire drivers and out of state travelers that they will have adequate resources to travel throughout the state. Supporting EV and PHEV travel to and through the state by residents and visitors presents a significant opportunity to reduce emissions from the transportation sector.

This measure will provide incentives to deploy publicly accessible EVSE to support the use of EVs and PHEVs. To implement this measure, NHDES would issue a competitive RFP to contract with third-party administrator that would develop a rebate or grant program for installation EVSEs in the state. The third-party administrator will offer rebates to entities to install EVSE in areas of the state that are ineligible to use existing state and federal funding streams due to minimum standards associated with those funding streams. These areas may include the following types of locations, with a focus on locations that will benefit LIDACs: public libraries, public schools; municipal buildings; restaurants; grocery stores; ski areas; entertainment venues; and near multi-unit dwellings.

NHDES prioritized this measure because public EVSE installations have not kept pace with charging needs. Based on NHDES' analysis of vehicle registration data from the New Hampshire Department of Motor Vehicles, the share of LDVs that are EVs and PHEVs in the state increased from 4,231 to 14,761 from 2019 to 2023, a robust 249% increase. With 238 publicly accessible Level 2 and Direct Current Fast Charging (DCFC) station locations as of February 23, 2024, New Hampshire had the lowest number of publicly accessible Level 2 and DCFC station locations when compared to other New England states. New Hampshire also had the lowest number of level 2 and DCFC charging locations relative to New England state populations and total lane miles.

Table M-2: Tasks and Milestones for Initial Implementation of Measure 2

Task #	Task Description	Anticipated Milestone Dates
1	NHDES issues Request for Information and Request for Qualifications to obtain information about how to best design a competitive RFP for a procurement contract for a third-party administrator to implement the measure.	July – August 2024
2	NHDES issues an RFP for competitive a procurement contract for a third-party entity to implement the measure in compliance with the applicable federal and state procurement requirements.	September – October 2024
3	Contract with successful bidder/contractor of the competitive RFP to become the third-party administrator to implement the EVSE measure.	November – December 2024
4	Connect the contracted third-party administrator with non-profit partners and provide other resources to effectively implement the measure in compliance with the contract (e.g., materials to track and report compliance with requirements for DBRA, BABA, etc.)	January 2025
5	The contracted third-party entity solicits subawards and sub-contracts from interested parties to implement the measure at specific locations	January – February 2025
6	Begin disbursing funds to the third-party entity as it begins to submit eligible costs to implement the measure.	February – March 2025

Assumptions in Milestones for Measure 2

- Three months for contracted third-party administrator to solicit subawards and sub-contracts while also coordinating with non-profit partners.

Risk Mitigation for Measure 2

- Delays in program administrator procurement process may reduce cumulative GHG emission reductions in the near-term (2025 – 2030); NHDES would determine reason(s) for delays and meet with representatives of organizations (e.g., government officials, respondents to RFP, and EVSE experts) to determine and implement strategy to achieve third-party administrator procurement.
- If this measure is undersubscribed through the competitive contract and the funding is not spent as scheduled, delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030); NHDES would meet with the third-party contractor, EVSE experts, and LIDACs to determine if the incentive structure of the measure should be modified.

- If there is inadequate workforce for the contractor to employ to implement the measure as scheduled, GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated; NHDES would work with the third-party administrator to determine how they could increase access to workers by meeting with subrecipients, LIDACS, contractors, and the electric utility companies to develop and implement a workforce strategy.

Measure 3: Support and Expand Public Transportation Options

The measure to support and expand public transportation options is described on the following pages of the [State of New Hampshire Priority Climate Action Plan](#) (measure description/ LIDAC benefit analysis/ method for emission reduction estimates): 48-49; 56-49/ 94-96 / A-2 to A-3.

The measure will increase access to and use of public transportation options and support the shift to low- or no-emission vehicles and facilities of public transportation. The measure will provide incentives to transit providers, municipalities, and public bodies created by or pursuant to state law to:

- Increase adoption of battery electric or low-emission transit vehicles.
- Help finance transit station upgrades, including electrification and decarbonization of buildings.
- Connect more people with public transit by supporting “first-mile/last-mile” solutions.
- Improve intermodal transportation connections (i.e., travel by two or modes of public transportation).
- Support technical assistance to communities developing and implementing new or expanded transit programs.

To implement this measure, NHDES would issue a competitive RFP to make subawards to eligible entities that manage public transportation in the state. NHDES’s will make subawards based on adding or maintaining passenger miles of public transportation and achieving the goals of the CPRG program within the period of performance of the grant. This measure will also lower the number of cars on the road, providing additional environmental and health benefits from a reduction in tailpipe emissions. For local passenger travel, large personal vehicles with low occupancy have the highest emissions, while buses and passenger rail transit offer the cleanest options other than walking or biking. Electrifying public transit can reduce criteria pollutants from diesel- or gasoline-fueled buses. This would benefit LIDACs in dense, highly trafficked areas near public transit routes by reducing emissions from transit buses.

Investment in public transportation can also reduce household transportation costs and bolster economic growth. Based on an analysis of public transit fares, vehicle costs, and gasoline prices, transit riders can save more than \$13,000 per year using public transit instead of driving. At a national level, investment in public transportation infrastructure generates large economic returns with every \$1 invested in public transportation generating an estimated \$5 in long-term annual economic returns, and every \$1 million invested in public transportation supporting about 20 jobs. In New Hampshire, a 2021 economic impact study found that every \$1 invested in the transit services provided by Cooperative Alliance for Seacoast Transportation, a public transit system created by state law, generated approximately \$4.08 of activity in the local economy.

The development of transit systems can lead to another benefit known as the land-use efficiency effect. This effect refers to changes in land use from transit investments. Investments in transit spur the growth of shops, workplaces, and other important establishments around transit stops, leading to more compact development and greater land-use efficiency. Communities that are land-efficient are easier to navigate on foot or bicycle, leading to indirect benefits on GHG and criteria pollutant emissions. Based on the land-use efficiency effect, transit developments in LIDACs will benefit residents by promoting

compact development, where essential businesses are grouped and are easily accessible to residents. Residents in land-efficient areas also benefit by living in walkable and bikeable communities. As more residents walk or bike, fewer cars will be on the road. This shift reduces pollution from vehicles in communities, leading to cleaner air and improved health for residents.

Table M-3: Tasks and Milestones for Initial Implementation of Measure 3

Task #	Task Description	Anticipated Milestone Dates
1	NHDES issues Request for Information and Request for Qualifications directed at eligible entities that manage public transportation to obtain information about how to best design an RFP for competitive subawards to implement the measure.	August – September 2024
2	NHDES issues competitive RFP for subawards for municipalities and other eligible entities to implement the measure at various locations that provide, or will provide, public transportation.	November – December 2024
3	Make subawards to successful eligible entities to implement the measure.	March 2025
4	Provide or connect subrecipients with non-profit partners and other resources to effectively implement the measure in compliance with the contract (e.g., materials to track and report compliance with requirements for DBRA, BABA).	March – April 2025
5	Begin disbursing funds to the third-party entity as it begins to submit eligible costs to implement the measure.	March 2025

Assumptions in Milestones for Measure 3

- Within three months from issuing RFP, NHDES will have reviewed, and selected subrecipients.

Risk Mitigation for Measure 3

- Delays in program subaward process may reduce cumulative GHG emission reductions in the near-term (2025 – 2030); NHDES would determine reason(s) for delays and meet with representatives of municipalities and other eligible entities to develop and implement strategy to facilitate subawards.
- If funding becomes insufficient to implement individual subrecipient projects due to unanticipated or higher costs, GHG emission reductions and criteria co-benefits may not occur over the anticipated time period; NHDES would work with the subrecipient to identify and obtain other sources of funding to ensure the project is implemented.

Measure 4: Wastewater and Drinking Water Systems

The wastewater and drinking water systems measure is described on the following pages of the [State of New Hampshire Priority Climate Action Plan](#) (measure description/ LIDAC benefit analysis/ method for emission reduction estimates): 72-73; 76-79/ 98-99/ A-9 to A-10.

NHDES proposes to implement Measure 4 that will reduce GHG emissions through both improved energy efficiency and renewable energy projects at wastewater and drinking water facilities throughout the State of New Hampshire. This work will include developing a competitive grant program to which wastewater and drinking water facility owners can apply for funding to implement energy conservation and renewable energy measures cited in comprehensive process level energy audits (CEAs) conducted at

their facilities. The CEAs are currently being conducted using an ARPA-funded contract with an RFQ-selected auditor who specializes in wastewater and drinking water CEAs. This measure was selected as a priority because wastewater and drinking water systems combined represent approximately 50-70% of a municipality's energy usage. Since many of these systems were originally constructed 30-50 years ago with growth as a key design parameter, these systems are both aging and inherently inefficient.

Reducing GHG emissions at wastewater and drinking water systems by improving energy efficiency as well as by installing renewable energy infrastructure. The measure will achieve significant cumulative GHG reductions by 2030 and beyond by helping to remove implementation barriers such as funding limitations and the need to obtain local authority to borrow funds for implementation at annual town meetings so the recommended projects can be implemented much more quickly. The measure will achieve substantial community benefits by reducing Criteria Air Pollutants (CAPs) and Hazardous Air Pollutants (HAPs), particularly in LIDACS, because many of the municipal wastewater and drinking water systems serve, at least in part, LIDACs. Reducing energy costs and GHG emissions through improved energy efficiency of these systems and through installation of renewable energy infrastructure will reduce emissions of GHGs and co-pollutants from the burning of fossil fuels in the energy generation sector and help control water and sewer user costs for LIDACs.

The measure will complement other funding sources to maximize these GHG reductions and community benefits by combining CPRG funding with NHSaves incentive programs and State Revolving Funds as appropriate and applicable to maximize the GHG emission reductions and the community benefits. The measure is replicable and can be scaled up across multiple jurisdictions, including in many states, since wastewater and drinking water systems are nationally ubiquitous. For example, aeration is typically the largest energy user in wastewater treatment and pumping is typically the largest energy user for drinking water systems. Although effective energy conservation measures are unique to each wastewater and drinking water system, and the energy saving measures identified are typically site-specific, the overall measure can be replicated and scaled up in New Hampshire or other states to minimize GHG emissions at any wastewater or drinking water system.

Table M-4 details tasks and milestones for implementation of the proposed Wastewater and Drinking Water Systems measure. The period of performance is December 2024 – December 2029. Table M-4 details anticipated risks associated with measure implementation and mitigation strategies for each risk.

Table M-4: Tasks and Milestones for Implementation of Measure 4

Task #	Task Description	Anticipated Milestone Dates
1	Competitive RFP issued for third-party program administrator	July – November 2024
2	Selection of and begin disbursements for third-party program administrator	January 2025
3	Preparation of a program guide, application, and promotional materials and community engagement	October 2024 – January 2025
4	Notification to all municipalities of energy audit measure implementation grant funding availability and solicitation of initial round of competitive grant applications.	February 2025
5	Review applications, rank and select projects, based in part on readiness and on cost/mt CO ₂ e GHG emission reduction. and enter into agreements with wastewater and/or drinking water system owners	March – June 2025

6	Assist system owners with pursuing NHSaves incentive funding for identified projects	March – October 2025
7	Disburse grant funds to project owners upon completion of work/partial work	June – September 2025
8	Program administrator will conduct follow up evaluation on selected projects for actual savings confirmation	June – September 2025

Assumptions in Milestones for Measure 4

- Six months from notification of grant award to select a program administrator through competitive procurement consistent with 2 CFR Part 200.
- Three months from receiving grant award to prepare program material and engage with communities and municipalities.
- One month to evaluate and select successful applications and three months to enter into agreements with wastewater and/or drinking water system owners.
- Estimated that most projects will take 6-24 months to implement.

Risk Mitigation for Measure 4

- Delays in energy conservation projects due to inclusion in larger system upgrades may reduce cumulative GHG emission reductions in the near-term (2025 – 2030); NHDES would prioritize alternative projects and move delayed projects into later funding cycles.
- Delays in energy conservation or renewable energy projects due to equipment delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030); NHDES would, to extent possible, use the grant funding to implement energy projects that can move forward without inclusion in larger system upgrade.
- If this program is undersubscribed in certain areas, GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated; NHDES will track applicant locations and target outreach to areas where the program is not receiving applications, particularly LIDACs.

Measure 5: Waste and Materials Management

The waste and materials management measure is described on the following pages of the [State of New Hampshire Priority Climate Action Plan](#) (measure description/ LIDAC benefit analysis/ method for emission reduction estimates): 80-83/ 99-100/ A-10 to A-11.

NHDES proposes to implement the Waste and Materials Management Measure that will create or scale up incentive programs to reduce and divert waste from disposal in the State of New Hampshire. The measure will primarily be implemented through a competitive state grant program, overseen by the NHDES Solid Waste Management Bureau. The program will solicit Request for Proposals (RFPs) from eligible recipients and issue subawards for projects that increase waste reduction and diversion. Projects with the greatest benefits to LIDACS and impacts on GHG reductions, such as those focusing on food waste, will be prioritized.

This measure was selected as a priority because implementing the related programs would lower GHG emissions; specifically, methane from landfills and other GHGs from waste incineration. Improving materials management in the state will achieve significant cumulative GHG reductions by 2030 and beyond, especially by reducing and diverting food waste. Food waste is a big contributor to landfill methane emissions. Reducing the waste disposed in New Hampshire will also achieve substantial community benefits by lowering GHG emissions from landfills and incinerators. These disposal sites tend to be sited in LIDACs and therefore, those disadvantaged communities will be directly impacted.

CPRG funding fills a major gap in New Hampshire by allowing NHDES to channel accessible funding, via subawards, to eligible municipalities and non-profits who require tangible infrastructure that supports waste reduction and diversion. Most federal grants have proved to be out of reach to New Hampshire municipalities, especially LIDACs, for a myriad of reasons. The CPRG complements other federal funding NHDES has received, an EPA Solid Waste Infrastructure for Recycling grant, that is funding planning efforts, data collection, and staffing. A sustainable, integrated waste management system requires both planning and infrastructure. Implementing the measure will allow NHDES to scale up their solid waste program in a way that deploys more impactful GHG mitigation approaches. The program would spur innovation at the municipal level, that is not currently attainable, for food waste diversion and other materials management needs.

Table M-5: Tasks and Milestones for Initial Implementation of Measure 5

Task #	Task Description	Anticipated Milestone Dates
1	Conduct any necessary rulemaking to establish competitive state grant program. Adopt and enact rules by April 2025	October 2024 – April 2025
2	Community engagement and public comment period around grant program design.	October 2024 – January 2025
3	Preparation of a state grant program guide, RFP template/application, and promotional materials.	May – July 2025
4	Educate and engage with stakeholders and communities about program guide and RFP application process.	July – Sept. 2025
5	Solicit RFP applications for projects that support waste reduction and diversion.	September – December 2025
6	Review RFP submissions, select projects, and enter into agreements with subaward recipients.	December 2025 – June 2026
7	Disburse funds to subaward recipients for approved projects.	August 2026

Assumptions in Milestones for Measure 5

- Six months to establish competitive state grant program, and adoption of necessary rulemaking.
- One year to engage with stakeholders, solicit public comment around grant program design, and prepare grant program application, guidance and promotional materials.
- Solicitation periods must align with other federal grant timelines.
- Two months to evaluate and select successful RFPs and four months to enter into agreements with subaward recipients.

Risk Mitigation for Measure 5

- Delays in issuing the first round of Request for Proposals (RFPs) due to government procedures and necessary rulemaking to create a state competitive grant program may reduce cumulative GHG emission reductions in the near-term (2025 – 2030); NHDES will develop RFP documentation based on existing models used by EPA and State of New Hampshire.
- If the grant program created under this measure is undersubscribed in LIDACs, GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated; NHDES will track applicant locations and target outreach to areas where the program is not receiving applications, particularly LIDACs.

Measure 6: Workforce Development

Implementation of priority measures identified in the PCAP and future measures developed under the CCAP will require an expanded skilled workforce, therefore [New Hampshire's PCAP](#) included Workforce Development (Chapter 9, pages 84-86) as a necessary measure to support all other program areas. Through its PCAP engagement efforts, it is clear to NHDES that the state needs more skilled workers to implement GHG reduction measures: electricians, HVAC technicians, EV and hybrid vehicle technicians, energy auditors, weatherization specialists and others in the building trades. The New Hampshire utilities jointly produced a [2024-2026 New Hampshire Statewide Energy Efficiency Plan](#) identifying the same barriers. "The state is currently facing a shortfall in energy workers at a time when continued electrification and federally funded investments are expected to significantly increase the demand for skilled trade workers. Without a sufficiently sized and qualified workforce, costs are likely to increase, projects are likely to face delays, and opportunities to realize cost-effective projects are likely to be lost."

Current training opportunities exist at high schools, community colleges, and training centers run by local chapters of unions for the skilled trades. Apprenticeship NH operates 4 Regional Apprenticeship Hubs covering the entire state linking students, community colleges and high schools, and business partners. Statewide, 30 high schools have Career and Technical Education (CTE) centers, most with programs in the building and automotive trades. Labor groups operate apprenticeship/training centers in NH, including the International Brotherhood of Electrical Workers (IBEW), United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry of the United States and Canada (UA), United Brotherhood of Carpenters and Joiners of America (UBC) and the North Atlantic States Carpenters Training Fund (NASCTF). The NHDES CPRG team engaged with administrators and faculty at each of these types of learning centers to identify opportunities to expand training facilities, increase student enrollment, and identify barriers to student success and enrollment.

This measure will primarily be implemented through a competitive state grant program, overseen by the NHDES. The program will seek proposals from eligible recipients and issue subawards for student scholarships, grants for capital improvements, and grants to address teacher shortages. Proposals will be evaluated on their identification of barriers that cannot be addressed by existing funding sources, potential to increase enrollment/retention/completion rates in LIDACs and state-wide, and implementation timelines.

Examples of how CPRG funds could be used to address these:

- **Capital Improvements:** With existing funding streams, it is challenging to purchase green energy equipment for the classrooms. CPRG funds could be used to update instructional equipment and purchase multiple units to enhance hands-on learning and assessment. Example purchases: solar panels, heat pumps, EV's and plug-in EV's, and EV charging stations.
- **Student Scholarships/Grants:** additional funds would facilitate more disadvantaged students entering and completing the training programs. Funds could also be used for non-credit trainings which do not qualify for many existing funding streams. Barriers to LIDAC students that could be addressed include: expense of required tools for many training programs and cost of travel to the training center and to the worksite for apprenticeships and internships.
- **Addressing Staffing Needs:** another component to the skilled workforce development is attracting teachers. Many teachers in the trades are nearing retirement and the pay cut associated with leaving the workforce, either full-time or part-time, to teach is a barrier to getting skilled, experienced professionals into the classroom to train the next generation of skilled workers.

Workforce programs focused on energy management represent a crucial investment in the infrastructure necessary for sustainable energy practices and measures that would reduce GHG emissions. While these programs may not directly produce immediate energy savings or emissions

reductions, their impact lies in equipping individuals with the knowledge, skills, and resources needed to implement energy-efficient measures effectively. By fostering a skilled workforce adept at identifying inefficiencies, implementing best practices, and utilizing cutting-edge technologies, these programs enable businesses, organizations, and communities to realize substantial energy and cost savings.

Table M-6 details tasks and milestones for implementation of the workforce development measure. The period of performance is estimated to be from October 2024 to October 2029. Table M-6 details anticipated risks associated with measure implementation and mitigation strategies for each risk.

Table M-6: Tasks and Milestones for Implementation of Measure 6

Task #	Task Description	Anticipated Milestone Dates
1	NHDES issues Request for Information and Request for Qualifications to obtain information about how to best design a Request for Proposal (RFP) for competitive subawards to implement the measure.	July – August 2024
2	Notification to school and training center administrators, and general public, of measure implementation grant funding availability and solicitation of initial round of competitive grant applications.	September – October 2024
3	Review applications, rank and select projects, and enter into agreements with schools and training centers	November – December 2024
4	NHDES distributes first tranche of subawards to schools and training centers	January – June 2025

Assumptions in Milestones for Measure 6

- Schools and training centers can receive and implement awards mid-school year, mid-annual budget.
- Two months for NHDES to evaluate and select successful subaward applicants.

Risk Mitigation for Measure 6

- If this measure is undersubscribed through the competitive contract and the funding is not spent as scheduled, delays may slow workforce growth and implementation of the other measures, reducing cumulative GHG emission reductions in the near-term (2025 – 2030); NHDES would engage with subrecipients, students, faculty, and LIDACs to determine if the incentive structure should be modified.
- If student enrollment, retention, and completion rates do not increase significantly., delays may slow workforce growth and implementation of the other measures, reducing cumulative GHG emission reductions in the near-term (2025 – 2030); NHDES would engage with subrecipients, students, faculty, and LIDACs to determine if the incentive structure should be modified.

b. Demonstration of Funding Need (10 points)

CPRG implementation funding is necessary to fully implement the proposed measures. NHDES has applied for related grants; however, these are not sufficient to fully implement the proposed measures.

- **Measure 1: Pre-weatherization and weatherization.** Many households in LIDACs and other areas of the state will not be able to take advantage of these programs because of home deficiencies that would be addressed by pre-weatherization. Only relatively small amounts of funding from WAP and BIL can be applied to pre-weatherization projects.

- Home Energy Performance-Based, Whole-House Rebates (HOMES); U.S. DOE. NHDOE applied and expects funding in 2024.
 - High-Efficiency Electric Home Rebate Act (HEEHRA); U.S. DOE. NHDOE applied and expects funding in 2025.
 - Weatherization Assistance Program/ Bipartisan Infrastructure Law; U.S. DOE; NHDOE applied and received funding.
 - Homeowners may qualify for the Energy Efficient Home Improvement Credit (i.e., the “25C” energy efficiency tax credit) after making qualified energy-efficient improvements.
- **Measure 2: Deploy EVSE for EVs and PHEVs.** Installation of EVSE is restricted by NEVI requirements specified under 23 CRF 680, including restrictions on location, type and number of chargers, etc. NEVI funding is insufficient to address the state’s EVSE needs.
 - National Electric Vehicle Infrastructure (NEVI) Formula Program; U.S. DOT/ Federal Highway Administration. NH DOT applied and received roughly \$17 million.
 - Charging and Fueling Infrastructure (CFI) Grant Program; U.S. DOT/ Federal Highway Administration. NHDOT and NHDES applied for a total of \$15 million. Neither NHDOT’s nor NHDES’s application was selected for a CFI grant award.
- **Measure 3: Support and Expand Public Transportation Options.** Eligible capital projects include projects to replace, rehabilitate, and purchase buses and related equipment, and projects to construct bus-related facilities. Funding is insufficient to support or expand public transportation options in New Hampshire.
 - Federal Transit Administration (FTA) Section 5339 Bus & Bus Facilities Program via the Bipartisan Infrastructure Law. NHDOT’s estimated available FTA funding for State Fiscal Year 2024 is roughly \$6.1 million.
- **Measure 4: Wastewater and Drinking Water Systems.**
 - USDOE funding (completed) - This grant allowed NHDES to initiate the Water Infrastructure Energy Program (WIEP) comprehensive process level energy audits (CEA) program and energy awareness program for wastewater facility owners and operators. However, the USDOE grant did not allow expenditure of grant funds for implementation of energy saving measures. Without implementation of energy conservation measures, there are no GHG emission reductions so implementation is paramount.
 - Clean Water State Revolving Fund, EPA. NHDES CWSRF currently offers limited principal forgiveness for Energy Audit Measure Implementation (EAMI) and requires projects receiving EAMI principal forgiveness to also apply for NHSaves incentives. This funding covers a portion of implementation costs, but the need is much greater. Due to aging infrastructure and increasing treatment requirements, the demand on the CWSRF and DWSRF programs exceeds available funds. By having an additional source of funding for energy efficiency and renewable energy projects, the SRF monies will go further toward meeting the needs of communities. The SRF programs also require local authority to borrow which, for most communities, only occurs once per year during their annual town meetings.
 - American Rescue Plan Act (ARPA) funding is used to continue the CEA program and to expand the audits to include drinking water systems. Limited ARPA grants were also issued to communities for implementation projects. However, this funding was limited and many more projects await implementation funding.
- **Measure 5: Waste and Materials Management.**

- State of New Hampshire FYS 2024-2025 Operating Budget. Half of original funding request from NHDES was appropriated by the NH legislature. This was a one-time funding allocation to the NH Solid Waste Management Fund (RSA 149-R). Additional terms were added, via legislative amendment, that further limited the amount to be expended on a grant program.
 - Solid Waste Infrastructure for Recycling Grant, U.S EPA. The grant can only be used for planning and data collection. It does not allow NHDES to issue subawards to support local infrastructure or equipment purchases – which is necessary and greatly needed to support waste reduction and diversion.
- **Measure 6: Workforce Development.** As described above, many of the funding sources provide for audits, planning, projects, and equipment purchases. While many have the goal of creating good jobs but may limit funding for workforce development and training; for example (FTA) Section 5339 limits grantees to using 0.5% of allocations for workforce development. CPRG funds are needed to grow New Hampshire’s skilled workforce more rapidly to implement the above measures during funding timelines, resulting in meaningful cumulative GHG emission reductions in the near-term (2025 – 2030).
 - The Community College System of New Hampshire’s ApprenticeshipNH program was established in 2017 and grown funded by U.S. Dept. of Labor grants: Apprenticeship State Expansion, Building State Capacity to Expand Apprenticeship through Innovation, Apprenticeship Building America, and State Apprenticeship Expansion Formula Grants. Many of the funds were used to create the structure, programs, curriculum, and networks needed to support the successful growth of the program. Additional CPRG funds can help with capital equipment purchases to facilitate expansion of teaching facilities and assist students with the costs of course materials, tuition, and travel to class and jobsites.
 - NHDES staff engaged with other training centers (high schools and labor unions), hearing the same needs for CPRG funding to address barriers to increasing enrollment, particularly among disadvantaged students, and expanding and modernizing facilities.

c. Transformative Impact (15 points)

The measures proposed in this application have the potential to create transformative impacts that lead to further significant additional GHG emission reductions for the State of New Hampshire. The proposed measures focus on energy efficiency projects, waste reduction to weatherization that will reduce the usage of fossil fuels and creation of methane and other GHG.

Measure 1: Pre-weatherization and weatherization: NHDES proposes to implement pre-weatherization and weatherization measures by providing incentives for homeowners to pre-weatherize and weatherize existing residential buildings to improve the energy efficiency of those buildings, which will reduce GHG and co-pollutant emissions from petroleum and electricity consumption at those buildings. Emissions reductions would persist after implementation because households would continually experience improved energy efficiency from the measure.

Measure 2: Deploy EVSE for EVs and PHEVs: This measure will provide incentives to deploy publicly accessible EVSE to support the use of EVs and PHEVs. In 2021, the transportation sector accounted for 45.9% of all GHG emissions in New Hampshire, which is more than any other individual sector. After EVSEs are installed, residents will be more inclined to purchase and use EVs and PHEVs, which will result in durable GHG emission reductions.

Measure 3: Support and Expand Public Transportation Options: This measure will increase access to and use of public transportation options and support the shift to low- or no-emission vehicles and facilities of public transportation and will provide incentives to municipalities and public bodies. After public transit systems place GHG emission reducing vehicles or facilities in service, GHG emissions will be continually reduced by those vehicles and facilities.

Measure 4: Wastewater and Drinking Water Systems: NHDES proposes to implement wastewater and drinking water energy efficiency and renewable energy projects at municipalities throughout the State of New Hampshire that will reduce GHG emissions. Many of the proposed projects include right-sizing of equipment, equipment replacement with premium efficiency equipment, and/or automated controls to help make changes permanent. The projects, wherever possible, use automation to remove the reliance on human behavior to conserve energy. Equipment replacements and automated controls both help to create durable GHG emission reductions. Renewable energy projects will also result in long-term sustainable GHG emission reductions.

Measure 5: Waste and Materials Management: NHDES proposes to implement the Waste and Materials Management Measure that will create or scale up incentive programs to reduce and divert waste from disposal in the State of New Hampshire. Once municipalities implement waste reduction, diversion, or recycling programs, NHDES assumes that those programs would persist and improve over time.

Measure 6: Workforce Development: The State of New Hampshire needs more skilled workers to implement GHG reduction measures, especially electricians, HVAC technicians, EV and hybrid vehicle technicians, energy auditors, weatherization specialists and others in the building trades. After jobs are created or supported because of this measure, NHDES assumes that the quality of jobs will retain trade professionals to continue to do work that would reduce GHG emissions.

Section 2. Impact of GHG Reduction Measures (60 points)

a. Magnitude of GHG Reductions from 2025 through 2030 (10 points)

b. Magnitude of GHG Reductions from 2025 through 2050 (10 points)

Table 3 provides estimates of the cumulative emission reductions in metric tons of carbon dioxide equivalent (MTCO₂e) anticipated from implementation of the proposed measure(s) for two time periods: 2025 through 2030 and 2025 through 2050. Further details on quantification methods, relevant assumptions, annual emission reduction estimates, and any uncertainties associated with the estimates are provided in the Implementation Grants Application Technical Appendix of this application.

Table 3 Cumulative GHG Emission Reductions Anticipated from Implementation of Proposed Measures

Priority Measure	Cumulative GHG emission reductions (mt CO ₂ e)	
	2025–2030	2025–2050
Pre-Weatherization and Weatherization	5,729	34,372
Deploy EVSE for EVs and PHEVs.	4,103	24,619
Support and Expand Public Transportation	2,041	11,114
Wastewater and Drinking Water Systems	23,451	117,254
Waste and Materials Management	244,288	1,058,581
Workforce Development	N/A	N/A

Total	279,612	1,245,940
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c. Cost Effectiveness of GHG Reductions (15 points)

Costs associated with each measure are detailed in the Budget Table spreadsheet accompanying this application. Implementation of the measures are highly cost-effective. The cost-effectiveness of each measure based on cumulative GHG emission reductions by measure are provided in Table 4.

Table 4: Cost Effectiveness of GHG Reductions

Priority Measure	Cost Effectiveness of GHG Reductions (Requested CPRG Funding/ 1 MTCO ₂ e)	
	2025–2030	2025–2050
Pre-Weatherization and Weatherization	\$2,618.26	\$436.40
Deploy EVSE for EVs and PHEVs.	\$2,437.24	\$406.19
Support and Expand Public Transportation	\$2,449.78	\$449.88
Wastewater and Drinking Water Systems	\$426.42	\$85.28
Waste and Materials Management	\$20.47	\$4.72
Workforce Development	N/A	N/A
Total (Including Workforce Development)	\$178.82	\$40.13

Qualitative narrative explaining facts that may affect the cost-effectiveness calculations.

Measure 1: Pre-weatherization and weatherization: An average total incentive cost of \$25,000 (i.e., costs of incentive and implementation of incentive) would pre-weatherize and weatherize approximately 500 households in New Hampshire. After NHDES issues a Request for Information (RFI) to obtain information about how to best design an RFP for competitive contracts and subawards to implement the measure, the incentive amount and the average incentive cost may be modified to maximize reductions in GHGs, air pollutants, and benefits to LIDACs.

Measure 2: Deploy EVSE for EVs and PHEVs: An average total incentive cost of \$9,500 and \$160,000 for installation of each Level 2 EVSE station and DCFC EVSE station, respectively. After NHDES issues a RFI to obtain information about how to best design an RFP for a competitive contract to implement the measure, the incentive amount and the average incentive cost may be modified to maximize reductions in GHGs, air pollutants, and benefits to LIDACs.

Measure 3: Support and Expand Public Transportation Options: Subrecipients would use subawards to cover costs associated with the purchase of battery electric buses (BEBs) and purchase and installation of DCFC chargers for those BEBs. NHDES assumed that incentives would be limited to 75% of the average costs of a BEB at \$887,308/BEB; a fast charger equipment at \$495,636/charger; and fast charger installation at \$202,811/charger. NHDES After NHDES issues a RFI to obtain information about how to best design an RFP for subawards to public transit systems, municipalities, and other eligible entities to implement the measure, the incentive percentage may change. Once NHDES receives responses to an RFP for subawards, the type of projects, and therefore costs, may be modified to maximize reductions in GHGs, air pollutants, and benefits to LIDACs.

Measure 4: Wastewater and Drinking Water Systems: NHDES maintains a list of implementation-ready energy efficient and renewable energy projects at drinking water and wastewater facilities that includes total estimated project costs and kWh saved if implemented. NHDES sorted the list by most cost-effective projects relative to energy savings and determined that the energy efficiency projects were most cost-effective relative to reducing power consumption and GHG emissions. All of the listed energy

efficiency projects would cost a \$4,104,069 to implement, and NHES assumed that 35% of those costs would offset by the NHSaves program. NHDES assumed that the remaining portion \$6,532,354 of the budget would be used for incentives to install the solar PV projects that were most cost effective relative to kWh saved. Depending on responses that NHDES receives from municipalities for a competitive RFP for subawards to implement projects, the project profile of the measure may change.

Measure 5: Waste and Materials Management: NHDES assumed that subrecipients of subawards would use approximately \$4.7 million of CPRG funding to reduce food waste by 3.6% per year, compost 10% of food waste per year, and use anaerobic digesters to break down an additional 10% of food waste per year. In addition, NHDES assumed that subrecipients would reduce asphalt concrete waste by 5% per year and recycle asphalt concrete and concrete 5% and 10% per year, respectively. NHDES does not expect subaward costs to change, but the reduction, composting, and recycling of waste may change depending on responses that NHDES receives from municipalities for a competitive RFP for subawards to implement projects.

Measure 6: Workforce Development: Subrecipients of subawards would use approximately \$4.7 million of CPRG funding to establish grants for student scholarships, grants for capital improvements, and grants to address teacher shortages. Although grant amounts would vary depending on the proposals that NHDES receives, NHDES does not expect total amount of the subaward to change.

d. Documentation of GHG Assumptions (15 points)

NHDES documents the GHG Assumptions in the Implementation Grants Application Technical Appendix.

Section 3: Environmental Results (30 points)

This proposal supports EPA's strategic plan Goal 1, "Tackle the Climate Crisis"; Objective 1.1 "Reduce Emissions That Cause Climate Change" since it addresses the two largest sources of GHG emissions for the State of New Hampshire as well as other measures which would reduce GHG emissions.

a. Expected Outputs and Outcomes (10 points)

Outputs from this proposal include:

- Reduced energy bills for residents in low-income and disadvantaged communities, and throughout New Hampshire and provided technical assistance. Enhanced level of community engagement, as measured by an increased number of ongoing actions, to engage with organizations and residents of these communities, and other interested parties.
- Pre-weatherization and weatherization measures will reduce GHG emissions from approximately 500 homes and connect owners of homes and buildings with other opportunities to lower energy and electricity demands and to make improvements to the households that would provide additional benefits. (e.g., funding opportunities to install heat-pumps to heat and cool homes; upgrade to electric, energy-efficient appliances; other weatherization improvements).
- Upgraded and equipment replacements at wastewater and drinking water facilities to further ingrain durable GHG emission reductions as well as reduced energy bills that will help in controlling user rates for residents in low-income and disadvantaged communities, and throughout New Hampshire. Enhanced control of wastewater and drinking water facilities through right-sized equipment and automation of treatment systems. Reduced maintenance demands due to optimized operation of existing systems. Increased resilience to climate impacts as measured by the number of buildings or Census tracts that meet certain resiliency standards.

- Documentation of CEA-identified projects implemented which will include in part: equipment replacements, automated controls installations and programming, renewable energy installations, operator training, heat pump installations, and operational changes. Detailed tracking of projected GHG emission reductions for each project implemented using data provided in each system's CEA report containing the recommended projects. Post-implementation evaluation and confirmation of anticipated savings for selected implementation projects.
- Creation of a competitive, statewide solid waste grant program to lower energy demand to extract and transport virgin materials to create consumer products. Reduced expenditures on disposal which may reduce taxes for residents in low-income and disadvantaged communities, and throughout New Hampshire. Reduced exposure to methane gas emissions or unhealthy ambient air quality and associated environmental and public health impacts. Reported tons of waste reduced or diverted from disposal in New Hampshire's landfills and incinerators.
- Existing staff and program administrator hired to implement GHG reduction measures, associated low-income and disadvantaged community provisions, and associated trainings for workforce development and operator training.

Other potential outcomes may include:

- Detailed final report which will include outputs from benchmarking tools.
- Reduced exposure to hazardous air pollution or unhealthy ambient air quality.
- Number of high-quality jobs created throughout New Hampshire and in LIDACs.
- Increased staff capacity to implement GHG reduction measures.
- Calculated metric tons of GHG emissions reduced from subaward projects.

Table 4 Cumulative Reduction in Co-Pollutant Emissions Between 2025 to 2030.

Cumulative Emission Reductions Between 2025 – 2030	NH ₃ (kg)	SO ₂ (kg)	NO _x (kg)	VOCs (kg)	PM _{2.5} (kg)	PM ₁₀ (kg)	CO (kg)
Measure 1: Pre-Weatherization & Weatherization	277	37	3,953	170	269	N/A	N//A
Measure 2: Deploy EVSE for EVs and PHEVs	N/A	25	411	1,631	34	40	17,205
Measure 3: Support and Expand Public Transportation Options	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Measure 4: Wastewater and Drinking Water Systems	680	4,717	5,420	454	930	NA	NA
Measure 5: Waste and Materials Management	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Measure 6: Workforce Development	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL	957	4,779	9,784	2,255	1,233	40	17,205

Table 5 Cumulative Reduction in Co-Pollutant Emissions Between 2025 to 2050.

Cumulative Emission Reductions Between 2025 – 2050	NH ₃ (kg)	SO ₂ (kg)	NO _x (kg)	VOCs (kg)	PM _{2.5} (kg)	PM ₁₀ (kg)	CO (kg)
Measure 1: Pre-Weatherization & Weatherization	1,663	222	23,720	1,018	1,616	N/A	N/A
Measure 2: Deploy EVSE for EVs and PHEVs	N/A	152	2,466	9,783	205	242	103,231
Measure 3: Support and Expand Public Transportation Options	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Measure 4: Wastewater and Drinking Water Systems	3,402	23,587	27,102	2,268	4,649	N/A	N/A
Measure 5: Waste and Materials Management	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Measure 6: Workforce Development	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL:	5,065	23,961	53,288	13,069	6,470	242	103,231

b. Performance Measures and Plan (10 points)

NHDES has established the following performance measures to track progress concerning successful processes and output and outcome strategies.

- Number of weatherization improvements by type and home type (e.g., single-family; multi-family; rental; subsidized; manufactured), including number of improvements per home.
- Number of energy audits conducted before and after weatherization.
- Changes to New Hampshire's GHG and co-pollutant emissions in the residential sector.
- Reductions to the consumption of fossil fuels and electricity for home heating from weatherization improvements.
- Level of customer satisfaction with the weatherization improvements.
- Estimated number of jobs created because of the measure.
- Number of educational materials produced, and outreach efforts undertaken.
- Selection of a program administrator through a competitive procurement process.
- Overseeing subrecipients, and/or contractors and vendors.
- Tracking and reporting on project progress on expenditures and purchases for each subrecipient and in each jurisdiction.
- Tracking, measuring, and reporting accomplishments on proposed timelines and milestones for each subrecipient and in each jurisdiction.
- Number of public relations, community engagement, and stakeholder events held.
- Number of applications received and funded for each round of competitive grant solicitation.
- Issuing subawards to eligible municipalities and non-profits per [EPA's Subaward Policy](#).
- Actual GHG emission reductions and associated CAP/HAP changes.
- Actual GHG emission reductions and associated CAP/HAP changes in LIDACs.

NHDES will track progress for each performance measure within the state of New Hampshire by providing a status update with respect to each performance measure to EPA in the semi-annual reports and final report.

c. Authorities, Implementation Timeline, and Milestones (10 points)

NHDES has reviewed its existing statutory and regulatory authority to implement each priority measure contained in this application and has determined that following statutes provide New Hampshire and NHDES the authority to implement each measure. Under [Revised Statutes Annotated \(RSA\) 21-O:3, Duties of Commissioner](#), para. III, NHDES has existing authority to receive, administer, and internally audit all present and future federal and state air pollution control grant programs. This is sufficient authority for NHDES's to use CPRG funding to implement each priority measure. If NHDES is awarded funding, then New Hampshire's Governor and Executive Council (G&C) would need to approve the funding in accordance with [RSA 124:1 Authority for Seeking Aid](#). Under [RSA 14:30-a Fiscal Committee](#), para. VI, the Fiscal Committee of New Hampshire's General Court would also need to approve the award prior to accepting and expending the award. As summarized in Task#1 of Table 1 of this application, NHDES will begin seeking those approvals in July 2024 upon notification of funding award.

As summarized in tables M-1 to M-6 of this application, NHDES plans to either enter into competitive procurement contracts or make subawards, or both, to implement the various projects and programs of the measures from November 2024 to June 2026 (see tables M-1 to M-6 for specific milestone dates). NHDES will solicit contractor and subrecipients via competitive requests for proposals (RFPs). For Measures 1, 2, and 3, NHDES would issue Requests for Information and Requests for Qualifications from July 2024 to August 2024 to obtain information about how to best design RFPs for those measures. For all measures, NHDES will comply with state procurement requirements under [RSA 21-I, 11](#) and [New Hampshire Code of Administrative Rules Adm 600 et seq.](#) NHDES will comply with federal requirements for procurement contracts specified in 2 CFR § 200.317 through 200.327. NHDES will also comply with applicable subaward provisions of 2 CFR Part 200, [EPA's Subaward Policy](#), and [EPA's General Term and Condition for Subawards](#). In addition, NHDES will ensure that subrecipients of subawards are aware of federal administrative grant regulations that "flow down" to those subrecipients, and plans to use the [Model Programmatic Subaward Reporting Requirement and Subaward Agreement Templates](#).

For all measures, except for Measure 4: Wastewater and Drinking Water Systems, the following NHDES staff hired from October 2024 to January 2025 using CPRG funding (see Task 5 of Table 1 of this application) would be responsible overall management and implementation of the measures via contacts and subawards. The NHDES Water Infrastructure Energy Program Manager will oversee Measure 4 implementation and will manage the contract with the contracted program administrator.

For additional information about the implementation timeline and milestones of each measure, please see tables M-1 to M-6 of this application.

Section 4: Low-Income and Disadvantaged Communities (35 points)

a. Community Benefits (25 points)

The implementation of the measures included in this PCAP are anticipated to provide significant benefits to low-income and disadvantaged communities (LIDACs). The following is an explanation for each measure about anticipated benefits.

Measure 1: Pre-Weatherization and Weatherization Measure

Weatherization reduces GHG emissions and energy costs, including annual heating and electric costs, by increasing energy efficiency in existing buildings. Pre-weatherization provides incentives and technical assistance to owners of homes and multi-residential buildings to address severe conditions that would otherwise render weatherization measures unsafe or ineffective and cause a home to be deferred from existing programs. LIDACs are more heavily burdened by these deficiencies. Improvements to buildings with faulty mechanical systems, including electric and plumbing, sewage and sanitation problems, severe moisture concerns, and combustion appliances with dangerous levels of carbon monoxide provide health and safety benefits to residents.

Measure 2: Deploy Electric Charging Infrastructure for Electric Vehicles

This measure could benefit LIDACs by improving charging accessibility, one of the main barriers to Electric Vehicles (EV) ownership. This allows LIDACs to access the financial, health, and environmental benefits of EV ownership. These benefits are often out of reach for LIDACs due to barriers that limit EV ownership. As vehicles electrify in a community, tailpipe emissions of criteria pollutants like PM_{2.5}, NO_x, VOCs will decrease. The measure could improve local health by reducing incidences of pollution-related health impacts.

Measure 3: Support and Expand Public Transit Options

Public transportation is typically a cheaper mode of transit than driving a personal vehicle, so improving access to transit will help decrease transportation costs across New Hampshire. Expanding access to cost-effective transit options helps lower the overall cost of transportation. The development of transit systems can lead to another benefit known as the land-use efficiency effect. This effect refers to changes in land use from transit investments. Investments in transit spur the growth of shops, workplaces, and other important establishments around transit stops, leading to more compact development and greater land-use efficiency. Transit developments in LIDACs will benefit residents by promoting compact development, where essential businesses are grouped and are easily accessible to residents. This would also benefit LIDACs in dense, highly trafficked areas near public transit routes by reducing emissions from transit buses.

Measure 4: Improving Energy Efficiency at Wastewater and Drinking Water Systems

New Hampshire municipal infrastructure, including wastewater treatment facilities, wastewater pumping stations, and drinking water systems, undergo comprehensive, process-level energy audits geared toward identifying energy efficiency measures within each system. When municipalities implement recommendation from energy audits, municipalities have seen significant reductions in their energy use providing cost savings that could be used to fund high priority projects that address aging infrastructure without increasing the burden on the rate payers. In addition, renewable energy measures such as solar arrays, in-line turbines and biogas improvements may also be recommended. A significant portion of the water infrastructure in LIDACs needs to be upgraded or replaced, so this measure can provide an opportunity to address additional priorities.

Measure 5: Expand Programs for Waste Reduction, Diversion, and Recycling

Nationally, landfills and waste facilities are disproportionately located in LIDACs and expose these communities to adverse health and environmental impacts. The diversion of waste from landfills could improve environmental quality and health outcomes for landfill-adjacent communities by reducing exposure to pollution and GHG emissions, risk of contamination, and associated health risks from emissions and water pollution.

Measure 6: Workforce Development

New Hampshire needs more skilled workers, especially electricians, HVAC technicians, EV and hybrid vehicle technicians, energy auditors, weatherization specialists and others in the building trades. This

measure would benefit LIDAC communities by speeding up implementation of the GHG reduction measures above while creating new jobs.

A list of all LIDAC census tracts affected by this proposal is included as an attachment to this application.

NHDES will assess, quantify, and report a more thorough analysis of associated community benefits based on actual data collected during implementation. NHDES will track the deployment of the measures in and near identified LIDAC census tracts to quantify reduction in GHG emissions and co-pollutant emissions and other community benefits. NHDES will include results of these assessments in semi-annual reports to EPA and make the information publicly available.

b. Community Engagement (10 points)

The culture of New Hampshire is about keeping things local while addressing statewide challenges. Therefore, to bolster awareness of the Climate Pollution Reduction Grant goals, timeline, and opportunities, and to further networking throughout development of the PCAP, NHDES sub-contracted with the University of New Hampshire's (UNH) Carsey School of Public Policy Civic Engagement initiative New Hampshire Listens (NH Listens) to garner an overarching and local inventory of near-term, implement-ready priorities that could become implementation grant funded projects. Engagement with community members, stakeholders, municipalities, and other state agencies helped NHDES not only identify and prioritize GHG reduction measures, but also to identify successful programs with similar measures, funding gaps and sunsets in existing income-qualified programs, past and present barriers to implementing measures, and partners for future implementation.

New Hampshire Listens and NHDES facilitated a robust engagement schedule including statewide community conversations online, local in-person community conversations, and statewide stakeholder gatherings online. In-person event locations were chosen using the CEJST tool, allowing engagement to occur in disadvantaged communities in a range of rural to urban areas across the state. To account for barriers to participation, the NH Listens and NHDES teams offered multiple means of engagement that included online and in-person sessions, outreach via social media, partnerships with regional planning commissions, email lists, webpages, and meeting summaries. For each engagement opportunity, there were online registration links asking about accommodations and interpretation needs. Interpretation services were ready through NHDES and offered via a local environmental justice advocate who co-directs a local interpretation business. The documentation for each public engagement session is available on the [NH Listens website](#). The summaries, slides, and group activity note transcriptions were checked for accessibility for the visually impaired. Furthermore, NHDES has accessibility and communication rules that outreach materials must follow.

Between November 2023 and late-February 2024, over the course of the 13 engagement events, 369 individuals helped inform the development of the PCAP. They self-identified as being residents of 96 of New Hampshire's 234 towns and cities (41%), while representing over 150 organizations or stakeholders. Concurrently NHDES and NH Listens staff, upon invitation, gave updates on the drafting of the PCAP to stakeholders such as: municipalities, utility companies, transit systems, state agencies, planning commissions, conservation districts, and climate advocacy and environmental justice groups. Through the NHDES CPRG specific email address, 162 emails were received from 105 individuals including representatives from 75 stakeholder groups and 19 private New Hampshire citizens; 114 of those emails were received during the two-week public comment period following a NHDES Public Notice of Draft Priority PCAP Measures on Feb 5, 2024.

[NHDES](#) and [NH Listens](#) continue to maintain and update CPRG webpages. The webpages, social media blasts, monthly agency newsletters, and a current email list of over 900 interested parties are used to announce upcoming events, issuances of Public Notices, and publication of CPRG deliverables. Chapter 12 of [New Hampshire's PCAP](#) expands on this short summary, detailing the ambitious community engagement that was vital in informing the drafting of the PCAP and implementation grant application. There are many stakeholders and local community members in New Hampshire that are ready to help reduce GHG emissions while assisting LIDAC communities and creating jobs. The potential partners, priorities and barriers identified during the PCAP engagement process will also assist in the drafting of the CCAP, be shared with other programs and funding sources, and inform community engagement moving forward.

One result of the initial engagement plan with NH Listens was NHDES staff being invited by stakeholders to attend standing meetings and participate in events. We will continue to:

- Give updates on measures and implementation, as invited, and build networks with municipalities, planning and conservation commissions, advocacy groups, school technical programs and training centers, and business and industry groups.
- Attend monthly forums hosted by groups discussing environmental issues facing LIDAC communities.
- Staff information tables at community gatherings such as sustainability fairs and school science day.
- Participate in conferences with environmental and business groups.

Attending these meetings allows the team to learn more about specific environmental issues and barriers in LIDAC communities, give updates on the CPRG implementation timeline and procedures, and make connections with individuals and community organizations to help for future implementation of measures and drafting CCAP measures.

A general characterization with respect to the stakeholders we've networked with to date would be that we have successfully networked with groups who are passionate about environmental issues in LIDAC communities; one goal for the next round of engagement must be engagement with more individuals and groups within these communities. Using what we've learned and heard so far, NHDES and NH Listens will spend the late spring and early summer using and expanding our existing network to develop an engagement plan for Fall 2024 specifically for LIDAC communities statewide focused on:

- Accessible, relevant education materials on impacts of GHG emissions and the goals of the CPRG at the community level.
- Accessible event locations, venues, and times.
- Explaining the programs funded by implementation grants through the state and coalitions
- Connecting people and contractors with contacts who will provide assistance and guidance accessing the funds and programs available.
- Identifying and inviting partner organizations to share additional programs and funds with potential to improve environmental conditions and workforce development in the community.

Section 5: Job Quality (5 points)

This proposal will help create better quality jobs throughout the state of New Hampshire in the following ways:

- An entire measure is focused on the workforce development sector by providing incentives to help reduce barriers for students entering climate enhancing trades by increasing teaching staff at training facilities, tuition assistance, offsetting the cost of required equipment and tools for

students, and offsetting the travel costs associated with attending classes and commuting to worksites for apprenticeships and internships.

- Creates three new positions within NHDES to administer the implementation of CPRG funding.
- Requires employers to ensure that all laborers and mechanics employed on construction projects funded directly, or assisted in whole or in part, by a CPRG grant be paid wages at rates no less than those prevailing on projects of a character similar in locality as determined by the Secretary of Labor as per the requirements of the Davis-Bacon and Related Acts (DBRA).
- Incorporates labor and job quality standards into procurement activities for each measure.
- Goals to hire and train individuals from disadvantaged communities, in alignment with applicable law.

Section 6: Programmatic Capability and Past Performance (30 points)

a. Past Performance (10 points)

b. Reporting Requirements (10 points)

NHDES has successfully implemented other federal grants within their jurisdictions. Federally funded assistance agreements that NHDES is performing or has performed within the last three years include:

- FFY '22 – '25 Performance Partnership Grant (PPG) -- includes CAA Section 105 funds
 - **Assistance Agreement Number:**
 - **Funding Agency:** U.S. Environmental Protection Agency (Region I)
 - **Assistance Listing No:** 66-605 Performance Partnership Grants
 - **Status:** NHDES was awarded a four-year, \$37,629,345 PPG (\$23,845,832 Federal Funds/\$13,783,513 State Match) to run the agency's primary air, water, and waste-related delegated programs, and other department-wide activities. To date, NHDES has been awarded \$12,546,522 in federal funds.
 - **Reporting History:** NHDES negotiates biennial workplans (*i.e.*, the FFY '22-'23 and FFY '24-'25 Priorities & Commitments Lists), maintains an internal work plan and progress reporting system (the Measures Tracking and Reporting System), and submits annual P&C List Status Reports to EPA Region I Grants.
 - **Points of Contact:** Vincent R. Perelli / Susan A. Carlson
- NH ARPA Wastewater/Drinking Water Infrastructure Improvements
 - **Assistance Agreement Number:** 21.027
 - **Funding Agency:** US Treasury
 - **Assistance Listing Number (e.g., CFDA number):** 21.027
 - **Status:** NHDES was awarded \$150 Million in ARPA funds to assist public drinking water and wastewater systems with improvements. To date, NHDES has awarded 359 subawards to communities for this assistance.
 - **Reporting History:** NHDES submits quarterly reports to NH Governor's Office of Emergency Relief & Recovery (GOFFER) to document funding spent and update on project progress. GOFFER compiles all NH agencies ARPA information for a single submission to US Treasury.
- NH ARPA Dams Infrastructure Improvements
 - **Assistance Agreement Number:** 21.027
 - **Funding Agency:** US Treasury
 - **Assistance Listing Number (e.g., CFDA number):** 21.027

- **Status:** NHDES was awarded 35 Million in ARPA funds to address renovations to 9 local dams identified as High Hazard dams in poor condition and address renovations, design, and engineering services of some of the 274 state-owned dams.
- **Reporting History:** NHDES submits quarterly reports to NH Governor's Office of Emergency Relief & Recovery (GOFFER) to document funding spent and update on project progress. GOFFER compiles all NH agencies ARPA information for a single submission to US Treasury.
- Drinking Water/Clean Water State Revolving Loan Programs
 - **Assistance Agreement Number:** 66.468/66.458
 - **Funding Agency:** US Environmental Protection Agency
 - **Assistance Listing Number (e.g., CFDA number):** 66.468/66.458
 - **Status:** Under the BIL Act, EPA expanded the Drinking Water and Clean Water State Revolving Loan programs to include significant funding for more loans to communities plus addressing lead service lines plus emerging contaminants. This increase in funding amounts to \$378 Million over 5 years.
 - **Reporting History:** Under EPA guidelines reporting is done on a quarterly basis.
- Fiscal Year 2023-2024 NH State Clean Diesel Grant Program
 - **Assistance Agreement Number:** FAIN 00A01382
 - **Funding Agency:** US Environmental Protection Agency
 - **Assistance Listing Number (e.g., CFDA number):** 66.040
 - **Status:** This agreement to the New Hampshire Department of Environmental Services supports NHDES efforts to reduce diesel emissions and exposure throughout the State of New Hampshire via a sub-grant program to provide funding for replacement or repowering of diesel vehicles and eligible equipment in their fleets.
 - **Reporting History:** Under EPA guidelines reporting is done on a quarterly basis.

c. Staff Expertise (10 points)

The New Hampshire Department of Environmental Services (NHDES) is an agency of the State of New Hampshire with expertise in administering grants since NHDES's inception in 1986. NHDES regularly administers over \$100 million of grant and loan funds each year. NHDES staff who would facilitate hire staff to implement the measures and ensure proper deployment of grant funds have over 30 years of combined experience deploying grant and loan funds, including experience ensuring compliance with requirements associated with funding for the following types of projects: building energy efficiency, EVSE installations; and waste reduction, diversion, and recycling.

Section 7: Budget and Timely Expenditure of Grant Funds (45 points)

a. Budget Detail (20 points)

b. Reasonableness of Costs (10 points)

c. Expenditure of Awarded Funds (15 points)

For all the require elements of this section, see the Budget Narrative and budget spreadsheets as attachments to this Workplan for information related to budget detail, reasonableness of costs, and expenditure of awarded funds. There are also cost estimates for most measures provided in the Implementation Grants Application Technical Appendix that were used to estimate emissions reductions from the measures.