

Clean and Connected Communities Workplan

Climate Pollution Reduction Grants (CPRG) – Implementation Grants

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1. OVERALL PROJECT SUMMARY AND APPROACH

a. Description of GHG Reduction Measures

The New York State Energy Research and Development Authority (NYSERDA) and New York State Department of State (DOS) propose to undertake the greenhouse gas (GHG) reduction efforts described in this proposal if awarded funding under the Climate Pollution Reduction Grant (CPRG) implementation grants general competition.

This “Clean and Connected” Grant proposal aligns with EPA’s strategic plan goals to tackle the Climate Crisis (Goal 1), Ensure Clean and Healthy Air for All Communities (Goal 4), and Safeguard and Revitalize Communities (Goal 6). The proposal also aligns with the federal Justice40 goal of ensuring that 40% of benefits of climate investment accrue to disadvantaged communities. The coordinated efforts described in this proposal will transform New York State (NYS) communities into low-emission, safe, clean, affordable, and healthy places to live, work, learn, and play. This proposal will achieve this by reducing personal vehicle trips, increasing density, and electrifying vehicles. Overall, communities will experience reduced congestion, noise, air pollution, and transportation costs while gaining access to new modes of transportation and thriving, mixed-use neighborhoods.

NYSERDA and DOS will achieve these aims through four coordinated programs that build on New York’s broader climate agenda:

- I. Smart Growth Acceleration Program: Smart growth planning, zoning, and predevelopment program to encourage communities to adopt smart growth land use patterns and expedite development in accordance with smart growth principles.
- II. Clean Mobility Program Expansion: Clean mobility grants for localities to encourage mode shift from personal vehicles to micro-mobility or shared zero-emission mobility.
- III. Truck Voucher Incentive Program – Municipal Track: Incentives for local governments to adopt zero-emission medium- and heavy-duty vehicles and non-road equipment used in providing public services.
- IV. Bid Specs and Group Purchasing Program: Engagement of local governments in the development of clean fleet bid specifications and group purchasing to spur transformation to zero-emission public sector fleets.

The measures included in this application were selected from the Priority Climate Action Plan (PCAP) for New York State as they were supported by stakeholders engaged in the development of the PCAP and New York State's 2022 Scoping Plan to implement the state's Climate Leadership and Community Protection Act (Climate Act). Analysis of these measures demonstrated strong: GHG emissions and co-pollutant reductions; disadvantaged community benefits; and showed clear synergies between the proposed initiatives. Smart growth, electrification, and mode shift are mutually reinforcing. Denser, mixed-used communities, particularly those connected by public transit, do not require personal vehicles to access day-to-day amenities. Active, micro, and shared modes of travel become more appropriate and appealing in this type of community, further reducing the usage of personal vehicles. Simultaneously, fewer personal vehicles on the road makes way for vehicles that serve public purposes, further reducing pollution in the community and making it safer and more inviting for pedestrians and micro-mobility users.

All programs have built-in mechanisms to ensure that benefits accrue to disadvantaged communities and that communities are engaged throughout the funding period. In addition, each program will target the geographies and markets that are ready to implement and begin reducing emissions as quickly as possible.

Overall Roles and Responsibilities:

NYSERDA:

- Issue subaward(s) to partners in accordance with [EPA's Subaward Policy](#)
- Procure and oversee contractors and vendors
- Track and report on expenditures and purchases
- Track, measure, and report accomplishments on proposed timelines and milestones
- Submit semi-annual progress reports on grant implementation and planned activities to EPA
- Submit detailed final report to EPA within 120 days of the completion of the period of performance

DOS:

- Comply with subrecipient requirements under [EPA's Subaward Policy](#)
- Track and report to NYSERDA on expenditures and purchases
- Track, measure, and report to NYSERDA on accomplishments and milestones

Table 0A *General Tasks and Milestones*

Task #	Task Description	Anticipated Milestone Dates
0.1	Semi-annual progress report 1	Year 1, Month 6

0.2	Semi-annual progress report 2 including low-income and disadvantaged communities (LIDAC) analysis	Year 1, Month 12
0.3	Semi-annual progress report 3	Year 2, Month 6
0.4	Semi-annual progress report 4	Year 2, Month 12
0.5	Semi-annual progress report 5	Year 3, Month 6
0.6	Semi-annual progress report 6	Year 3, Month 12
0.7	Semi-annual progress report 7	Year 4, Month 6
0.8	Final report	Year 4, Month 12

I. Smart Growth Acceleration Program

PCAP reference: This measure relates to a portion of the New York State PCAP Measure, *Support the Implementation of Smart Growth Measures, Section 3.3, Pages 19-22*¹

Overview:

The Smart Growth Acceleration Program would provide funding for local governments to develop plans and zoning consistent with emissions-reducing smart growth development principles,² in alignment with the recommendations of New York State’s Scoping Plan. Smart growth is a planning framework that promotes dense and spatially interconnected land use configurations, creating opportunities for multiple modes of transportation, housing diversity and density, safe and accessible public spaces, and sustainable and energy-efficient mixed-use development. Smart growth lowers GHG emissions by reducing vehicle miles traveled (VMT), generating more compact and efficient development, and reducing sprawl by avoiding the conversion of natural lands to development. In addition to supporting planning and zoning changes, this program will support communities complete predevelopment activities, such as development scenarios and Generic Environmental Impact Statements, in areas most appropriate for dense development. Through this acceleration program, communities will be able to complete planning, zoning, and predevelopment projects, including but not limited to comprehensive plans, area or district plans, substantial zoning updates, form-based codes, or projects that enable infill development resulting in increased housing density, walkability, and access to economic opportunity and services. These activities will accelerate the impacts of smart growth by streamlining lengthy and complex review processes and providing developers with certainty about local regulatory reviews and approvals. As a result, development projects located in these areas will be constructed more quickly and provide mixed-use, mixed-income, and energy-efficient housing and commercial space in areas where personal vehicles are not necessary for daily life.

The proposed program will target high-impact areas that demonstrate the greatest potential for GHG emissions reductions, such as areas with access to transit where mobility-oriented/transit-oriented development (MOD/TOD) opportunities are present and where mode-shift impacts can be amplified. The program will also target lower-capacity, historically marginalized, and disadvantaged communities

¹ “This measure would provide funding to enable communities to undergo an often expensive and complex planning, zoning, and environmental review or predevelopment process that would further enable smart growth development in appropriate areas.” *Section 3.3, Page 20*

² Smart growth is an approach to community planning and development that integrates economy, equity, environment, and energy. Smart growth promotes land use patterns that create livable, sustainable and equitable communities by encouraging a mix of land uses; a range of housing opportunities and choices for all households, ages, backgrounds, and incomes; development and redevelopment in existing communities; density; clean energy options; walkable and bikeable neighborhood design; historic preservation and adaptive re-use; environmental justice; nature-based and resilient infrastructure; well-planned and well-placed public spaces; inclusive, community-based outreach and engagement; and decarbonized buildings.

across the State and prioritize municipalities with a minimum percentage of residents in a NYS Disadvantaged Communities (DAC) census tract. Participating communities can also receive support to include housing affordability in their plans (e.g., template inclusionary housing ordinance language), building on Governor Hochul's Five-Year Housing Plan, which intends to create 100,000 affordable housing units in five years. While the program will have priority areas, the selected communities will be broad and varied, including rural, urban, and suburban. These selected communities will then serve as a model, or case study, of successful smart growth practices for other NYS communities to replicate in the future. While the cost of the proposed activities varies depending on the size and complexity of the proposed area to be planned or rezoned, this program could enable an estimated 60-70 awarded activities. Eligible applicants, who would include municipalities, counties, and regional planning organizations or eligible not-for-profit organizations applying on behalf of a county or municipality, may receive multiple awards for different areas or activities (planning, zoning, or predevelopment activities).

Roles and responsibilities:

Building off the oversubscribed Smart Growth Community Planning and Zoning program that DOS currently manages and which has awarded 95 contracts since initiating the program in 2021, DOS will be responsible for conducting a competitive application process for municipalities, evaluating responses, contracting with awarded program participants, contributing staff time and expertise, assisting municipalities and their service providers with the process and inclusive community engagement, tracking and reporting on program deliverables, and synthesizing program data to evaluate impact. DOS will also be responsible for procuring and overseeing a support contractor. Program participants will be responsible for procuring and contracting with service providers to complete the awarded project, guiding the process from the local level, fulfilling DOS's reporting requirements, and collaborating with DOS's support contractor to develop and report data for evaluation. The support contractor will be responsible for evaluating GHG emissions and co-pollutant reductions and supporting the development of program case studies. DOS anticipates requiring a 10% cost share on behalf of municipal grant participants.

Table 1A Smart Growth Acceleration Program Tasks and Milestones

Task #	Task Description	Anticipated Milestone Dates	Assumptions
1.1	Solicitations for Smart Growth projects and support contractor released	Year 1 Month 4	Existing solicitation updated to reflect applicable CPRG contract terms and expanded scope of work
1.2	Smart Growth project applications due; Support contractor selected	Year 1 Month 7	Assumes all funds will be expended in one round; Selection of contractor assumes receipt of adequate responses
1.3	Support contract executed	Year 2 Month 1	
1.4	Smart Growth project contracts executed	Year 2 Month 5	Contracts negotiated and executed with local governments
1.5	Smart Growth service providers procured by program participants; projects initiated	Year 2 Month 9	Participants procure their own service providers
1.6	50% of projects completed	Year 3 Month 12	Communities more advanced in planning process finish sooner

1.7	100% of projects completed	Year 4, Month 12	Communities less advanced in planning process finish later
1.8	Program impact analysis and case studies completed	Year 4 Month 12	Support contractor conducts analysis on behalf of communities

Table 1B Smart Growth Acceleration Program Risks and Mitigation Strategies

Risk	Mitigation Strategy
Delays in procurement process	Develop solicitations between announcements of CPRG award and receipt of assistance agreement to accelerate procurement timeline
Program undersubscribed in certain areas	Target outreach to areas where the program is undersubscribed
Not all funds are awarded in one funding round	Immediately implement a second funding round, rereleasing the solicitation in Year 2, Month 1
Delays related to public engagement	DOS staff support communities on intensive and early public engagement to ensure broad community involvement and process transparency

II. Clean Mobility Program Expansion

PCAP reference: This measure relates to a portion of the New York State PCAP Measure, *Support the Implementation of Smart Growth Measures, Section 3.3, Pages 19-22*³

Overview:

The Clean Mobility Program Expansion would help localities provide new mobility options to encourage mode shift from personal vehicles, while providing new, affordable transportation options. The Clean Mobility Program Expansion will assist communities across the State to launch and expand zero-emission transportation options, such as bike share, e-ride share, and electric vehicle on-demand transit. The lack of transportation options in many New York communities leads to higher GHG emissions and contributes to economic inequities as low-moderate income (LMI) households spend a significantly higher portion of their household income on transportation. Expanding zero-emission transportation options in New York communities will reduce transportation poverty, while improving local air quality and reducing GHG emissions from personal vehicle travel.

The goals of the program will be to: 1) improve first mile/last mile access and connections to public transportation; 2) launch innovative public and shared transportation options at a community scale, with a focus on underserved and disadvantaged communities; and 3) provide options for those who cannot/do not want to own personal vehicles but live in areas with limited public transportation. Funded activities will support a shift toward clean, zero-emission, and shared mobility options that are best suited to each individual community's needs. Solutions may include, but are not limited to, on-demand EV ride hailing, integration of micro-transit, micro-mobility, other forms of shared mobility (bike/scooter/car sharing and car/van pooling), and multi-modal mobility hubs where users have access to multiple forms of transportation, for example, transit and bike share. The program will seek mobility solutions that are technologically mature and commercially available, and that serve a diversity of

³ "The measure would also fund mode-shift implementation projects that will complement the changes in land use configurations and enable the desired result of reduced automobile use, VMT, and GHG emissions reductions. Mode-shift implementation projects may include projects that promote shared mobility such as carshare, micro-mobility such as e-bikes or scooters, and active transit modes like walking or cycling." *Section 3.3, Pages 20-21*

communities (e.g., rural and urban, upstate and downstate). The above transportation options are all associated with significant GHG reductions. For example, bike share systems not only allow for personal auto trips to be replaced by bicycle, but also extend transit's reach, thereby increasing ridership of transit systems, a critical benefit in today's era of declining transit ridership.

Through CPRG, NYSERDA will provide financial support for collaborative community-based mobility solutions developed based on already completed planning work (separately funded), which consists of well-developed community plans showing extensive outreach, a comprehensive market analysis, and a clear understanding of the technical aspects of proposed programs. NYSERDA will leverage its experience and relationships built during previous programs, such as the Clean Transportation Prizes Clean Neighborhoods initiative, which were led by mobility solutions providers (rather than by municipalities or CBOs as proposed herein) to implement scalable, community-aligned transportation solutions in disadvantaged communities. NYSERDA already has funding allocated for planning efforts and anticipates that funded plans will be completed by late 2024. This would position 8-12 localities to quickly shift to implementing proposed clean mobility programs if NYSERDA is awarded CPRG funds, doubling the number of communities implementing mobility projects. Communities that have developed plans without NYSERDA funding will also be eligible to participate. Mobility projects will only be awarded if the application demonstrates that projects will reduce transportation emissions with a focus on disadvantaged or underserved populations, and that extensive outreach has been conducted.

Roles and responsibilities:

NYSERDA would be responsible for distributing mobility project grants, procuring, and overseeing a support contractor, contributing staff time and expertise, and evaluating impacts. NYSERDA would issue a competitive solicitation for mobility projects, open to entities that serve a specific locality such as local governments, transit authorities, community-based organizations, and employers. NYSERDA would also be responsible for evaluating responses and contracting with awardees.

NYSERDA has already released a competitive solicitation for a support contractor, who will be responsible for tracking and reporting on program deliverables, assisting with community engagement, and managing measurement and evaluation. Entities receiving mobility solutions grant funds would be responsible for managing their projects, contracting with mobility providers, accurately reporting data for use in NYSERDA's evaluation, and abiding by all other program rules.

Table 2A *Clean Mobility Program Expansion Tasks and Milestones*

Task #	Task Description	Anticipated Milestone Dates	Assumptions
2.1	Contract with support contractor updated	Year 1 Month 5	Existing solicitation updated to reflect applicable CPRG contract terms and expanded scope of work
2.2	Competitive mobility project solicitation developed and released	Year 1 Month 5	Existing solicitation updated to reflect applicable CPRG contract terms and expanded scope of work
2.3	Mobility projects awarded and contracted	Year 1 Month 11	Contracts negotiated and executed with localities
2.4	Mobility projects operational	Year 2 Month 4	

2.5	All mobility project funds expended	Year 4 Month 10	CPRG support for ~2.5 years with the goal of continuing service w/out subsidy
2.6	Final report	Year 4 Month 12	

Table 2B Clean Mobility Program Expansion Risks and Mitigation Strategies

Risk	Mitigation Strategy
Delays in localities securing service providers	Build in development of procurement templates into planning phase
Steep learning curve in adopting new modes	Support contractor will be available to support localities in the early years of implementation
Not all funds are awarded in one funding round	Immediately implement a second funding round, re-releasing the solicitation in Year 1, Month 11
Delays due to permitting of mobility projects	NYSERDA-funded plans completed prior to CPRG award will evaluate permitting needs and timelines

III. Truck Voucher Incentive Program – Municipal Track

PCAP reference: This measure relates to a portion of the New York State PCAP Measure, *Electrify Public Sector Medium- and Heavy-Duty Vehicles and Off-Road Equipment, Section 3.1, Pages 16-18*⁴

Overview:

Under this initiative, NYSERDA will launch a point-of-sale incentive program, the Truck Voucher Incentive Program – Municipal Track, to fund a portion of the costs of new zero-emission vehicles (ZEVs) purchased by a municipality. This program will reduce the high upfront costs associated with current ZEVs on the market today and allow local government fleet operators to become more familiar with the operations of electric medium- and heavy-duty, and non-road fleets.

Medium- and heavy- duty vehicles and non-road equipment typically use diesel fuel, which not only emits GHGs, but also emits substantial noise and air pollution, like fine particulate matter (PM 2.5). Emissions from these types of vehicles directly impact neighborhoods because vehicles are mobile sources operating inside these communities, as opposed to stationary assets like fossil fuel power plants. Many disadvantaged communities have been developed nearby industrial uses, are overburdened with brownfields that house heavy equipment, or are proximate to highways. Shifting this sector to ZEVs will result in the majority of benefits (e.g., reduction in GHG emissions and noise and air pollution) to these disadvantaged communities. While the benefits are numerous, ZEV adoption for medium- and heavy-duty and non-road equipment has lagged behind light-duty vehicles, indicating a need for more investment in this market.

NYSERDA currently operates the NY Truck Voucher Incentive Program (NYTVIP), which has been successfully operating since 2016 and has already funded approximately \$40M in zero/low-emission trucks, transit buses, school buses, and terminal tractors. Currently, as described in **Section 1b, Demonstration of Funding Need**, funds for this program are highly restrictive and are not available to municipalities. CPRG funds would allow this program to be modified to allow municipal fleets,

⁴ “This measure would support the electrification of public sector fleets, with particular attention to medium- and heavy-duty vehicles and offroad equipment, such as landscaping and construction equipment...” *Section 3.1, Page 16*

particularly those operating in disadvantaged communities, with medium- and heavy-duty vehicles and off-road equipment to participate, adding a key market actor that has the power to shift supply chains, as described in the Bid Specs and Group Purchasing Program below. Municipalities may also have unique vehicle types (e.g., street sweepers) that are not reflective of the overall market. Many of these fleet types have limited models available and would require operational adjustments on behalf of the municipality, such as integrating charging into schedules and routes. By reducing the up-front financial risk associated with the purchase of these more unusual vehicle/equipment types, the State will send a signal to manufacturers to offer new models, while also training municipalities to manage the transition from fossil fuel to zero-emission fleets, helping the municipalities to realize the benefits of that transition such as improved air quality and reduced operational costs.

The program would be operated by using point-of-sale incentive programs, which have proliferated across various states because they are viewed very positively by end-users, dealerships, and manufacturers. The program would be designed in such a way that will incentivize deployment of ZEVs in low income or disadvantaged communities. Strategies may include providing increased “bonus” incentives, restricting funding only to vehicles that operate or are domiciled within a disadvantaged community or capping the number of vehicles an applicant may deploy in non-environmental justice areas. It is anticipated that the program would directly support the deployment of 50 heavy-duty vehicles, 120 medium-duty vehicles, and 250 pieces of non-road equipment. However, funding may move between those categories based on market demand and product availability.

Roles and responsibilities:

NYSERDA would be responsible for distributing incentives, procuring and overseeing a support contractor, contributing staff time and expertise, and synthesizing program data to evaluate impact. The support contractor would assist NYSERDA in the timely and accurate distribution of incentives and collection of impact data. Local governments receiving incentives would be responsible for accurately reporting data for use in NYSERDA’s evaluation and abiding by all other program rules.

Table 3A *Truck Voucher Incentive Program – Municipal Track Tasks and Milestones*

Task #	Task Description	Anticipated Milestone Dates	Assumptions
3.1	Support contractor contract updated	Year 1 Month 4	Existing solicitation updated to reflect applicable CPRG contract terms and expanded scope of work
3.2	NYTVIP - Municipal Track launched	Year 1 Month 4	Existing solicitation updated to reflect applicable CPRG contract terms and expanded scope of work
3.3	Incentive application opens	Year 1 Month 4	Applications submitted on a rolling basis
3.4	NYTVIP-Municipal Track design evaluated	Year 1 Month 10	Based on incentive uptake, program rules may be adjusted at the 6-month mark
3.5	Data collection initiated for deployed projects	Year 3 Month 1	This process will be continuous and begins when each vehicle is put into service
3.6	Incentive period closed; all funding allocated	Year 3 Month 6	Since incentives are first-come-first-serve, funds may be expended earlier

3.7	All vehicles put into service	Year 4 Month 3	Some vehicles may take months to be put into service from when they are ordered
3.8	Program evaluation completed	Year 4 Month 9	

Table 3B *Truck Voucher Incentive Program – Municipal Track Risks and Mitigation Strategies*

Risk	Mitigation Strategy
Insufficient uptake of incentives	Adjust cost share percentage, vehicle eligibility, or program rules to be more responsive to market conditions; Prior to CPRG award, build on current market engagement by leveraging existing relationships with fleet managers, for example, through NYSERDA’s Clean Energy Communities program which engages local governments to take clean energy action
Lack of viable fully zero-emission models for certain unique municipal vehicle types	Allow for inclusion of plug-in hybrid options where a viable ZEV option is not available
Limited relative uptake by disadvantaged communities	Increase outreach in disadvantaged communities, or consider a relaunch with a disadvantaged communities carveout
Vehicle supply chain delays	If there are demonstrated supply chain delays, the program rules may be adjusted to allow more time between order and delivery of vehicles

IV. Bid Specs and Group Purchasing Program

PCAP reference: This measure relates to a portion of the New York State PCAP Measure, *Electrify Public Sector Medium- and Heavy-Duty Vehicles and Off-Road Equipment, Section 3.1, Pages 16-18*⁵

Overview:

The Bid Specs and Group Purchasing Program will build on and work seamlessly with the NYTVIP - Municipal Track described in Section 1.a.III to reduce medium- and heavy-duty vehicle costs and accelerate the adoption of ZEVs that serve a public function in both the near- and long-term. Medium- and heavy-duty diesel vehicles have outsized impacts on both GHG emissions and air and noise pollution, and this program will facilitate the proliferation of municipal ZEV fleets by leveraging public sector purchasing power to change the market.

While one local government alone may not have sufficient purchasing power to change the market, the public sector as a whole has the potential to make major shifts. In recognition of this transformative power, the State will work with local governments to adopt policies and programming that encourage all new medium- and heavy-duty, and off-road vehicles purchased to be zero-emission. To do this, the State will leverage its own research and experience in purchasing and operating ZEV fleets to educate local governments. Working collaboratively across the public sector, the State and its local governments will develop and adopt clean fleet bid specifications and identify group purchasing opportunities. This

⁵ “Communities that receive funding through this measure for electrified fleets would also ... [participate] in a statewide working group taking place throughout 2025 to establish medium- and heavy-duty and offroad bid specifications in partnership with the New York State Office of General Services (NYS OGS). Municipalities would be encouraged to adopt these bid specifications into their own future procurements of vehicle purchases or leases.” *Section 3.1, Page 17*

proposal will build partnerships between the NYS Office of General Services (OGS) which manages State-owned facilities and assets, NYSEDA, and local governments to maximize impact.

The benefits of this approach are manifold. First off, local governments do not assume the risk of being the first mover. Second, purchasing in coordination can reduce costs and build the confidence of market actors to invest in the sector. Third, by pairing this initiative with fleet incentives described in the previous measure, the adoption of zero-emission fleets may dramatically accelerate across the State with near-term incentives, spurring long-term commitments from local governments.

Local governments in New York are encouraged to adopt green bid specifications and pass climate-friendly policies in other sectors through the State's [Clean Energy Communities](#), [Green Purchasing Communities](#) and [Climate Smart Communities](#) programs, which provide clear step-by-step guidance, recognition, and grant opportunities to local governments that take action on climate. To date, over 900 communities representing above 90% of the total State populations have participated in one or more of these programs. NYSEDA would build on these programs' name recognition and success to add a bid specification and group purchasing campaign focused on medium- and heavy-duty fleets and non-road equipment. This initiative would also build on Governor Hochul's Executive Order 22, which set a goal of achieving a 100% medium- and heavy-duty ZEVs in covered State fleet by 2040, accelerating progress for the State and encouraging local governments to join the State in adopting this goal.

Roles and responsibilities:

NYSEDA would be responsible for procuring and overseeing a support contractor, contributing staff time and expertise, and synthesizing program data to evaluate impact. The support contractor would convene local governments to design the bid specifications, provide technical assistance related to operational changes required by zero-emission fleets compared to fossil fuel-powered vehicles, and coordinate among local governments to identify opportunities for group purchasing of specific vehicle or equipment types. The support contractor may also research market availability and operational considerations of vehicle types that may be unique to public sector fleets. OGS has ample experience in developing and adopting green purchasing bid specifications that are employed by State agencies. OGS would be the partner that would represent State agency fleets in the development and adoption of bid specifications, as well as in negotiating group purchasing agreements. OGS would also share its expertise with local governments as an early adopter of clean fleets and may join in group purchases to increase the size of bulk orders. Participants in the program would be responsible for attending technical assistance and bid specification development convenings and working within their municipalities to join group purchases and adopt clean fleet policies.

Table 4A Bid Specs and Group Purchasing Program Tasks and Milestones

Task #	Task Description	Anticipated Milestone Dates	Assumptions
4.1	Support contractor under contract	Year 1 Month 4	Procurement may leverage prequalified vendors to expedite process
4.2	Local governments recruited to participate in bid spec development	Year 1 Month 5	Drawing from participants in NYTVIP-Municipal Track recipients and gathering input from stakeholders on program design
4.3	Bid specification development and technical assistance convenings initiated	Year 1 Month 6	

4.4	First draft of bid specs developed	Year 2 Month 3	
4.5	Final draft of bid specs developed and begin being adopted by municipalities	Year 2 Month 6	
4.6	Promotional campaign launched	Year 2 Month 7	Campaign will raise awareness of bid specs and group purchasing beyond those who participated in initial convenings
4.7	Group purchasing strategy convenings begin	Year 2 Month 8	Participants will collaboratively identify vehicle types to group purchase
4.8	Group purchasing strategy implemented	Year 3 Month 2	4-6 months to select vehicle type and launch group purchase
4.9	Technical assistance ends	Year 4 Month 6	6 months to allow for final reporting

Table 4B Bid Specs and Group Purchasing Program Risks and Mitigation Strategies

Risk	Mitigation Strategy
Municipalities do not participate in Technical Assistance/Bid Spec sessions	Require municipalities receiving over a certain amount of NYTVIP - Municipal Track incentives to participate in sessions (see previous measure)
Municipal staff cannot get internal buy-in to adopt bid specifications	Technical assistance will include strategies for working with internal decision-makers; Group purchasing may be an appealing alternative for those unable to make a long-term bid spec/purchasing commitment
Bid specs encourage adoption of vehicle types that are not available in zero-emission models	Build in parameters that account for market availability and operational needs, informed by local government staff
Challenges related to timing of municipal purchasing cycles	Plan for multiple rounds of group purchasing, if needed

b. Demonstration of Funding Need

CPRG implementation funding is necessary to fully implement the proposed measures. Entities in New York State would not be eligible to apply for funding opportunities under these measures if they are individually awarded through the CPRG program for the same scope of work.

I. Smart Growth Acceleration Program

Table 5 Existing funding sources related to the Smart Growth Acceleration Program

Funding source		Relationship with CPRG funds
<i>Federal</i>	None	No relevant funds available.
<i>State</i>	Smart Growth Community Planning Program	Program expansion, see below.

DOS initiated the Smart Growth Community Planning grant program in 2021 and expanded it in 2022 to include zoning as an eligible activity. In all three years, the program has been oversubscribed and limited to funding less than 50% of applications. In 2021, the program funded 24 of 52 applications and was oversubscribed by \$2.5M; in 2022, it funded 34 of 82 applications and was oversubscribed by \$3.5M; and in 2023, it funded 37 of 74 applications and was oversubscribed by \$4.1M.

The additional CPRG funds would allow the State to address this demand in smart growth planning and zoning while also being able to offer additional funds to do more sophisticated planning, zoning, and other predevelopment processes, such as the development of more complex form-based codes that focus on neighborhood character rather than just use and density. The proposed program through the CPRG will allow DOS to fund more extensive planning, zoning, and predevelopment activities, which are often barriers for lower-capacity and historically marginalized communities to address exclusionary and emissions-intensive land uses.

II. Clean Mobility Program Expansion

Table 6 Existing funding sources related to the Clean Mobility Program Expansion

Funding source		Relationship with CPRG funds
Federal	Congestion Relief Program	This U.S. DOT Program is only focused on impacts to highways in large urban centers, whereas the Clean Mobility Program Expansion provides neighborhood-level solutions for communities of any size. Congestion Relief Program can cover similar activities, but not on the geographic scale proposed here.
	Advanced Transportation Technology and Innovation Program	There is some overlap in the potential interventions funded by this U.S. DOT program, such as ride share information systems, but this federal opportunity is specifically focused on technologies that improve traffic and road safety for vehicles, rather than offering new mobility options that reduce personal vehicle use.
State	Clean Mobility Program	Program expansion, see below.

NYSERDA currently has funding to support up to 40 Clean Mobility Program planning projects but only a relatively small number of implementation projects. The additional funding requests here could enable an additional 8-12 localities to benefit from implementation projects, ensuring that planning efforts quickly result in transportation, emissions, and air quality benefits for communities.

III, IV. Truck Voucher Incentive Program-Municipal Track; Bid Specs/Group Purchasing

Table 7 Existing funding sources related to NYTVIP-Municipal Track and Bid Specs and Group Purchasing Program

Funding source		Relationship with CPRG funds
Federal	Qualified Clean Commercial Vehicle Tax Credits (45W)	Covers 15% of costs up to \$40,000 per vehicle. It is assumed all NYTVIP - Municipal Track awardees will leverage these funds from within the 30% participant cost share. ⁶
	EV Charging/Alternative Fuel Tax Credit (30C)	Supports costs of charging infrastructure. CPRG would fund vehicle purchases, but ensure applicants are aware of available charging incentives.
	Congestion Mitigation and Air Quality (CMAQ)	NYSERDA has an existing contract for CMAQ and is in the process of spending down the few remaining funds. Funds were used for other purposes, as described below.

⁶ Within the 30% participant cost share for the NYTVIP-Municipal Track, NYSERDA will assume that half of the participant cost share (15% of the total purchase cost) is attributable to the tax incentive program, and therefore cannot be counted towards CPRG greenhouse gas and co-pollutant impacts as well as cost effectiveness calculations.

<i>State</i>	Make Ready Pilot Program	Supports costs of charging infrastructure. CPRG would fund vehicle purchases, but ensure applicants are aware of available charging incentives.
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Elective pay federal tax credits (45W) are available to offset some of the costs of new medium- and heavy-duty and non-road vehicles, but rarely cover the difference in cost between a diesel vehicle and a ZEV equivalent. Municipalities frequently have constrained budgets that leave no room to cover any additional cost. In addition, cost parity may not be enough of an incentive to overcome real or perceived risks associated with these new vehicle types. As such, incentives in excess of cost parity, in the near term, are intended to build the market and de-risk ZEV adoption for municipalities.

While New York offers a Truck Voucher Incentive Program today, vehicles proposed for inclusion in this CPRG-funded initiative are not eligible to access these incentives. The current program was 85% funded with Volkswagen (VW) Mitigation Settlement dollars and 15% with Federal Highway Administration CMAQ grant dollars. VW settlement funding is restricted and can only be applied to specific models of school buses or delivery vehicles, typically owned by school districts and private sector entities but not municipalities. The CMAQ funding was much less restrictive but has been exhausted due to high demand from many fleets across the State. Therefore, there are currently no funds available that may be used for the municipal fleet vehicles and non-road equipment included in this proposal.

As for bid specifications, no funding is available for the technical assistance and convening required to develop and implement medium- and heavy-duty and non-road vehicle bid specs or perform group purchasing. However, group purchasing may reduce the total cost per vehicle, which in turn will reduce the drawdown of federal incentives and the Truck Voucher Incentive Program – Municipal Track funds described in this proposal, enabling additional vehicles to be incentivized and deployed.

c. Transformative Impact

These measures, especially when implemented together, would have a transformative impact on GHG and co-pollutant emissions, while providing other benefits, particularly for disadvantaged communities.

Modifying land use is a particularly transformative action and has long-lasting impacts. In addition to reducing VMT, smart growth land use can result in emissions reductions from less sprawling and more energy-efficient housing units and commercial spaces, reduced household energy consumption, and reduced emissions from infrastructure and associated maintenance to serve that population. VMT reductions would be further amplified by providing access to other modes through the Clean Mobility Program Expansion, which may allow individuals to dramatically reduce or completely eliminate personal vehicle trips entirely. By ensuring dense communities with mode shift infrastructure, users who do not participate in the program may use the available infrastructure. For example, by installing bike share and developing bike lanes, bicycling becomes a safer and more viable option for those using the bike share and those using their personal bikes. For the Smart Growth Acceleration Program, the State's analysis only counts the emissions reductions related to residents of the area, but VMT and other reductions may result from those who work or visit the area, even if they live elsewhere. Finally, communities participating in this program may serve as models, or case studies, of successful smart growth planning and zoning for other NYS communities to replicate in the future.

A concerted, coordinated, and widespread effort to adopt zero-emission medium- and heavy-duty and non-road fleets will spur the private market to produce these vehicles and reduce vehicle costs. Not only will this benefit the municipalities participating in incentive and technical assistance programs, but it will

address costs and availability across the whole public and private market, spurring additional municipal and private purchases outside this program. In addition, this initiative will support municipalities in making long-term commitments to ZEV purchases beyond the duration of the CPRG program.

2. IMPACT OF GHG REDUCTION MEASURES

a + b. Magnitude of GHG Reductions from 2025 through 2030, 2025 through 2050

New York State estimated the cumulative GHG emissions reductions of the measures included in this proposal (**Table 8**). For all assumptions, see the attached **Attachment D, Technical Appendix**.

Table 8 Cumulative GHG Emission Reductions Anticipated from Implementation of Proposed Measures

Measure	Cumulative GHG emission reductions (mt CO ₂ e)	
	2025–2030	2025–2050
Smart Growth Acceleration Program	48,935	2,069,655
Clean Mobility Program Expansion	21,781	118,587
NYTVIP – Municipal Track	49,912	202,279
Bid Specs and Group Purchasing Program	106,316	2,462,574
Total	226,944	4,853,094

All the measures described herein will result in long-term, durable, and permanent emissions reductions. Every measure intends to change the way people, goods, and public services move around the state, whether spurring a permanent and ongoing shift from fossil-fuel powered vehicles to zero-emissions vehicles or encouraging a long-term reduction in VMT and personal vehicle use to micro- and shared- mobility. For more information, see **Section 1c, Transformative Impact**.

c. Cost Effectiveness of GHG Reductions

The implementation of the proposal is highly cost-effective. The cost-effectiveness of the proposal, inclusive of all measures in this application, is \$440.18 per ton of CO₂e reduced. Costs associated with each measure are detailed in **Attachment C, Optional Budget Spreadsheet** accompanying this application, and detailed assumptions about GHG emissions reductions may be found in **Attachment D, Technical Appendix**.

Cost effectiveness may be impacted due to changes in assumed vs. realized emissions reductions, or changes in budgeted vs. actual costs. Some reasons why GHG emissions reductions realized may differ from projections include:

- Level of density or timeline of construction for denser development may differ from assumptions (either via under- or over-estimate) impacting the total emissions reductions achieved. Additionally, adopted municipal planning and regulatory frameworks may not immediately drive private sector interest and activity, which would lead to denser development.
- Utilization of Clean Mobility Program solutions may differ from assumed utilization in the assumptions, resulting in either more or fewer personal vehicle trips displaced.
- Electric grid emissions may not match the projected grid emissions (either via under- or over-estimate) impacting the emissions resulting from the charging of electric vehicles procured under the NYTVIP-Municipal Track and Bid Specs and Group Purchasing Program measures.

Some reasons why costs may differ from projections include:

- Potential changes in existing incentives available, such as federal tax credits.
- Supply chain, inflation, or other market changes could impact the costs associated with support services, vehicles, or micro-mobility purchases.

Descriptions of how these risks to cost-effectiveness will be managed are described in **Section 1a**.

3. ENVIRONMENTAL RESULTS – OUTPUTS, OUTCOMES, AND PERFORMANCE MEASURES

a. Expected Outputs and Outcomes

This proposal aligns with EPA’s strategic plan goals to tackle the Climate Crisis (Goal 1), Ensure Clean and Healthy Air for All Communities (Goal 4), and Safeguard and Revitalize Communities (Goal 6). The proposal also aligns with the federal Justice40 goal of ensuring that 40% of benefits of climate investment accrue to disadvantaged communities. In fact, New York State and its agencies are subject to a binding legal requirement under the Climate Leadership and Community Protection Act (Climate Act), that mandates at least 35% of benefits, and a goal of 40% of benefits, from clean energy investments to be directed to disadvantaged communities.

NYSERDA will submit semi-annual progress reports summarizing technical progress, accomplishments, and milestones achieved, planned activities for the next six months, a summary of expenditures to date, and progress on community engagement. One year after grant award, NYSERDA will provide a report that quantifies benefits to low-income and disadvantaged communities, including changes in co-pollutant emissions. NYSERDA will also provide a final report at the close of the funding period that may include the GHG reduction measures implemented; outputs and outcomes achieved; costs of the measures; total GHG emissions and other pollutants reduced; a summary of community engagement; and a discussion of the problems, successes, and lessons learned. For all measures, NYSERDA will track the impacts of CPRG-funded initiatives on GHG emissions, co-pollutants, and the portion of benefits accruing to disadvantaged communities.

Expected GHG emissions reductions are described in **Section 2a+b, Magnitude of GHG Reductions from 2025 through 2030, 2025 through 2050**. **Table 9** and **Table 10** below describe expected air pollutant and health outcomes, as well as measure-specific outputs and outcomes. For more information on LIDAC benefits and metrics, see **Section 3b, Performance Measures and Plan**.

Table 9 Expected Air Pollutant and Health Impacts for all Measures statewide ⁷

Measure	Air Pollutant Reductions (annual and cumulative)		Health Impacts (Monetary Value of Reduced Incidence) ⁸	
	In 2030	2025–2050	In 2030	2025–2050
	NH3 3.6	NH3 80.8	\$ 865,966	\$ 19,484,040

⁷ Statewide Air Pollutant Reductions and Health Impacts are evaluated on total basis and are not prorated by the portion attributable to CPRG. For prorated figures, See **Attachment E, GHG Emission Reduction Calculations Spreadsheet**.

⁸ Health impacts quantified were Mortality; Nonfatal Heart Attacks; Infant Mortality Hospital Admits, All Respiratory; Hospital Admits, Cardiovascular (excluding heart attacks); Acute Bronchitis; Upper Respiratory Symptoms; Lower Respiratory Symptoms; Emergency Room Visits, Asthma; Asthma Exacerbation; Minor Restricted Activity Days; Work Loss Days. More a breakdown of incidence and monetary value for each health impact, see **Attachment E, GHG Emission Reduction Calculations Spreadsheet**.

Smart Growth Acceleration Program	NOx	2.7	NOx	61.5		
	PM2.5	0.9	PM2.5	20.2		
	SO2	0.6	SO2	12.9		
	VOC	0.9	VOC	21.2		
Clean Mobility Program Expansion	NH3	2.0	NH3	48.1	\$ 355,323	\$ 9,060,688
	NOx	1.5	NOx	36.7		
	PM2.5	0.5	PM2.5	12.0		
	SO2	0.3	SO2	7.7		
	VOC	0.5	VOC	12.7		
NYTVIP – Municipal Track	NH3	0.2	NH3	3.4	\$ 351,449	\$ 5,623,170
	NOx	7.1	NOx	113.0		
	PM2.5	0.2	PM2.5	3.6		
	SO2	0.1	SO2	1.4		
	VOC	0.3	VOC	5.0		
Bid Specs/ Group Purchasing	NH3	1.2	NH3	62.5	\$1,981,335	\$ 103,905,532
	NOx	40.4	NOx	2117.7		
	PM2.5	1.3	PM2.5	66.7		
	SO2	0.5	SO2	27.2		
	VOC	1.7	VOC	91.3		
Total	NH3	7.0	NH3	194.8	\$3,554,073	\$138,073,430
	NOx	51.7	NOx	2329.0		
	PM2.5	2.9	PM2.5	102.5		
	SO2	1.5	SO2	49.2		
	VOC	3.5	VOC	130.2		

Table 10 Expected Measure-Specific Impacts

Measure	Measure-Specific Outputs	Measure-Specific Outcomes
I. Smart Growth Acceleration Program	# Smart growth plans, zoning updates, or other predevelopment activities adopted and completed	VMT reduction Change in density per acre
II. Clean Mobility Program Expansion	# of new transportation options launched # of users of new transportation options # of people in service areas of new transportation options	Rides/year using new transportation options VMT reduction
III. TVIP – Municipal Track	# of ZEVs in service	VMT shifted from diesel/gas to zero-emission
IV. Bid Specs and Group Purchasing Program	# communities adopting bid specs # vehicles impacted by bid spec policies	Savings from group purchasing

b. Performance Measures and Plan

Tracking Emissions, Co-Pollutants, and other Outcomes

NYSERDA currently gathers and reports on a comprehensive range of metrics across New York’s clean energy programs, consolidating data from State agencies and utilities on the New York Clean Energy Dashboard. The dashboard is supplemented by quarterly written reports that provide additional narrative about the progress of the State’s clean energy programs.

Embedded within NYSERDA’s reporting structure is the capability to track and analyze program metrics across different sectors, geographies, and funding sources. NYSERDA has built this capability over the course of a decade and is confident that it can be effectively applied to EPA’s Climate Pollution Reduction Grant reporting. Importantly, NYSERDA’s reporting data structure allows for impact metrics

from individual projects to be pro-rated across different funding sources. NYSERDA anticipates leveraging this capacity to track and report on the outputs and outcomes included in this proposal.

During the program period, NYSERDA will incorporate the CPRG activities into an ongoing evaluation process, in adherence with EPA Order 1000.33, U.S. Environmental Protection Agency Policy for Evaluations and Other Evidence-Building Activities. As is standard practice for NYSERDA, evaluation and project tracking activities will commence with development or refinement of a logic model documenting the full slate of expected outputs and outcomes associated with EPA CPRG activities, and the metrics and evaluation methods most appropriate to assess them. NYSERDA anticipates developing an evaluation workplan that will describe these plans in more detail, building on the details included in this proposal and its attachments to refine the reference sources that can be leveraged to assess ongoing progress and impacts.

Tracking Benefits to Disadvantaged Communities

Under New York State’s Climate Act, each agency, authority, and entity that makes certain climate pollution mitigation investments must track and report annually the investments occurring in Disadvantaged Communities (DACs) as defined under New York State-specific criteria, associated co-benefits, and any other related outcomes in DACs associated with these investments. Dollars invested through placed-based programs or investments are the primary metric tracked. In addition to tracking investment dollars, New York State agencies, authorities, and entities also track co-benefits (**Table 11**) associated with placed-based and statewide programs or investments. New York State will produce an annual report tracking the State’s progress toward meeting the Climate Act’s 35 percent DAC investments and benefits requirements and the 40 percent goal. Each annual report will track clean energy and/or energy efficiency investments made by New York State through the past calendar year. NYSERDA will be responsible for compiling data templates submitted by agencies and producing outputs for reporting, such as data visualizations and aggregated files, which agencies can use as part of their QA/QC processes.

The State will leverage the geospatial data collection process from this framework to perform a similar analysis for CPRG-funded projects, using federally designated Climate & Economic Justice Screening Tool (CEJST) low-income and disadvantaged community (LIDAC)-designated census tracts or census block groups at or above the 90th percentile for New York State within EJ Screen’s supplemental indices.

LIDAC census tracts and eligible EJ Screen block groups can be found in **Attachment G, CEJST/EJScreen Census Tracts/Block Groups**. More information on New York’s LIDAC benefit tracking strategy may be found on the [Climate Act website](#).

Table 11 Co-Benefits Categories for Climate Act Reporting

Co-Benefits Category	Co-Benefits Metrics
Electricity and Fuel Savings, where applicable	Electricity Savings (MWh) Fuel Savings (MMBtu)
Participant bill savings, where applicable	Participant bill savings from reductions in electricity and fuel usage (\$) Transportation fuel cost savings (Dollars)
Health benefits related to outdoor/ambient air quality	Monetized health impacts due to changes in electricity and fuel use (\$) Reduction in air pollutants (NH3, NOX, PM25, SO2, VOC)

c. Authorities, Implementation Timeline, and Milestones

The overarching roles and responsibilities of NYSERDA and its partners, as well as a detailed implementation timeline including tasks, key milestones, and key actions, are detailed in **Section 1a** of this proposal.

NYSERDA's enabling statute is Title 9 of the Public Authorities Law, section 1850 *et seq*, which states that the purposes of the authority "shall be to develop and implement new energy technologies consistent with economic, social and environmental objectives, to develop and encourage energy conservation technologies... and to promote, develop, encourage and assist special energy projects and thereby advance job opportunities, health, general prosperity and economic welfare of the people of the state of New York." NYSERDA has operated numerous incentive, grant, and technical assistance programs under its enabling statute with similar structures and objectives to those described within this application. NYSERDA will also enter into an agreement with DOS to facilitate the streamlined flow of funds from prime recipient to subawardee, carrying through all required federal terms.

NYS DOS is the statutorily designated state planning entity per NY Executive Law § 152 and L 1975, c 464 §§ 48-57. As such, NYS DOS administers programs that provide limited planning and zoning grant funds as well as grant funds for the improvement of the public realm to local governments and not-for-profit entities.

4. LOW-INCOME AND DISADVANTAGED COMMUNITIES

a. Community Benefits

A list of all federally designated LIDAC census tracts affected by this proposal is included as an attachment to this application (**Attachment G, CEJST/EJScreen Census Tracts/Block Groups**). This list of census tracts also includes a comparison between New York DAC census tracts, and census tracts that are either labeled as disadvantaged within CEJST or EJ Screen Census block groups that exceed the 90th percentile for the State in supplemental indices. This analysis shows an almost 80% overlap between the State and federal definitions. New York State intends to primarily use the State definitions with program design to ensure continuity between federally- and state-funded programs. However, NYSERDA will report outcomes and outputs according to the federal designations as required.

Exact locations of measures included in this proposal are not currently known. However, this proposal assumes that benefits of the measures will be evenly distributed throughout the State. Given that 41% of New York State qualifies either as a disadvantaged in the CEJST tool and/or the 90th percentile for the State in supplemental indices, all measures assume at least 41% of benefits accrue to LIDAC census tracts. New York State will, however, provide preference through increased outreach, additional points under the scoring criteria, or other priority mechanisms to ensure that more than 41% of benefits accrue to disadvantaged communities.

Together, these initiatives will work together to amplify benefits, particularly for New York's disadvantaged communities. All of these measures offer strong improvements in outdoor air quality, with reductions happening close to where people live.

Smart growth is an essential tool in overcoming the multiple impacts of historical exclusionary and inequitable land use decisions. The proposed Smart Growth Acceleration Program can address

displacement, gentrification, and concentration of low-income housing and poverty in segregated and usually undesirable areas as it emphasizes dense, walkable, mixed-income and affordable housing, which allows people and households of all incomes to reside together. The program will encourage local governments to adopt regulations that enable mixed-income housing or other forms of inclusionary zoning, to ensure equitable access to these new dense, thriving, communities. In addition, smart growth activities will be designed to make community more resilient by encouraging green infrastructure and other development practices that protect communities from increasing climate hazards such as flooding, storms, and extreme temperatures.

The Smart Growth Acceleration Program and Clean Mobility Program Expansion together can reduce transportation cost burden and commute times for low-income households, freeing up time and income to attend to other essential needs such as medical care, food, or childcare. These investments together can also make streets safer for vulnerable road users like pedestrians and cyclists while promoting more active modes to improve physical and mental health. These programs can also improve access to services and amenities, as they will be in closer proximity and accessible by more affordable travel options. Finally, these investments give households more choice in their transportation options, allowing them to identify the modes that work best for them.

Transitioning medium- and heavy-duty and non-road fleets via the Truck Voucher Incentive Program-Municipal Track and Bid Specs and Group Purchasing program will be particularly helpful for improving outdoor air quality, particularly in neighborhoods that have been overburdened with polluting heavy-duty diesel vehicles due to inequitable land use decisions. In addition, zero-emission models will result in reduced noise pollution, which is also a benefit that is likely to benefit disadvantaged communities that have borne the burdens of industrial uses in their neighborhoods. In addition, electrification can reduce maintenance costs for municipalities, particularly those resource-constrained local governments that serve disadvantaged communities. The savings can be put towards other community services that the local government provides.

Table 12 Expected Air Pollutant and Health Impacts for LIDAC Census Tracts and Block Groups⁹

Measure	Air Pollutant Reductions (annual and cumulative)				Health Impacts (Monetary Value of Reduced Incidence) ¹⁰	
	In 2030		2025–2050		In 2030	2025–2050
Smart Growth Acceleration Program	NH3	1.5	NH3	33.1	\$ 354,861	\$ 7,984,352
	NOx	1.1	NOx	25.2		
	PM2.5	0.4	PM2.5	8.3		
	SO2	0.2	SO2	5.3		
	VOC	0.4	VOC	8.7		
Clean Mobility Program Expansion	NH3	0.8	NH3	19.7	\$ 145,606	\$ 3,712,965
	NOx	0.6	NOx	15.0		
	PM2.5	0.2	PM2.5	4.9		

⁹ LIDAC Air Pollutant Reductions and Health Impacts are prorated by the portion attributable to CPRG. For more information, see **Attachment E, GHG Emission Reduction Calculations Spreadsheet**.

¹⁰ Health impacts quantified were Mortality; Nonfatal Heart Attacks; Infant Mortality Hospital Admits, All Respiratory; Hospital Admits, Cardiovascular (excluding heart attacks); Acute Bronchitis; Upper Respiratory Symptoms; Lower Respiratory Symptoms; Emergency Room Visits, Asthma; Asthma Exacerbation; Minor Restricted Activity Days; Work Loss Days. More a breakdown of incidence and monetary value for each health impact, see **Attachment E, GHG Emission Reduction Calculations Spreadsheet**.

	SO2	0.1	SO2	3.1		
	VOC	0.2	VOC	5.2		
NYTVIP – Municipal Track	NH3	0.1	NH3	1.2	\$ 144, 018	\$ 2,304,307
	NOx	2.6	NOx	40.8		
	PM2.5	0.1	PM2.5	1.3		
	SO2	0.0	SO2	0.5		
	VOC	0.1	VOC	1.8		
Bid Specs/ Group Purchasing	NH3	0.5	NH3	25.6	\$ 811,926	\$42,580,288
	NOx	16.5	NOx	867.8		
	PM2.5	0.5	PM2.5	27.3		
	SO2	0.2	SO2	11.1		
	VOC	0.7	VOC	37.4		
Total	NH3	2.8	NH3	79.6	\$1,456,411	\$56,581,912
	NOx	20.8	NOx	948.9		
	PM2.5	1.2	PM2.5	41.8		
	SO2	0.6	SO2	20.1		
	VOC	1.4	VOC	53.1		

b. Community Engagement

New York State recognizes the role that public policy has played in perpetuating inequities faced by historically marginalized communities, while working to leverage its critical role in addressing the climate crisis, energy injustice, and the legacy of environmental racism. Under the Climate Act, New York State is transitioning to an inclusive clean energy economy that reduces greenhouse gas emissions, addresses systemic inequities, and expands economic opportunity for all New Yorkers. This proposal, in line with New York’s Climate Act, aims to ensure benefits resulting from GHG emissions reductions efforts accrue to communities that have disproportionately borne environmental burdens.

NYSERDA is transforming its approach to meet New York State’s ambitious climate and equity goals. Specifically, NYSERDA is working to address the challenges historically marginalized communities have faced in accessing programs and using their lived experience to inform solutions that support an inclusive clean energy transition.

Key to this transformation are NYSERDA’s programs to engage community-based organizations (CBOs) and stakeholders that are representative of, or principally serve, disadvantaged communities to work together to address energy equity and climate justice issues and develop equitable programs. These programs, such as the Energy Equity Collaborative and Disadvantaged Communities Stakeholder Services Pool, also have mechanisms to compensate these stakeholders for their time and expertise. These initiatives include grassroots advocacy organizations that serve rural communities and Indigenous peoples, faith-based groups, environmental and climate justice organizations, as well as individual nonprofits, coalitions, and for-profit firms based in, and with a substantial connection to, those residing in New York State’s disadvantaged communities. These CBOs assist NYSERDA and its partners in addressing barriers to participation and inform how disadvantaged communities can receive a greater share of the benefits from clean energy investments and programs. This includes providing advice and input on programs and policies, facilitating community outreach and engagement, and participating in working groups organized by NYSERDA around various issues and program areas. These initiatives present a novel opportunity for local municipalities and other NYSERDA and DOS program participants to meaningfully partner with low-income and disadvantaged communities to ensure that those most harmed by pollution and disinvestment benefit from the proposed clean transportation emission-reduction measures.

One of these stakeholder groups, the Energy Equity Collaborative, consists of four topic-specific working groups (Engagement and Access, Workforce and Economic Opportunities, Energy Transition, and Housing/Buildings) and a Steering Committee comprised of 13 CBOs representing disadvantaged communities from across all regions of the State. The Steering Committee was consulted at three points in the development of the PCAP and Implementation Grant application. Consistent with the Steering Committee's recommendations, the State will consult with NYSERDA's established and compensated groups of disadvantaged community stakeholders to advise on program design and implementation. In addition, Collaborative members suggested that New York State applicants to CPRG restrict or prioritize CPRG investment so that it takes place within DAC census tracts, and require any participating entities, such as local governments, to develop community engagement plans or similar engagement strategies for their projects that give community stakeholders shared ownership and influence early in the project planning process. As evidenced by the numerous letters of support attached to this proposal, NYSERDA and DOS have engaged numerous stakeholders in developing these measures, which have broad support across the regions of the State and stakeholder groups.

Engagement for all proposal activities:

NYSERDA will engage at multiple time points with its compensated equity stakeholders to seek input on program design across all proposal activities. This will also ensure that engagement activities are coordinated across the various programs to ensure that cumulative burdens are addressed by providing holistic, cumulative benefits.

I. Smart Growth Acceleration Program Engagement

This program would require awarded program participants to establish a planning and/or zoning advisory committee to guide the planning and/or zoning process. These committees, whose members are approved by DOS, will include representatives from diverse ethnic, social, and cultural backgrounds and stakeholders, such as residents, civic leaders, business owners, elected officials, environmental experts, and neighborhood representatives. In addition to guiding the process, this committee would support public participation and outreach efforts, focusing on incorporating diversity, equity, inclusion, justice, and access principles into public engagement and ensuring traditionally underrepresented communities are provided meaningful opportunity to influence the project planning process. Program participants would also be required to develop a community participation plan that discusses the process for conducting stakeholder interviews, surveys, and public information meetings and workshops and how feedback received will be factored into the project plan. These plans would then be implemented under the guidance of the planning and/or zoning advisory committee, with consistent opportunities for low-income and disadvantaged community input and the sharing of updates about decisions made throughout the implementation process.

Community participation plans will include activities such as holding community visioning and input sessions, providing multilingual outreach (as appropriate), conducting outreach at different locations and times to ensure broader access, offering childcare and refreshments to make attending an event more feasible, and doing direct outreach to under-represented communities. Such activities will strive to meet the communities where they are.

II. Clean Mobility Program Expansion Engagement

The Clean Mobility Program Expansion was developed in consultation with over 100 stakeholder groups. The Program is designed to put governmental and nonprofit organizations in the leading role in determining the best mobility solutions for their communities. Mobility projects will only be awarded if

the application demonstrates that projects will reduce transportation emissions in disadvantaged or underserved areas. The planning grants NYSERDA provides through existing funding streams include the creation of community engagement plans. An applicant's ability to receive a CPRG-funded implementation grant based on the plans developed in the first phase will hinge on the quality of the stakeholder engagement conducted. Only projects that are supported by well-developed community plans showing extensive outreach will receive CPRG implementation funding. In addition, all recipients will be supported by a NYSERDA-funded community engagement support contractor.

III. Truck Voucher Incentive Program – Municipal Track Engagement

While the NYTVIP-Municipal Track will be constructed as a first-come, first-served incentive program rather than a competitive program, the initiative will target outreach to ensure there is sufficient awareness of this opportunity amongst local governments that serve disadvantaged communities. In the event that incentives in the first six months have not gone towards those disadvantaged communities, the team will evaluate whether the program should be redesigned to carve out funds or otherwise improve access for disadvantaged communities (**Section 1a**). This program will also track the domiciles and routes of vehicles over a three-year period to ensure that communities are reaping the benefits of this initiative.

IV. Bid Specs and Group Purchasing Program Engagement

Bid specifications will be developed with full partnership from localities across NYS. This will ensure that these community voices are incorporated in the final bid specification itself, as well as any group purchasing campaigns that result from the program.

5. JOB QUALITY

Workforce development and training are essential components of building a resilient and equitable clean energy economy that is inclusive of all New Yorkers. The full economic benefits of New York's clean energy transition will only be realized if equity and inclusion are infused into clean energy business decisions, including recruiting, hiring, and structuring the clean energy workforce. To meet these needs, NYSERDA and New York State offer unique programs and funding opportunities to hire, train, and retain talent from disadvantaged communities, which NYSERDA anticipates leveraging to implement EPA funding.

NYSERDA has built strong relationships with labor unions and organizations across the State that have proven to be important partners in implementing training and apprenticeship programs serving New Yorkers transitioning to the clean energy field. For example, NYSERDA collaborated with Laborers Local 17 in developing a widely successful training program to address the need for large-scale, ground-mounted photovoltaic (PV) installers in New York State. Additionally, NYSERDA has worked extensively with the International Brotherhood of Electrical Workers (IBEW), providing critical funding to support the Energy Storage and Microgrid (ESM) training and certification program.

NYSERDA's workforce development initiatives follow the U.S. Department of Labor's Good Jobs Principles, providing businesses support to hire, train, and retain talent from disadvantaged communities and implementing policies to protect workers. NYSERDA has built an extensive, collaborative network of labor unions and organizations across the State and provides opportunities for low-income and disadvantaged workers not only to receive training necessary to succeed in the clean energy economy, but also to have a path to a quality, good-paying, permanent job.

NYSERDA has made a significant commitment in supporting clean energy workforce development. NYSERDA has committed \$170 million in funding to support clean energy workforce development and training through 2025, with a significant percentage of these funds allocated for benefits in New York’s disadvantaged communities, as per the Climate Act requirements. These programs include multi-sectoral partnerships that implement training programs, internships and fellowships, and on-the-job training. Technical assistance, curriculum development, and resources are available for employers.

In addition to the State’s existing investments in an inclusive workforce, investments using CPRG funds will comply with all applicable labor requirements, which will guarantee job quality across the value chain. In addition to required federal terms, given that this proposal will primarily consist of work undertaken by State and local government entities, those entities already have their own requirements related to prevailing wage and project labor agreements. This will further ensure that work is completed according to Good Jobs principles.

6. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

a. Past Performance

Table 13. Previous Federal Awards

Description	Contract/ Award #	Awarding Agency	Awarding Office	Agency Contact	Total Value of Contract/ Subcontract	Start Date	End Date
National Offshore Wind Research and Development Consortium	DE-EE0008390	USDOE	Golden Field Office	Michael Carella, 240-562-1323, Michael.carella@ee.doe.gov	39,000,000	10/1/18	9/30/25
SEP-Formula Grant	DE-EE0010043	USDOE	Golden Field Office	Jassmine Okiemen, 240-477-9395, jassmine.okiemen@hq.doe.gov	10,159,493	7/1/22	6/30/24
BIL-SEP-New York	DE-EE0010089	USDOE	Golden Field Office	Jassmine Okiemen, 240-477-9395, jassmine.okiemen@hq.doe.gov	17,323,790	7/1/22	6/30/28
BIL- Preventing Outages and Enhancing the Resilience of the Electric Grid Formula Grant	DE-GD0000033	USDOE	USDOE/ NETL	Virginia Chambers, 412-386-9384, virginia.chambers@netl.doe.gov	23,829,576	8/25/23	4/30/28
IRA-SCEP-New York	DE-SE0000109	USDOE	Golden Field Office	Mary Hubbard, 202-262-3522, mary.hubbard@hq.doe.gov	2,500,000	10/1/23	9/30/25

The awards listed in **Table 13** are all still active and in good standing.

b. Reporting Requirements

For each of the assistance agreements listed above, NYSERDA has submitted acceptable interim reports, and has reported on its progress towards achieving the expected outputs and outcomes under those agreements in an adequate and timely manner. All awards are still active and in good standing with the U.S. Department of Energy.

c. Staff Expertise

NYSERDA and its partners have ample expertise to implement this work and achieve the desired GHG emissions reductions and other outcomes described in this proposal. Staff biographies can be found in **Attachment H, Team Biographies**.

7. BUDGET

a. Budget Detail

Attachment C, Optional Budget Spreadsheet and **Attachment B, Budget Narrative** include additional detail on the proposed budget.

With the passing of New York's Climate Leadership and Community Protection Act and subsequent development of the Scoping Plan, federal funding will be an important component of securing a just and equitable transition to a clean energy economy, supporting underserved populations and other disadvantaged communities as well as meeting New York's climate and clean energy goals. The budget proposed in this application was developed to be implementable within a short period of time, drive near- and long-term GHG and co-pollutant emissions reductions, and maximize the benefits to disadvantaged communities. The administrative budget proposed includes administrative costs for staff, fringe benefits, and other indirect operating costs to help deliver on the programmatic portions of the budget as described in the **Attachment B, Budget Narrative**. NYSERDA takes its fiscal responsibility seriously and will look to optimize administration of the programs, leveraging existing structures and extensive market experience to minimize administrative costs.

Table 14 Overview of Proposed Budget by Year

CATEGORY	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL
PERSONNEL	\$169,539	\$174,625	\$179,864	\$185,260	\$190,817	\$900,105
FRINGE BENEFITS	\$116,727	\$120,229	\$123,836	\$127,551	\$131,378	\$619,722
TRAVEL	\$-	\$-	\$-	\$-	\$-	\$-
EQUIPMENT	\$-	\$-	\$-	\$-	\$-	\$-
SUPPLIES	\$-	\$-	\$-	\$-	\$-	\$-
CONTRACTUAL	\$2,284,775	\$2,301,526	\$2,333,612	\$2,366,660	\$2,407,900	\$11,694,474
OTHER	\$29,120,000	\$29,120,000	\$12,200,000	\$7,200,000	\$7,200,000	\$84,840,000
TOTAL DIRECT	\$31,691,041	\$31,716,381	\$14,837,312	\$9,879,471	\$9,930,096	\$98,054,301
INDIRECT	\$480,405	\$485,471	\$319,946	\$274,974	\$280,742	\$1,841,5387
TOTAL FUNDING	\$32,171,446	\$32,201,851	\$15,157,258	\$10,154,446	\$10,210,837	\$99,895,838

b. Expenditure of Awarded Funds

NYSERDA administers many federal grants. These include but are not limited to, U.S. Department of Energy (DOE) State Energy Plan (SEP) Formula grants, SEP Competitive grants, and SEP Special Project grants. Additionally, NYSERDA has administered six (6) American Recovery and Reinvestment Act (ARRA) grants totaling approximately \$223 million dollars.

NYSERDA often applies for and has received federal financial assistance from DOE or other Federal Agencies in the form of grant awards and cooperative agreements. While each type of financial assistance for which an application is submitted may have certain requirements unique to the federal agency making the assistance available, there are some general procedures that NYSERDA follows for federal financial awards. These procedures are applicable when NYSERDA is the Prime Applicant, Co-Applicant, or providing any Letters of Support.

If the application is approved for federal financial assistance, the federal agency will require NYSERDA to sign an award agreement which ordinarily contains additional terms and conditions. Project management staff, Finance staff, and Counsel's Office carefully review the award agreement to ensure that NYSERDA will be able to comply with all the requirements of the award, including any conditions that affect the project itself. If the award agreement is acceptable, it is signed by the Treasurer and returned to the federal agency, and a copy is provided to the assigned NYSERDA counsel. Any resultant contracts NYSERDA then makes based upon the Federal Funding have the terms of the funding flowed down to any related contracts.

NYSERDA's accounting system meets government standards for recording and collecting costs in accordance with 2 CFR 200.302(b)(1). NYSERDA understands and will comply with the required reporting, including federal financial reports, semi-annual progress reports, and the final report, providing a breakdown of expenditures associated with implementation of this proposal.

NYSERDA will enter into a subaward agreement with Department of State prior to disbursement of subaward funds. These agreements will include all applicable pass-through requirements for subrecipients in accordance with [EPA's Subaward Policy](#) and [EPA's General Term and Condition for Subawards](#).

c. Reasonableness of Costs

All budgeted costs are necessary to ensure the successful completion of the measures included here, as well as to realize the projected GHG reductions and co-benefits. Costs included in this proposal were based on past NYSERDA and DOS experience in managing programs, and other sources as identified in **Attachment D, Technical Appendix**.

Department of State's estimate of costs for performing planning, zoning, and pre-development activities, particularly environmental reviews, is based on its current program and research into the costs of the proposed activities, including analysis of costs that are currently borne by local governments. Costs may be impacted by the size or complexity of the planning initiative, rezoning, or pre-development activity.

Costs for Clean Mobility Program Expansion mobility solutions were based on previous experience with mobility-focused programs implemented by NYSERDA. Costs for vehicles and equipment used in the budgets for the NYTVIP – Municipal Track and Bid Specs and Group Purchasing Program measures were based on past experience with funding programs, including the existing NYTVIP program, desktop research, and other NYSERDA programs that have funded (or included as participant cost share) small numbers of trucks or equipment as one-off funding requests. These costs may be impacted by market availability, inflation, and supply chains for key materials.

Additional information on the budget, including a detailed breakout of requested funding for each work component can be found in **Attachment B, Budget Narrative**; and **Attachment C, Optional Budget Spreadsheet**.