EPA's Climate Pollution Reduction Grant Program: Priority Climate Action Plan

Oregon Department of Environmental Quality
Oregon Department of Energy

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NEBC December 7, 2023

Climate Pollution Reduction Grants

Part of the Inflation Reduction Act (IRA), the CPRG program is one of the tools EPA is implementing to reduce climate and air pollution.

Objectives:

- Create comprehensive pathways for reducing pollution and ensuring that investments maximize benefits
- Provide flexible planning resources for jurisdictions to maximize emission reductions
- Drive transformative and scalable decarbonization efforts in key sectors across jurisdictions

Two Phases:

- **Phase 1** (Planning Grants) to develop strong climate pollution reduction strategies
- **Phase 2** (Competitive Implementation Grants) to implement priority actions

Oregon's PCAP Approach

- Build on existing analyses, policies, and programs
- PCAP → grant application
- Actions chosen to align with grant criteria
- Collaborative
- One single application with the state leading
  - In alignment with EPAs guidance
  - Represents local and statewide actions
  - Streamlined implementation through IGAs and MOUs

PCAP and Grant Scoring Considerations

- Readiness for implementation
- Quantifiable emission reductions
- Existing authority
- Scalability
- LIDAC
- Co-benefits

EPA Implementation Funding Evaluation Criteria						
Overall Project Summary and Approach	Impact of GHG Reduction Measures	Environmental Results – Outputs, Outcomes, and Performance Measures	Low-Income and Disadvantaged Communities	Job Quality	Programmatic Capability and Past Performance	Budget and Timely Expenditure of Grant Funds
(45 points)	(60 points)	(30 points)	(35 points)	(5 points)	(30 points)	(45 points)

Timeline

- Draft PCAP out early January
- Public comment on PCAP from Jan- early Feb, 2024
- Final PCAP due to EPA Mar 1, 2024
- Implementation grant applications due Apr 1, 2024
- Continued focus on CCAP due Aug 2025

Oregon's CPRG webpage

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Additional Slides

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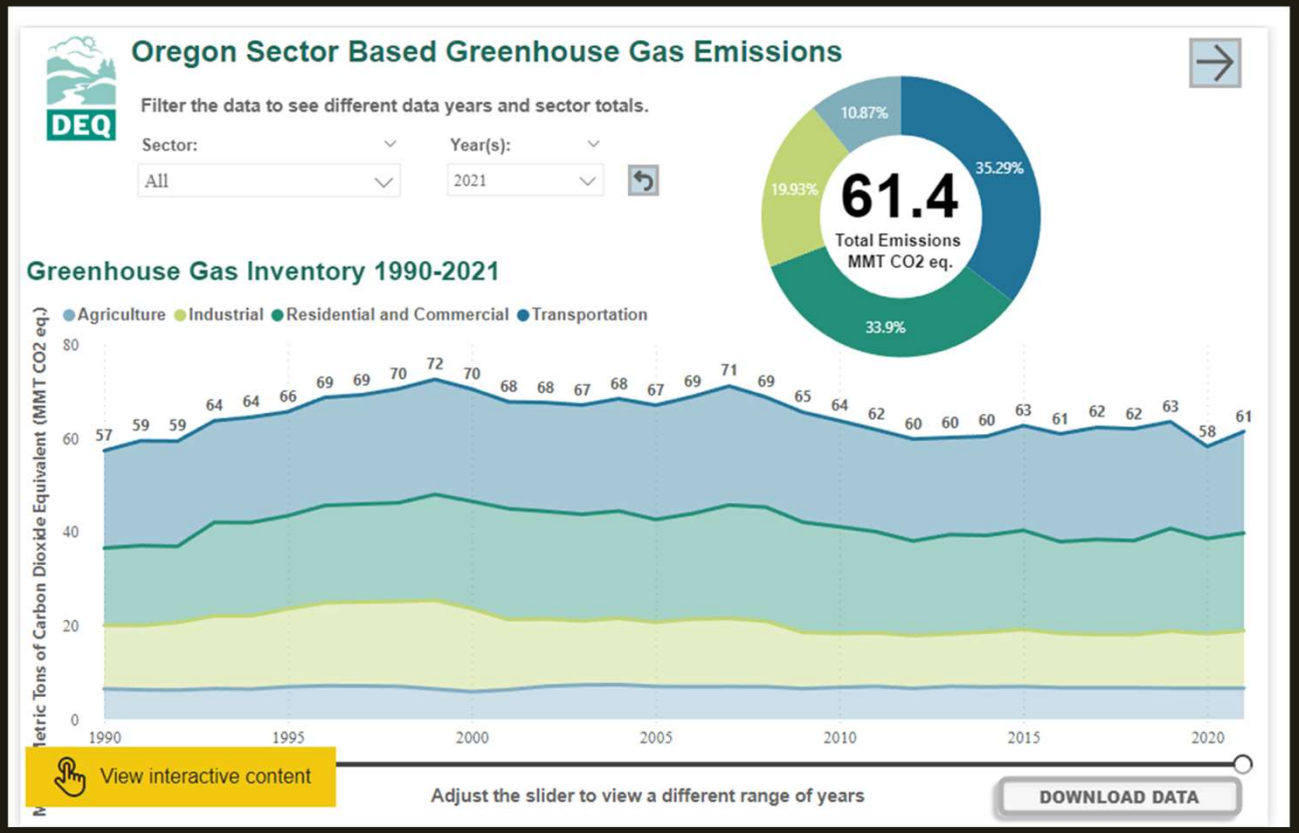
PCAP: Tribal Nations

- 9 federally recognized Tribes in Oregon can point to the State's PCAP to apply for implementation funds
- Affiliated Tribes of Northwest Indians (ATNI) is also developing a PCAP that Tribes within the region can point to
- Engagement with interested Tribes in Oregon has guided actions for inclusion for Tribal priorities

PCAP: Sector Based GHG Inventory



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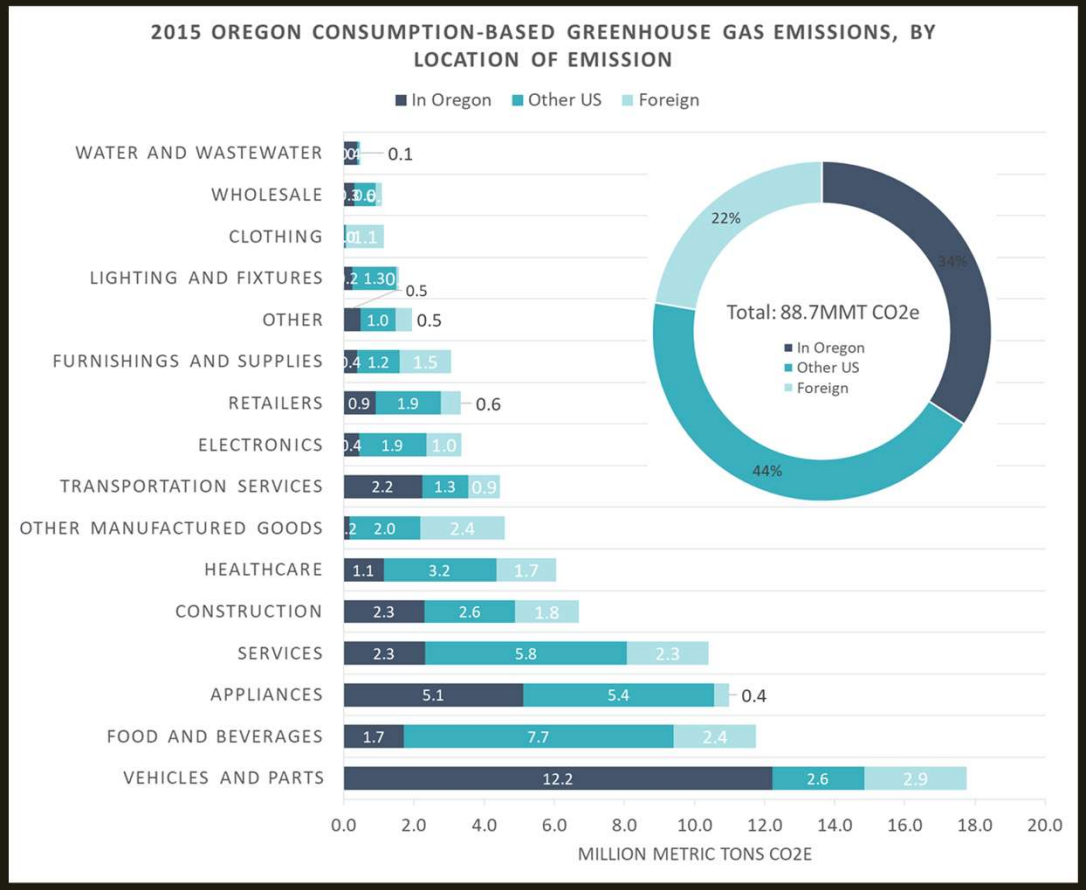
SD0

PCAP: Consumption Based GHG Inventory



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Slide 9

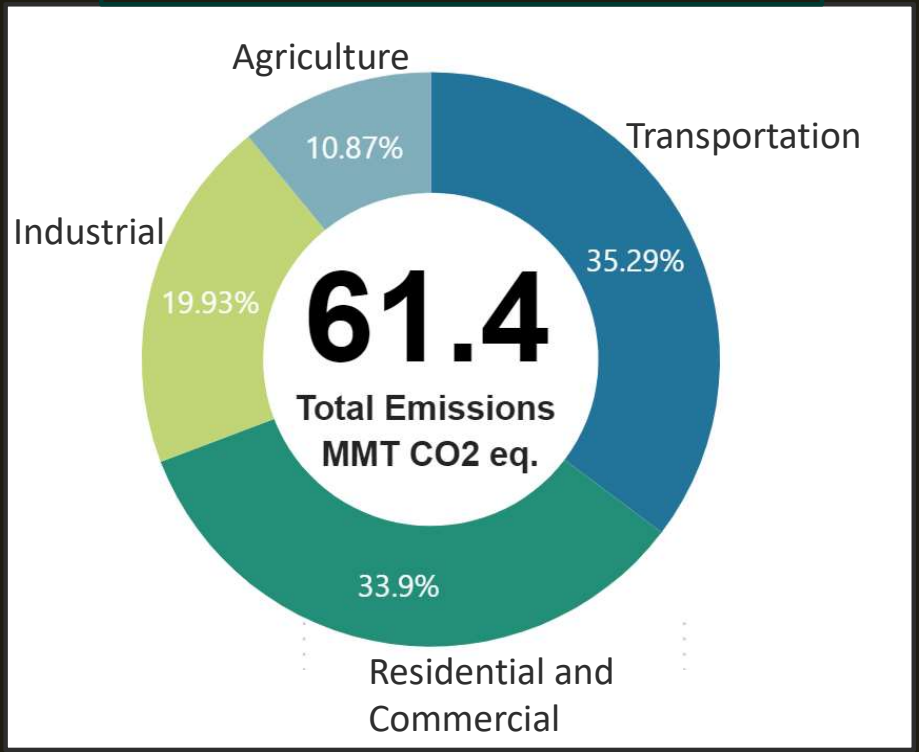
SD0 [@ALLAWAY David DEQ] let me know what graphics or how I can help with this slide. I assume you will recycle something from the presentation you are giving earlier in the day
SCHAFER Morgan * DEQ, 2023-11-29T17:48:38.886

SD0 0 [@ALLAWAY David DEQ] can you give me a script on how to explain this image as refresher for them? What are they seeing?
SCHAFER Morgan * DEQ, 2023-11-30T05:28:57.020

AD0 1 [@SCHAFER Morgan DEQ] Yes! I intended to script these slides yesterday but got called home early - will script them today! (And may yet change this image - its a placeholder)
ALLAWAY David * DEQ, 2023-11-30T15:05:55.989

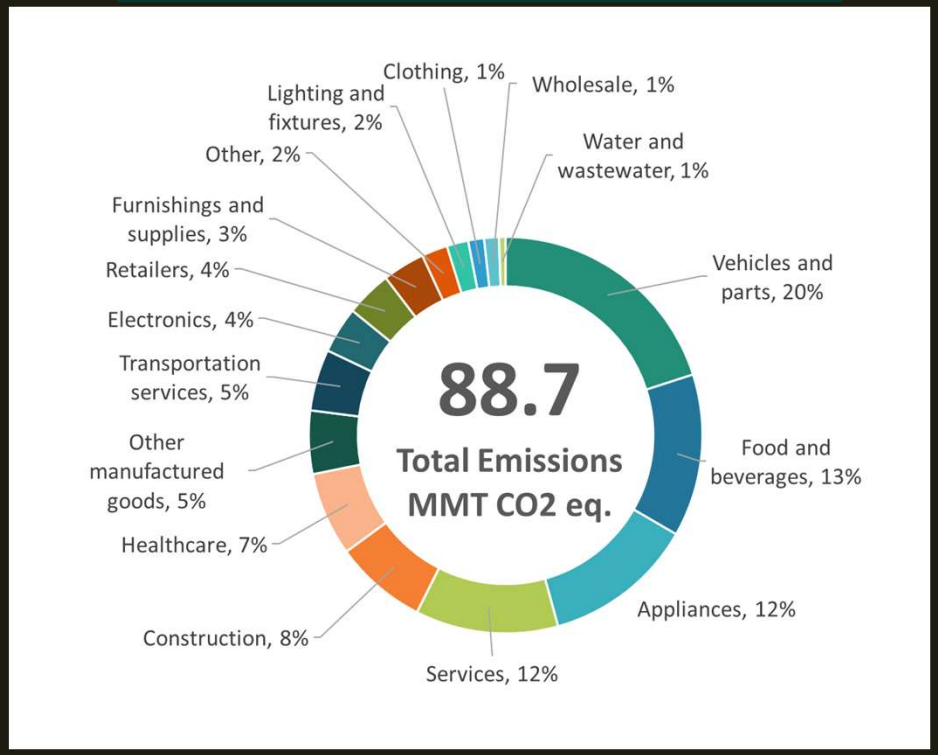
GHG Emission Inventory Comparisons

Sector Based Inventory (2021)



Includes Oregon and Domestic

Consumption Based Inventory (2015)



Includes Oregon, Domestic and Foreign emissions

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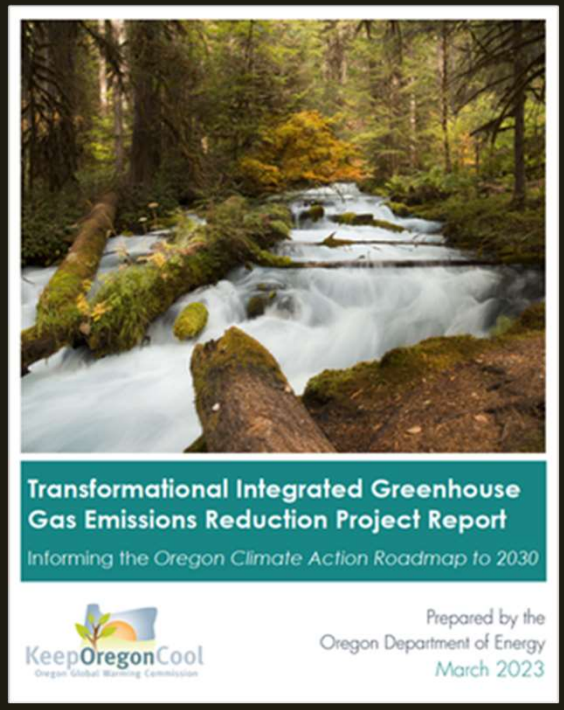
PCAP: Roadmap and TIGHGER-Informed



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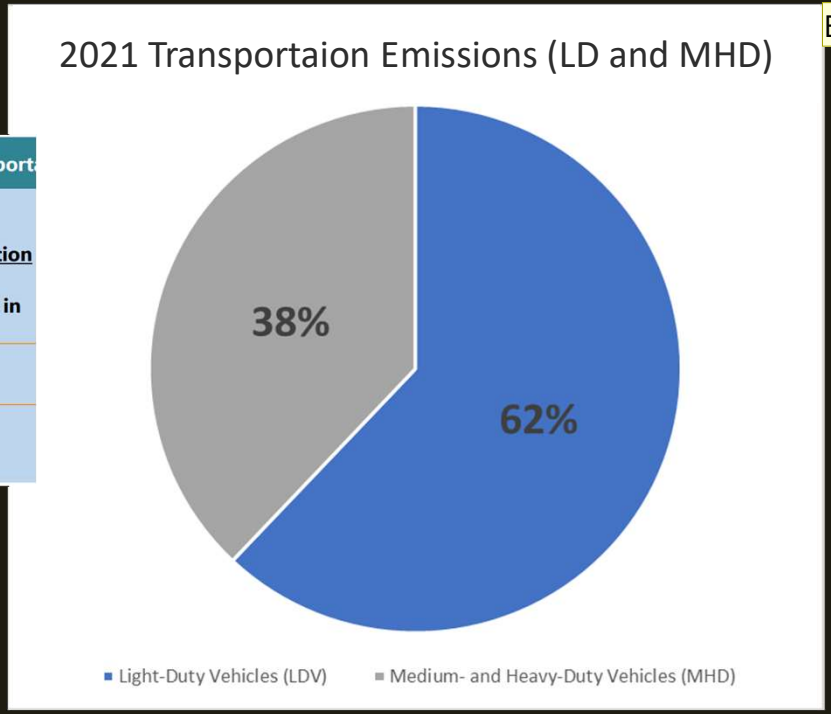
Proposed State Focus and Possible Actions

- Transportation
- Commercial and Residential Buildings
- Waste and Materials Management

PCAP: Transportation

- Transportation accounts for 35% of greenhouse gas emissions (GHG) in Oregon
- Possible Actions:
  - Zero emission vehicle inc… duty for low and moderate…
  - Zero emission vehicle incentives for medium and heavy duty
  - Support development of ZEV charging infrastructure

	2021 Emissions (MMTCO2e)	% of transportation GHG emissions in 2021
Light-Duty Vehicles (LDV)	12.1	56%
Medium- and Heavy-Duty Vehicles (MHD)	7.4	34%



Source: Estimated data from the 2023 Oregon Biennial ZEV Report

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Slide 13

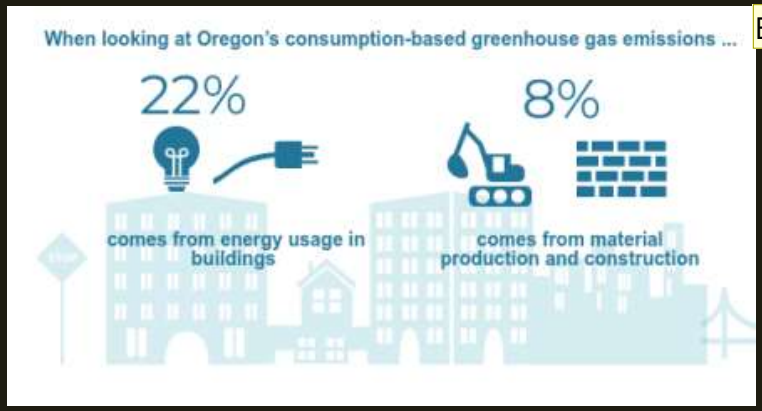
BO0 Recommend changing title of this graph as only accounts for LDV and MHD emissions - not all transportation emissions. Total transportation emissions are 21.7 MMT. So maybe: 2021 Transportation Emissions by Vehicle Type?

Also, the data was caveated in the BiZEV as a rough approximation so think it would be good to say something to that effect. I think in the Source line at the bottom you could just add the word "Estimated" at the start of the sentence.

And as a background FYI for internal folks involved with this: There is also a bit of sensitivity around this particular data as DEQ (GHG reporting) had helped ODOT with an estimate of this for what ODOT has on the transportation dashboard, but we weren't able to update/reconcile for the BiZEV given time constraints. So, there is some data difference on this between ODOT transportation dashboard and the BiZEV. But, on the list for the agencies to revisit/coordinate on moving forward!

BAKER Zachariah * ODOE, 2023-12-01T16:35:30.494

PCAP: Commercial and Residential Buildings



BO0

- Possible Actions
  - Incentives to improve the efficiency of existing and new buildings
  - Incentives to reduce embodied carbon in the built environment

Slide 14

BO0 I'm not familiar with this data/graphic - but assuming from DEQ team then I'm ok...
BAKER Zachariah * ODOE, 2023-12-01T16:50:41.208

PCAP: Additional Materials Management

- Food waste, plastic use, and methane from landfills have significant GHG levels.
- Possible actions
  - Expand Pacific Coast Food Waste Commitment industry partnership
  - Replacement of old refrigerators in low-income housing
  - Grants for food waste recovery infrastructure (anaerobic digestion, composting)
  - Grants for enhanced landfill gas controls
  - Grants for reduction of single use plastic (e.g., infrastructure for reusables)

. . .and emissions associated with producing wasted food are 6 – 7 times higher than disposal

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