

## WORKPLAN NARRATIVE

### 1. OVERALL PROJECT SUMMARY AND APPROACH

NDEP, in partnership with seven other public entity partners, is requesting a total of \$99,322,038 in grant funding to implement nineteen projects that take a multifaceted approach to the reduction of climate pollutants. These projects leverage synergies to transform three of the most critical focus areas identified in the Nevada Priority Climate Action Plan (PCAP); Transportation, Energy Systems, and Buildings. CPRG will provide essential funding to address financial, educational, and technical barriers to the adoption and implementation of technologies that are critical to reducing climate pollutant emissions and improving air quality in Nevada, particularly in Low income and Disadvantaged Communities (LIDACs). This approach achieves significant emissions reductions in the near-term through readily deployable, high-impact emissions reduction measures and supports long-term emissions reductions through permanent, passive emissions reduction projects, education, technical support, and revolving loans. For this multifaceted approach, NDEP will lead and administer funds to seven subrecipient partners covering a wide range of geographical areas and fields of expertise. Letters of Commitment have been signed by each partner and are provided as a separate attachment to this application. Of the nineteen identified projects, the NDEP will directly undertake two programs and provide subgrants to subrecipients to implement the GHG reduction efforts described in this workplan. Roles and responsibilities are described in Table 1.

*Table 1: Entity Roles and Responsibilities*

Entity	Roles and Responsibilities
Nevada Division of Environmental Protection (NDEP)	<ul style="list-style-type: none"> <li>● Administering NDEP’s projects as described in this application.</li> <li>● Issuing subawards to subrecipient partners in accordance with <a href="#">EPA’s Subaward Policy</a> and Nevada state policies.</li> <li>● Overseeing subrecipients, and/or contractors and vendors.</li> <li>● Tracking and reporting on project progress on expenditures and purchases.</li> <li>● Tracking, measuring, and reporting accomplishments on proposed timelines and milestones for NDEP’s funded programs.</li> <li>● Submitting semi-annual progress reports on grant implementation and planned activities to EPA, including the quantification of LIDAC benefits when appropriate.</li> <li>● Submitting detailed final report to EPA within 120 calendar days of the completion of the period of performance.</li> <li>● Community and stakeholder outreach and education for NDEP programs.</li> </ul>
Subrecipient Members	<ul style="list-style-type: none"> <li>● Each subrecipient is responsible for administering their own projects/programs.</li> <li>● Complying with subrecipient requirements under <a href="#">EPA’s Subaward Policy</a> and Nevada state policies.</li> <li>● Tracking, documenting, and reporting to NDEP on project progress and expenditures and purchases within the subrecipient’s jurisdiction, including LIDAC benefits when appropriate.</li> <li>● Tracking, measuring, and reporting to NDEP on accomplishments and proposed timelines and milestones within the subrecipient’s jurisdiction.</li> <li>● Community and stakeholder outreach and education within the subrecipient’s jurisdiction.</li> </ul>

#### a. Description of GHG Reduction Projects

A description of each proposed project is presented below, to include period of performance and requested funds, that aligns various measures detailed in Nevada’s PCAP. Projects are sorted by Focus Area; Transportation measures, Building Measures, and Energy Systems. Table 2 details tasks and milestones for implementation of each proposed, Table 3 details anticipated risks associated with measure implementation and mitigation strategies for each risk, and Table 4 details each project’s alignment with the corresponding PCAP measures. A compilation of all the exact funds requested can be found in Section 2, Table 6.

### TRANSPORTATION PROJECTS

#### i. Public Fleet ZEV Rebates

NDEP proposes to expedite and expand the adoption of zero-emission vehicles (ZEV) in public fleets such as governmental, school districts, or regional transportation commissions, through a ZEV replacement rebate program with corresponding rebates for ZEV support equipment (i.e., charging infrastructure) costs. Eligible entities will submit project proposals to NDEP competitively and rebates are anticipated to provide a funding gap coverage to the participant based on a variety of factors prioritizing emissions reductions, LIDAC benefits, leveraging of other funds, transformative impacts, project size, and overall program goals. All ZEV replacements will be assumed to be receiving applicable tax credits and incentives, including from the Medium- and Heavy-duty Vehicle (MHDV) program described in project ii, any awarded rebates will go towards the remaining cost of the vehicle such that the

total of all rebates, incentives, and tax credits can't exceed 100% of the project cost. NDEP may waive this assumption only where it can be adequately demonstrated that the incentive and/or credit was unavailable or denied. Up to \$500,000 of the program funds would be used to transition NDEP and DCNR fleet vehicles to ZEVs with corresponding infrastructure. At least 50% of the incentives will be awarded to local government fleets that are based in, serve, and/or operate in LIDACs. NDEP will coordinate with NCEF to help address financial and technical barriers to rapid adoption of ZEVs through the programs described in project iii and project iv. The period of performance is October 2024 – October 2029 and total funding request is approximately \$25.4 million. CPRG would fully fund these programs and support administrative costs.

**ii. Medium- and Heavy-Duty (MHD) ZEV Incentives**

NDEP proposes to expedite and expand the adoption of MHD ZEVs through existing state programs. This will be achieved through supplementally funding an existing state MHD ZEV replacement incentive program called Clean Trucks and Buses Incentive Program (CTBIP). CTBIP was established by statute during Nevada Legislature in 2023, with the flexibility to adjust program requirements by regulation to comply with federal grant requirements. This program provides Federal Highway Administration (FHWA) Carbon Reduction Program (CRP) funds to provide base incentives of \$20,000 to \$175,000, according to vehicle weight class, to support the replacement of MHDVs with ZEV equivalents. Incentives are available to both public and private entities. Larger incentives are made available for disadvantaged small business owners, disadvantaged businesses owned by a tribe or tribal member, tribal governments, schools in LIDACs, RTCs, and independent truck owners. CPRG funds will supplement CRP allowing for more vehicles to be replaced with ZEVs, will extend program funding beyond 2026 and continue through 2029 achieving more reductions and greater ZEV adoption than could be achieved otherwise. This project ensures emissions reductions through verification that each vehicle is in active service, is being retired early or at least has remaining useful life, and guaranteeing the replaced vehicle is destroyed. The period of performance is October 2024 – October 2029 and the total funding request for incentives is \$12 million. CPRG funds will supplement CRP funds and support administrative costs through 2029.

**iii. ZEV Revolving Loan Fund**

NCEF will implement a \$5 million revolving loan fund that supports ZEV adoption across Nevada for public, governmental, and commercial fleets. The loans for ZEVs and associated infrastructure will primarily be structured as bridge loans to enable fleet owners to access the Section 45W and 30C federal tax credits (26 US Code). In particular, the ZEV Revolving Loan Fund will prioritize public and nonprofit fleet owners who would not otherwise be able to access the Section 45W and 30C federal tax credits due to lack of access to capital. As part of the program, NCEF will continue to conduct outreach to fleet owners and provide technical assistance for accessing federal tax credits, including elective payment for governmental, nonprofit, and Tribal entities. The ZEV Revolving Loan Fund will prioritize funds that benefit LIDACs. The following project iv complements this project by providing additional technical assistance necessary for public entities to access ZEV opportunities. The total requested CPRG funds for this measure is approximately \$8.2 million, including program administration and indirect costs. The period of performance is October 2024 – October 2029.

**iv. ZEV Education and Workforce Development for Public Entities**

NCEF will implement a ZEV education and workforce development for public entities program that provides outreach, education, and workforce development resources related to ZEV and associated infrastructure. This will include NCEF-led outreach and convening of key stakeholders to disseminate information and resources about ZEVs, as well as stipends for professional ZEV-related training and certifications and visits to other public entities with existing ZEVs. The requested CPRG funds for this program is \$677,912. The period of performance is October 2024 – October 2029.

**v. Greater Nevada Clean Cities and Communities Coalition (Clean Cities Coalition)**

The Nevada BEP at UNR seeks to establish and administer a US Department of Energy (DOE) designated Clean Cities Coalition for Greater Nevada. This coalition will serve all of Nevada with a focus on Reno-Tahoe-Carson and rural Nevada except for Clark County which is pursuing its own complementary Southern Nevada Clean Cities Coalition. Coalitions designated by the U.S. DOE implement alternative fuel and clean transportation projects in communities across the country. Coalitions are composed of vehicle fleets, businesses, fuel providers, state and local government agencies, and community organizations. These stakeholders share information and resources, inform public policy, educate the public, and collaborate on transportation projects to reduce petroleum fuel consumption and associated GHG emissions and other harmful air pollutants. The Coalition will provide significant support linking public and private fleet managers with each other and with policymakers, so effective technical assistance can be provided, and effective financial incentive programs can be designed to achieve goals to incorporate 1,000 EVs into public fleets and transition 800 heavy-duty vehicles to electric by 2030. Efforts to establish a coalition are already underway and are recognized and supported by US DOE. Apprentice status can be achieved in late 2024/early 2025 and full designation by late 2025. Coalition metrics include measuring vehicle conversions and calculating fuel reductions and related climate pollution emission reductions achieved by

converting vehicles to clean fuels. The requested CPRG funds for this development are \$500,000. The period of performance is October 2024 – October 2029.

**vi. Downtown Reno Micro-mobility Project**

The RTC of Washoe County has identified increasing active travel as a viable traffic management and GHG reduction strategy for the Reno/Sparks area in the Regional Transportation Plan. Alongside other active GHG reducing programs like transit fleet electrification and congestion management using Intelligent Transportation Systems, RTC Washoe seeks to expand the number of trips made by micro-modes including, walking, bicycles, e-bikes, and e-scooters. Following a successful pilot project in 2022, RTC Washoe and the City of Reno identified five streets that would benefit from infrastructure improvements to support the safety and comfort of those walking and using micro-modes in Reno’s core. One of those corridor projects, 6th Street was granted a Safe Streets for All grant from the Federal Highway Administration in 2023. The other four corridors are included in the Downtown Reno Micro-mobility Project: Virginia Street, Vine Street, Lake Street/Evans Avenue, and 5th Street. The complete downtown network will expand approximately 5.5 miles. The project will connect key areas including the University of Nevada, the Entertainment Casino District, the Financial District, the small business hub of Midtown Reno, and the surrounding residential communities, many of which are identified as LIDACs. Proposed improvements include protected bike lanes and intersections, which physically separate bicycles and vehicles to reduce conflicts and increase user comfort, especially for novice riders and children. The project will also implement pedestrian curb extensions to improve conditions for walking as well as signage and wayfinding to increase use. The construction of a cohesive network will establish biking, e-biking, and e-scooter as viable alternatives to automobile travel and associated emissions. \$5,000,000 is requested to support a portion of the \$20,000,000 construction costs of this transformative network. The period of performance is Fall 2025 through January 2027.

**vii. Free fares for youth**

The RTC will implement a free fare program for passengers under the age of 18 that will increase transit ridership and reduce vehicle miles of travel in the transit service area of Washoe County. This measure will be implemented through a change in fare structure controlled by the RTC and will be marketed to passengers by RTC and Washoe County Schools. Passengers will be able to show a current school or state issued ID to confirm their qualifications. No special requirement for a new youth pass will be necessary. \$2,020,540 is requested for 5 years of program implementation; \$380,578 for year 1 and incremental increases for years 2-5. The period of performance is October 2024 to October 2029.

**viii. Dickerson Road Micro-mobility Project (DRMMP)**

The City of Reno will implement a micro-mobility infrastructure project that will create connectivity in an area where current bike lanes are not connected. This project is vital to the vision for micro-modal connectivity throughout the City of Reno. The proposed Dickerson Road bike lanes and Trail will provide a key point of connectivity between the Truckee River Path and Northwest Reno. This will connect a recreation area with Idlewild Park, the Truckee River Path, 114-mile Truckee Pyramid Trail (TPT) with the residential neighborhoods of Northwest Reno and the University. Although the project itself is only about a 2-mile stretch of road, the impact is significant. The requested CPRG funds are a total of \$3.5 million. The period of performance is October 2024 – October 2027.

**ENERGY SYSTEM PROJECTS**

**ix. Solar Parking Garage with EV Charging**

The GOE proposes to implement a municipal parking garage with solar and EV charging project that will provide the Southern Nevada State Government complex with carbon neutral energy and the ability to charge vehicles in Las Vegas, Nevada. This project will utilize 21,060 square feet of space to install solar covered parking for 130 parking spaces and 15 EV charging stations. The total of requested CPRG funds are approximately \$5.4 million. The period of performance is October 2024 – October 2029.

**x. Install 1.2 MW Solar PV Capacity**

UNR will install a 1.2 MW photovoltaic solar array on the West Stadium Parking Complex located within UNR’s main campus. The site was selected due to its size and unshaded solar potential. As UNR continues to grow and change, we can say for certain this parking structure will remain in place for decades without the risk of losing production due to roof replacements or the redevelopment of land. Shading the structure and allowing for air circulation around the panels will improve panel efficiency (heat gain coefficient), allow for bi-facial module production, and potentially reduce heat island effect. The totals funds requested from CPRG are approximately \$3.8M. The period of performance is October 2024 – October 2029.

**xi. Pair retrofits with onsite renewable energy**

Washoe County proposes to complete three solar projects in Reno, NV to support their two building projects below. First, Washoe County will build a 91 kW photovoltaic system at the all-new, electric Tuberculosis Clinic, from project xiii below. Second, Washoe's County's Senior Services Center remodel (one of the building retrofits included in project xii) will replace an aging photovoltaic system with a newer, more efficient array. Lastly, Washoe will construct a PV-covered parking awning in an adjacent motor pool lot for that Senior Center's use. The total funds requested to complete these solar projects are \$2.5M and the period of performance is October 2024 – October 2029.

**BUILDINGS PROJECTS**

**xii. Municipal Buildings Energy Retrofits**

Washoe County will implement weatherization and energy efficiency improvements to reduce emissions at 12 different County facilities. These projects were chosen because they offer the greatest opportunity to reduce emissions within the grant period. Many of these investments will target scope 1 emissions (boilers, better-insulated roofs and windows, etc.) to maximize reductions. 85% of our investments will take place directly in EPA/IRA-identified disadvantaged communities. To expedite completion and emissions reductions, 68% of these projects have already been approved by the County's Capital Improvements Project (CIP) process. The County is bringing additional \$30 million to this CPRG request with pre-approved base funding. CPRG support of \$11.8M will allow us to upgrade our projects above standard business-as-usual implementation to achieve additional emissions reductions. To meet the additional demands of this program we request 1 FTE Project Coordinator for 5 years, who will focus on the implementation of all projects. The period of performance is October 2024 – October 2029.

**xiii. High-Efficiency, all-new Electric Buildings**

Washoe County has received \$7.4 million to build a new Tuberculosis Clinic in Reno. We request an additional \$900,000 to make the building a high efficiency electric building. This building will showcase what emissions-reductions are possible with energy-efficient best practices in design and construction. This project is in a LIDAC and serves vulnerable populations. The period of performance is October 2024 – October 2029.

**xiv. Clean Energy Revolving Loan Fund for Affordable Housing and School Buildings**

NCEF proposes to implement a \$5 million Clean Energy Revolving Loan Fund that supports clean energy and energy efficiency adoption in affordable multifamily housing and schools across Nevada. The program will include bridge loans to enable building owners to access the 26 US Code Sections 48 and 30C federal tax credits in addition to forthcoming federal clean energy rebates, as necessary. The program will also provide affordable, long-term gap financing for building energy efficiency and clean energy measures. As part of the program, NCEF will continue to conduct outreach to building owners and school districts and provide technical assistance for accessing federal tax credits, including elective payment for governmental, nonprofit, and Tribal entities, as well as tax credit bonuses for eligible projects. The Building Clean Energy Revolving Loan Fund will prioritize funds for LIDACs. This includes Title I schools and multifamily housing that receive Low-Income Housing Tax Credit (LIHTC) or Home Means Nevada grants (using American Rescue Plan Act funds). The total requested CPRG funds for this measure is approximately \$6.3 million, including program administration and indirect costs. The period of performance is October 2024 – October 2029.

**xv. Home Energy Audit Program**

NCEF proposes to implement a home energy audit program that provides free energy audits to LIDAC households across Nevada if the household subsequently acts on one or more of the audit's recommended measures. This program is designed to help households achieve deep energy cost savings and GHG reductions from whole-home energy retrofits. The requested CPRG funds for this program is \$623,076. The period of performance is October 2024 – October 2029.

**xvi. Pre-weatherization**

GOE proposes to implement a residential pre-weatherization program that will act as a sister program for existing and soon to be implemented energy efficiency programs to reduce denial rate due to unqualified home repairs needed for weatherization and updated energy efficient equipment in the State of Nevada. This program will take projects that would otherwise qualify under existing and soon to be implemented energy efficiency programs that have been deferred due to issues such as mold and moisture, leaky roof, plumbing, rotted flooring, electrical, and others that keep the energy efficiency upgrades from occurring and fix those issues, enabling GHG reductions after upgrading that could not occur otherwise. Applications and initial reviewed documents from the Home Energy Retrofit Opportunities for Seniors (HEROS), Home Efficiency Rebate (HOME), and Home Electrification and Appliance Rebate (HEAR) programs will be received and reviewed, qualified candidates will be approved, and qualified contractors will be dispatched to perform approved repairs at which time the initial energy efficiency upgrade will be performed, and data collected for reporting to NDEP. Total CPRG request of funds is \$6M. The period of performance is October 2024 – October 2029.

**xvii. LED Lighting Retrofit at Lawlor Events Center**

UNR will complete a large LED retrofit project at Lawlor Events Center (Reno) to pair energy reduction measures with nearby solar production. This will include demo of 104 existing 100W shuttered Metal Halide event fixtures and mounts and replace with 68 LED 600W for arena lighting, install dimming and lighting timing capabilities for reduced hours of usage, replace approximately 2,015 florescent tube lights with LED equivalency, and replace approximately 92 halogen bulbs with LED. The total funds requested from CPRG are \$635,492. The period of performance is October 2024 – October 2026.

**xviii. Strategic Energy Management (SEM)**

UNR will enroll in NV Energy’s SEM program to aid in tracking and verifying energy reduction measures to help meet a goal of 5% energy reduction in 4 of the 5 grant performance years. This program funded through NV Energy and administered by CLEAResult sets a 5% yearly energy reduction goal for universities enrolled and has an average 7% reduction. Program enrollment is free. SEM offers no-cost services using a holistic, whole-facility approach, taking in building features and providing real solutions. SEM focuses on no- and low-cost energy-saving opportunities, including behavioral changes, retro-commissioning, operations and maintenance, and improve building performance with routine maintenance like cleaning filters, changing coils, roof inspections and sealing air leaks. This project will develop a new team of UNR classified staff and administrative faculty to reduce emissions by 5% year over year from Jan 2026 – Dec 2029. UNR will hire a full-time Energy Manager/ Retro-Commissioner to support energy reduction measures, track reductions, and determine high ROI reduction measure priorities. This staff position will also support long-term solar maintenance and monitoring. Hire 2 support staff techs – one in HVAC and one in Building Automation Systems, both with union options. Hire 1 Outreach Coordinator to assist with demand-side energy reductions and educate faculty, staff, and student residents on sustainability and emissions reduction best practices. This role will also serve to coordinate community engagement through project planning, implementation, and reporting. The total requested funds from CPRG are approximately \$2.8 million.

**xix. Reno Sports Complex LED retrofit (RSC)**

The City of Reno will implement an LED lighting retrofit at a large, multi-acre sports complex that will reduce energy use and light pollution in Reno, NV. The RSC is one of the last large city-owned complexes in need of a lighting retrofit. It serves several events through the spring, summer, and fall months. The project will include 136 luminaries and replace 178 1500-watt metal halides. Total requested funds are \$1 million and the period of performance is October 2024 – October 2029.

Table 2: Tasks, Milestones, Timelines

Task (project #.task #)	Dates	Assumptions
Interlocal agreements between NDEP and all subrecipients defining roles and funds	10/2024-12/2024	Work can begin once the award is made, but before funds are received. Timing dependent on award date and hearing dates for NV Board of Examiners.
Subrecipients send reporting data to NDEP to be incorporated into EPA reporting	1/2025-12/2029	Reports submitted semiannually in accordance with EPA timeline. Subrecipients report to NDEP at least two weeks before report’s due date.
<b>i. Public Fleet ZEV Rebates</b>		
i.1 Preparation of program and promotional materials	10/2024 – 12/2024	Program guide, application, and other materials as needed.
i.2 Program outreach & promotion	01/2025	Ongoing, email list, website, social media, press releases, etc.
i.3 Solicit applications for projects	03/2025 – 05/2025	Allow time of applicants to collect necessary information and submit.
i.4 Review applications, select projects, and finalize project agreements	06/2025 – 08/2025	One month to evaluate and select successful applications, and two months to enter into agreements with project partners.
i.5 Provide project oversight and disburse rebates, repeat tasks i.3 and i.4 if funds remain	08/2025 – 12/2029	Negotiated project duration with project sponsors to procure ZEV/s, scrap replacements, and collect applicable evidence. Funds disbursed after completion. Application cycles will repeat until funds are expended.
i.6 Community engagement during and following project implementation	10/2025 – 10/2029	Engagements will consist of updates on current and completed projects, locations, and other applicable statistics.
<b>ii. Medium- and Heavy-Duty (MHD) ZEV Incentives</b>		
ii.1 Adoption of regulations, program guide, application, and promotional info	03/2024 – 10/2024	Adoption of regulations to program regulations in September and is filed in October. All other materials for the program are completed by this time.
ii.2 Outreach to communities and solicit vendors	04/2024 – 08/2024	Outreach, solicitation, and public comments will occur throughout Task 1. This will allow the program to begin as soon as it is approved.
ii.3 Provide project oversight to vendors and disburse funds.	10/2024 – 12/2029	Applications are reviewed on a rolling basis approximately quarterly for voucher approvals until all funds are spent. Vouchers are given to vendors for sales, then reimbursements occur after proof of sale.

<b>ii.4</b> Ongoing community engagement	10/2024 – 12/2029	Updates on current and completed projects, locations, and other applicable statistics. Will also provide updates on new or current vendors.
<b>iii. ZEV Revolving Loan Fund</b>		
<b>iii.1</b> Complete design of program, including eligibility requirements, loan terms, etc.	01/2025	
<b>iii.2</b> Launch ZEV Revolving Loan Fund	02/2025	NCEF hires one program staff dedicated to the ZEV Revolving Loan Fund & education/workforce development
<b>iii.3</b> Commit first \$5 million in loans	02/2026	Fleet owner demand materializes into program subscriptions
<b>iii.4</b> Reinvest \$5 million back into ZEVs	03/2027	Borrowers make repayments
<b>iii.5</b> Reinvest \$5 million back into ZEVs	04/2028	Borrowers make repayments
<b>iii.6</b> Reinvest \$5 million back into ZEVs	05/2029	Borrowers make repayments
<b>iv. ZEV Education and Workforce Development for Public Entities</b>		
<b>iv.1</b> Complete design of and launch stipend program	02/2025	
<b>iv.2</b> Develop ZEV resource guide for public agencies	05/2025	
<b>iv.3</b> Host 7 capacity building workshops for fleet owners	2025 - 2029	NCEF hires one program staff dedicated to ZEV Revolving Loan Fund implementation & education/workforce development.
<b>v. Greater Nevada Clean Cities and Communities Coalition (Clean Cities Coalition)</b>		
<b>v.1</b> Achieve Designation as an office Clean Cities Coalition by US DOE	December 2025	Stakeholders will be assembled and designation steps will be completed.
<b>v.2</b> Ongoing support for administration of Clean Cities Coalition	Annual	Coalition will provide a necessary ongoing link and share info between EV incentive programs and fleet managers in the public and private sector
<b>v.3</b> Track	Annual	The coalition will engage with stakeholders to track EV purchases and use US EPA and US DOE calculators to measure fuel and emission reductions
<b>vi. Downtown Reno Micro-mobility Project</b>		
<b>vi.1</b> 30% Design	03/2024 – 08/2024	Survey is completed without delay.
<b>vi.2</b> Stakeholder Working Group	04, 05, 06, 11/2024	4 meetings to facilitate decision making, coordination, and consensus.
<b>vi.3</b> Public Info. Meetings & Pop-up Events	08/2024, 04/2025	Information materials completed without delay
<b>vi.4</b> 60% Design	08/2024 – 02/2025	Scale of utility and environmental impacts are confirmed as expected.
<b>vi.5</b> Environmental Clearance	05/2025	NEPA Categorical Exclusion is anticipated; the project will utilize addition Federal Funding which requires NEPA clearance.
<b>vi.6</b> 90% Design	03/2025 – 08/2025	Completed without delay
<b>vi.7</b> Final Design	09/2025- 11/2025	Completed without delay
<b>vi.8</b> Bidding	Winter 2025	Right of way acquisition is certified. Confirmed obligation of funding.
<b>vi.9</b> Begin Construction	Spring 2026	
<b>vi.10</b> Completion	01/2027	Schedules assumes additional time for material procurement
<b>vii. Free fares for youth</b>		
<b>vii.11</b> Start free fares for youth	01/2025	
<b>viii. Dickerson Road Micro-mobility Project (DRMMP)</b>		
<b>viii.1</b> Preliminary design excluding bridge	Complete 2024	Completed under other funding
<b>viii.2</b> Permitting	07/2025 – 06/2027	18-24 month USACE permitting timeline
<b>viii.3</b> Construction	07/2027- 06/2028	
<b>ix. Solar Parking Garage with EV Charging</b>		
<b>ix.1</b> Receive funds into budget and procure contractor	04/2025	GOE will obtain pre-approval, contingent upon award, for budget augmentation and issue requests for proposals for qualified contractors
<b>ix.2</b> Design	04/2026	Department of Administration, State Public Works Division will work with contractor to design the project.
<b>ix.3</b> Construction	08/2026	Contractor will complete construction of project.
<b>ix.4</b> Program Evaluation	12/2029	GOE will collect data on solar energy creation and use, and EV charger usage to monitor and for submittal to the NDEP.

<b>x. Install 1.2 MW Solar PV Capacity at UNR West Stadium Parking Complex</b>		
<b>x.1</b> Scope Development	12/2024	Scope development can be completed prior to grant funding period, but after award announcement.
<b>x.2</b> Design	01/2025 - 09/2025	Includes planning, a&e onboarding, design review, request for qualifications, construction bidding, and construction contracting.
<b>x.3</b> Agency Review	10/2025 – 1/2026	Solar permitting, net metering requirements and other review requirements, plus holidays within this time period, assuming 16-week time period.
<b>x.4</b> Solicitation	1/2026 - 2/2026	Public solicitation can take several days to over 1 month. Given limited contractors in area, assuming 5 weeks.
<b>x.5</b> Contract Processing	2/2026 - 10/2026	purchasing paperwork, legal review, signatory requirements
<b>x.6</b> Construction	5/2026 - 10/2026	Time for procurement, structural, and UNR commencement in May
<b>x.7</b> Close out	10/2026 – 11/2026	final paperwork, payment, testing, staff training
<b>x.8</b> Review and Reporting	10/2026 – 10/2029	
<b>xi. Pair retrofits with onsite renewable energy</b>		
<b>xi.1</b> Develop RFPs and secure solar contractors	01/2026-04/2026	Schedule dependent on appropriate timing for site remodels and construction. One contractor to do all 3 PV projects at once.
<b>xi.2</b> Complete work on PV system installs	07/2026-10/2026	Schedule dependent on status and completion of remodels and construction
<b>xii. Municipal Buildings Energy Retrofits</b>		
<b>xii.1</b> Finalize plans/budgets for year 1 projects; hire Project Coordinator 1 FTE	10/2024-04/2025	Budget period October-January each year; Engineering and design contracts awarded within 3 months of grant award; 120 days to hire staff
<b>xii.2</b> RFPs for all year 1 contracts; finalize plans and budgets for year 2 projects;	01/2025-04/2025	30 days to develop RFPs; 30 days to receive and review bids; 30 days to award contracts.
<b>xii.3</b> Begin work on all year 1 projects; develop RFPs for all year 2 projects.	04/2025-06/2025	All year 1 projects complete within 6 months; RFP process repeats for year 2 projects
<b>xii.4</b> Work completed for all year 2 projects;	07/2025-12/2025	All year 2 projects complete within 6 months
<b>xii.5</b> Finalize plans budgets and develop RFPs for all year 3 contracts.	01/2026-06/2026	Standard budget, planning, and contracting process for all year 3 projects.
<b>xii.6</b> Work completed for all year 3 projects;	07/2026-12/2026	All year 3 projects complete within 6 months
<b>xii.7</b> Develop public engagement and outreach strategies for all projects	10/2024-12/2027	Build outreach and communications into our communications calendar; all projects and milestones shared in media and at public meetings.
<b>xiii. High-Efficiency, all-new Electric Buildings</b>		
<b>xiii.1</b> Develop RFPs for design and construction of TB clinic	10/2024-02/2025	LEED Platinum or equivalent design; longer timeline for initial design. 30 days for RFPs; 60 days to receive/review bids; 30 days to award contracts
<b>xiii.2</b> TB Clinic construction completed	07/2025-12/2026	Anticipated open date for services: spring 2027
<b>xiv. Clean Energy Revolving Loan Fund for Affordable Housing and School Buildings</b>		
<b>xiv.1</b> Complete design of program, including eligibility requirements, loan terms, etc.	01/2025	
<b>xiv.2</b> Launch Building Clean Energy Revolving Loan Fund	02/2025	NCEF hires one program staff dedicated to Building Clean Energy Revolving Loan Fund implementation.
<b>xiv.3</b> Commit first \$5 million in loans	01/2027	Building owner demand materializes into program participation.
<b>xiv.4</b> Reinvest \$5 million back into Energy Efficient Buildings	11/2028	Borrowers make repayments.
<b>xv. Home Energy Audit Program</b>		
<b>xv.1</b> Complete design of program	01/2025	
<b>xv.2</b> Recruit and vet initial cohort of licensed energy auditors	04/2025	
<b>xv.3</b> Launch program	05/2025	
<b>xvi. Pre-weatherization</b>		

<b>xvi.1</b> Receive funds into budget and subgrant out to appropriate entities	12/2024	GOE will utilize Nevada’s preliminary work program process to obtain pre-approval, contingent upon award, for budget augmentation and subgrant funds to the appropriate entities involved in the program
<b>xvi.2</b> Program design and stakeholder engagement	03/2025	GOE will work with subgrantee administrators and stakeholders to develop the specific mechanisms of application, approval, execution and payment.
<b>xvi.3</b> Program kickoff and Community education	04/2025	As support program reliant on other program’s needs, community education will be in conjunction with those other programs.
<b>xvi.4</b> Program Evaluation	05/2025	GOE will work with all entities involved in this program, the HEROES, HOMES, and HEAR programs to collect metrics for submittal to the NDEP
<b>xvii. LED Lighting Retrofit at Lawlor Events Center</b>		
<b>xvii.1</b> Planning/ Scope Development	10/2024	See ix.1
<b>xvii.2</b> Design	01/2025 - 08/2025	See ix.2
<b>xvii.3</b> Agency Review	09/2025 - 11/2025	Period when construction drawings are under review by external parties and construction permit issued. 6-18 weeks
<b>xvii.4</b> Solicitation	11/2025 - 01/2026	Public solicitation can take several days to over 1 month. Given limited contractors in area and holidays, assuming 7 weeks.
<b>xvii.5</b> Contract Processing	01/2026 – 02/2026	purchasing paperwork, legal review, signatory requirements. 6 weeks.
<b>xvii.6</b> Construction	02/2026 - 09/2026	Due to complexity of project with electrical lighting, ceiling height of arena, event scheduling, and 8 weeks for fixture delivery, expecting 7 months.
<b>xvii.7</b> Close out	09/2026 – 10/2026	See ix.7
<b>xvii.8</b> Review and Reporting	09/2026 – 10/2029	
<b>xviii. Strategic Energy Management (SEM)</b>		
<b>xviii.1</b> Recruit, hire, and train new staff	12/2024 – 09/2025	Can complete some work prior to grant period, but after funding awarded Assuming positions are varied, and some will take longer than others.
<b>xviii.2</b> SEM program planning and design	10/2025 – 12/2025	
<b>xviii.3</b> Energy reduction period	01/2026 – 10/2029	
<b>xix. Reno Sports Complex LED retrofit (RSC)</b>		
<b>xix.1</b> Complete Scope of Work	06/2024 – 09/2024	Can do without funding
<b>xix.2</b> Post RFP	09/2024 – 12/2024	Once funded
<b>xix.3</b> Review RFPs	09/2024 – 12/2024	Selection requires City Council approval
<b>xix.4</b> Installation	04/2025	

Table 3: Risks and Mitigation Strategies

Risk (project #.risk #)	Effect on GHG emission reductions	Mitigation Strategy
<b>i. Public Fleet ZEV Rebates</b>		
<b>i.1</b> Delays in individual project completion due to ZEV manufacture delays.	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	Anticipate longer project periods for ZEV procurement based on lessons learned from other grant-based ZEV projects. For subsequent application solicitations consider known delays in project funding and prioritize replacement of lower-delay vehicles.
<b>i.2</b> Program undersubscribed in certain areas	Emission reductions may not occur over the same geographic scope as anticipated	Tracking of applicant locations and targeted outreach to underserved areas.
<b>i.3</b> Funding timing challenges	Delayed or not realized emissions reductions.	Partnering with NCEF to provide gap loans to address funding challenges due to timing.
<b>ii. Medium- and Heavy-Duty (MHD) ZEV Incentives</b>		
<b>ii.1</b> Difficulty anticipating the type of vehicles purchased	Cumulative GHG emission reductions in the near-term (2025 – 2030) can vary based on size of replacements	Coordinate with public and private entities to ensure registered vendors cover a broad range of MHD vehicles and emission reduction profiles.
<b>ii.2</b> Program undersubscribed in certain areas	GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated	Tracking of applicant locations and targeted outreach to areas where the program is not receiving applications
<b>iii. ZEV Revolving Loan Fund</b>		
<b>iii.1</b> Program undersubscribed in certain areas	GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated.	NCEF tracks applicant locations and proactively targets outreach to undersubscribed areas.



<b>iii.2</b> Program is oversubscribed	Additional potential GHG emission reduction opportunities may not be realized.	NCEF raises other funds (e.g., private capital), using existing bridge loans under the program as a proof of concept.
<b>iii.3</b> ZEV supply chain delays ZEV fleet conversations	GHG emission reductions and criteria co-benefits could occur later than anticipated.	NCEF proactively monitors supply chains and targets programs to ZEVs with minimal supply chain constraints.
<b>iii.4</b> Tax credits or vouchers do not materialize	Negative economic effects to the ZEV fleet owner could cause the fleet owner to pursue less ZEVs in the future, resulting in lower overall GHG emission reductions.	NCEF provides technical assistance to fleet owners on accessing tax credits and vouchers and conducts due diligence to ensure eligibility requirements are met.
<b>iv. ZEV Education and Workforce Development for Public Entities</b>		
<b>iv.1</b> Program undersubscribed in certain areas	GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated	NCEF tracks participant locations and proactively targets outreach to undersubscribed areas
<b>iv.2</b> Poor performance of existing ZEV efforts deters participation	GHG emission reductions and criteria co-benefits may be reduced due to lower ZEV fleet replacements.	NCEF works with public agencies who have undergone ZEV fleet replacements to understand challenges and potential solutions and share best practices and successes with other public agencies.
<b>v. Greater Nevada Clean Cities and Communities Coalition (Clean Cities Coalition)</b>		
<b>v.1</b> Delays in US DOE coalition designation process are possible	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	US DOE coalition designation unlocks additional funds but delays in designation will not deter coalition building nor have a negative impact on GHG emission reduction strategies related to fleets.
<b>vi. Downtown Reno Micro-mobility Project</b>		
<b>vi.1</b> Environmental Clearance	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	Continue proactive public outreach and education utilized in planning stages of the project. Work with local FHWA office to confirm NEPA Categorical Exclusion and satisfactorily complete checklist. Minimize impacts by utilizing existing right-of-way.
<b>vi.2</b> Utility conflicts require utility relocations	GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated due to limited/proposed construction budget	Utility locations will be mapped in early design stages to identify conflicts and minimize need for relocation in design.
<b>vi.3</b> Lack of public understanding of new infrastructure	Travelers may continue to choose transportation modes with higher GHG emissions	Public outreach strategy includes education and encouragement initiatives via schools, news programs, and social media outlets. Consistent signage and wayfinding will be implemented to increase recognition of the micro-mobility network.
<b>vii. Free fares for youth</b>		
<b>vii.</b> No significant risks	n/a	n/a
<b>viii. Dickerson Road Micro-mobility Project (DRMMP)</b>		
<b>viii.1</b> Delays in program administrator procurement process	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	Develop request for proposals documentation between announcements of awardees and receipt of assistance agreement to build in more time
<b>viii.2</b> Program undersubscribed in certain areas	GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated	Tracking of applicant locations and targeted outreach to areas where the program is not receiving applications. Targeted outreach in undersubscribed areas
<b>viii.3</b> Delays in construction materials procurement	Delay can increase costs	Set maximum project costs parameters and use experienced contractors
<b>ix. Solar Parking Garage with EV Charging</b>		
<b>ix.1</b> Delays in program administrator procurement process	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	Develop request for proposals documentation between announcements of awardees and receipt of assistance agreement to build in more time
<b>x. Install 1.2 MW Solar PV Capacity at UNR West Stadium Parking Complex</b>		
<b>x.1</b> Delays in program administrator procurement process	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	Develop request for proposals documentation between announcements of awardees and receipt of assistance agreement to build in more time

<b>x.2</b> Unexpected siting constraints	Delays & poor siting may reduce cumulative GHG emission reductions in the near and long-term (2025 – 2050)	High level of confidence and verifying early on. Additionally, several sites have been identified as secondary options.
<b>x.3</b> Solar generation lower than expected	System malfunctions may reduce cumulative GHG emission reductions in the near and long-term (2025 – 2050)	Include monitoring and maintenance in project plan. Employ energy manager to actively monitor system for unexpected losses so issues can be corrected quickly.
<b>xi. Pair retrofits with onsite renewable energy, xii. Municipal Buildings Energy Retrofits, and xiii. High-Efficiency, all-new Electric Buildings</b>		
<b>xi.1, xii.1, and xiii.1</b> Delays in planned retrofit schedule can delay sustainability upgrades	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	We are avoiding delays by focusing primarily on projects that have already been approved and are underway.
<b>xi.2, xii.2, and xiii.2</b> Lack of availability of retrofit materials could delay or derail upgrades	Near-term (2025 – 2030) emissions reductions may be reduced, or near and long-term (2050) reductions may be missed completely if project cannot await sustainable materials	Proposed upgrades are commonly available goods, e.g., energy efficient windows, light bulbs, HVAC, insulation, roofing
<b>xi.3, xii.3, and xiii.3</b> Lack of skilled workforce may stall installation of energy-efficient upgrades	Near-term (2025 – 2030) emissions reductions may be reduced, or near and long-term (2050) reductions may be missed completely if project cannot await skilled labor	Most upgrades can be executed by the existing facilities maintenance staff. Washoe County has a deep bench of experienced and skills technicians will reach out to skilled technicians.
<b>xi.4, xii.4, and xiii.4</b> Over-committed County Staff cannot implement the added work created by this grant.	Delays in project completion will create delays in emissions reductions. Emissions will not reduce until projects are completed.	1 FTE Project Coordinator for 5 years will be dedicated to the implementation of these projects.
<b>xiv. Clean Energy Revolving Loan Fund for Affordable Housing and School Buildings</b>		
<b>xiv.1</b> Program undersubscribed in certain areas	GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated.	NCEF tracks applicant locations and proactively targets outreach to affordable housing developers and underserved rural school districts
<b>xiv.2</b> Program is oversubscribed	Additional potential GHG emission reduction opportunities may not be realized.	NCEF raises other funds (e.g., private capital), using existing bridge loans under the program as a proof of concept
<b>xiv.3</b> Tax credits do not materialize	Negative economic impacts to the building could cause the owner to pursue less clean energy in the future, resulting in lower overall GHG emission reductions	NCEF provides technical assistance to building owners on accessing tax credits and conducts due diligence during financial underwriting to ensure eligibility requirements are met.
<b>xiv.4</b> Borrower default limits availability of recycled capital	A reduction of recyclable capital would reduce the number of projects financed during the performance period and subsequent GHG emission reductions.	NCEF's pre-financing due diligence and investment procedures minimize risk of default and ensure sufficient collateral.
<b>xv. Home Energy Audit Program</b>		
<b>xv.1</b> Program undersubscribed in certain areas	GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated	NCEF tracks applicant locations and proactively targets outreach to undersubscribed areas
<b>xv.2</b> Program is oversubscribed	Additional potential GHG emission reduction opportunities may not be realized.	NCEF raises other funds (e.g., private capital), using existing bridge loans under the program as a proof of concept
<b>xv.3</b> Insufficient workforce to conduct energy audits	GHG emission reductions and criteria co-benefits may occur over a delayed timeline.	Collaborate with BPI/HERS certified energy audit trainers to train/recruit additional auditors.
<b>xvi. Pre-weatherization</b>		
<b>xvi.1</b> Delays in HOMES/HEAR program kickoff	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	GOE is currently utilizing a needs assessment vendor to help ensure these programs are developed completely and expediently to avoid delays
<b>xvi.2</b> Program undersubscribed in certain areas	GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated	GOE plans to work with multiple administrative entities to help ensure statewide reach of program.
<b>xvii. LED Lighting Retrofit at Lawlor Events Center</b>		
<b>xvii.1</b> Delays due to Lawlor Event Schedule	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	Once an award is made, but prior to performance period, work with athletics and events team to plan ahead.
<b>xvii.2</b> Hiring Delays	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	Post positions early and actively recruit qualified professionals.
<b>xviii. Strategic Energy Management (SEM)</b>		

<b>xviii.1</b> NV Energy SEM program delays	Delays may reduce cumulative GHG emissions reductions in the grant performance period	Begin program enrollment during hiring process.
<b>xviii.2</b> Staff misalignment	Delays from staff misalignment can reduce staff activity focused on energy efficiency projects and reduce emissions reductions.	Sustainability Manager will remain actively engaged on staff activities for grant reporting and progress check ins.
<b>xix. Reno Sports Complex LED retrofit (RSC)</b>		
<b>xix.1</b> Delays in program administrator procurement process	Delays may reduce cumulative GHG emission reductions in the near-term (2025 – 2030)	Develop request for proposals documentation between announcements of awardees and receipt of assistance agreement to build in more time
<b>xix.2</b> Program undersubscribed in certain areas	GHG emission reductions and criteria co-benefits may not occur over the same geographic scope as anticipated	Tracking of applicant locations and targeted outreach to areas where the program is not receiving applications. Targeted outreach in undersubscribed areas
<b>xix.3</b> Delays in construction materials procurement	Delay can increase costs	Set maximum project costs parameters and use experienced contractors

The proposed projects align with Nevada's PCAP goals, prioritized due to the significant emissions potential in transportation and electricity generation sectors. Public engagement highlighted the need for measures targeting transportation emissions and energy efficiency, with a focus on equitable benefits and cohesive implementation statewide. Criteria pollutant emissions from the transportation sector are also a major contributor to air pollution, particularly the impacts of ground level ozone and PM<sub>2.5</sub> in urban areas and LIDAC communities. The synergistic effects of incentive programs, revolving loan programs, tax credits, with supporting technical assistance and education programs removes financial and technical barriers limiting the adoption rates of ZEVs especially for public fleets that serve and operate in LIDACs. Gap loans, home energy audits, and pre-weatherization programs in combination with tax credits, can be highly effective in making energy efficiency improvements accessible across a broader range of socioeconomic conditions. The proposed measures also leverage other programs in the state, such as NDEP's Clean Trucks and Buses Incentive Program, GOE's Home Energy Retrofit Opportunities for Seniors Program, and NCEF's Residential Energy Upgrade Program. Each of the proposed projects align with the State of Nevada's PCAP measures as shown in Table 4. Implementing these programs also aligns the following CPRG goals:

1. Implement ambitious measures that will achieve significant cumulative GHG reductions by 2030 and beyond;
2. Pursue measures that will achieve substantial community benefits (such as reduction of criteria air pollutants (CAPs) and hazardous air pollutants (HAPs)), particularly in low-income and disadvantaged communities;
3. Complement other funding sources to maximize these GHG reductions and community benefits; and
4. Pursue innovative programs that are replicable and can be "scaled up" across multiple jurisdictions.

*Table 4 Alignment with State of Nevada's PCAP*

<b>Project</b>	<b>PCAP Measures and Page Numbers</b>
<b>i.</b> NDEP Public Fleet ZEV Rebates	T3.1, T3.3, PCAP page 100
<b>ii.</b> NDEP MHD ZEV Incentive	T3.2, PCAP page 100
<b>iii.</b> NCEF ZEV Revolving Loan	T3.1, T3.2, T3.3, T4.1, T4.3, T4.4, T4.5, B2.1, PCAP pages 100-102, and 116
<b>iv.</b> NCEF Workforce Development	T2.1, T2.3, B2.1, PCAP pages 99 and 116
<b>v.</b> BEP Clean Cities Coalition	T2.5, T3.1, T3.2, PCAP page 100
<b>vi.</b> RTC Micro-mobility	T4.6, PCAP page 102
<b>vii.</b> RTC Free Fares for Youth	T4.7, PCAP page 103
<b>viii.</b> Reno Micro-mobility	T4.6, PCAP page 102
<b>ix.</b> GOE Solar Parking Garage with EV Charging	T2.1, E2.2, PCAP page 99 and 133
<b>x.</b> UNR Solar	B3.6, PCAP page 119
<b>xi.</b> Washoe County Building Retrofits	B3.1, PCAP page 117
<b>xii.</b> Washoe County New Electric Building	B3.5, PCAP page 119
<b>xiii.</b> Washoe County Onsite Renewable Energy	B3.6, PCAP page 119
<b>xiv.</b> NCEF Clean Energy Revolving Loan	B2.1, B2.3, B3.1, B3.3, B3.5, B3.6, B4.2, B4.5, PCAP pages 116-121
<b>xv.</b> NCEF Energy Audit	B2.1, B2.2, B2.3, PCAP page 116
<b>xvi.</b> GOE Pre-weatherization	B3.2, PCAP page 118
<b>xvii. and xviii.</b> UNR Lighting Retrofits and SEM	B3.6, PCAP page 119
<b>xix.</b> Reno Sports Complex LED	B3.3, PCAP page 118

**b. Demonstration of Funding Need**

CPRG implementation funding is necessary to fully implement the proposed measures. Subrecipient members have applied for related grants; however, these grants are not sufficient to fully implement the proposed measures. Table 5 lists federal and non-federal funding sources that subrecipient members have explored or applied for related to the proposed measures.

*Table 5 Funding Sources Explored for Proposed Measures*

<b>Project - Agency</b>	<b>Funding Source</b>	<b>Need for CPRG funding</b>
<b>i. NDEP</b>	EPA Diesel Emissions Reduction Act & VW Mitigation Fund	DERA & VW covers a few projects annually, not enough to make strides towards transformation of public fleets in Nevada. There was significant interest in transitioning public fleets to ZEVs, including interest in transitioning at least 93 vehicles between Washoe County and NNPH’s fleet.
	Federal Tax Credits	Federal tax credits can reduce the financial burden of transition of public fleets but are inadequate incentive for ZEV adoption at levels that would be transformative for public fleets in Nevada.
<b>ii. NDEP</b>	FHWA’s Carbon Reduction Plan	NDEP is implementing a legislatively established program to provide rebate incentives to transition MHDV’s to ZEVs. Additional funding will increase the number of vehicles replaced and allow for more consistent funding availability.
	Federal Tax Credits	Federal tax credits reduce the financial burden but are inadequate incentive for the rapid widespread adoption of MHD ZEVs.
<b>iii. NCEF</b>	DOE Energy Efficiency Revolving Loan Fund Capitalization Grant Program	NCEF secured partial funding as subaward from state energy office. NCEF secured subaward for \$1 million C-PACE program. The scale of this subaward is limited relative to the market potential, and it is challenging for schools and affordable housing to participate in C-PACE.
	EPA National Clean Investment Fund (NCIF)	The NCIF applications were not awarded. NCEF will attempt to access capital from other NCIF awardees but anticipates that the cost of capital will be too high to serve the LIDACs the proposed CPRG Revolving Loan Funds prioritize. Uncertainty around access also hinders planning for NDEP’s ZEV vouchers.
	EPA Clean Communities Investment Accelerator	Funding not yet available to apply. Available funding level (up to \$10 million) is insufficient for Nevada’s market needs and potential, and NCEF eligibility for funds depends on program design by hub nonprofit awardees.
	Section 45W and 30C Tax Credits	NCEF will support fleet owners in accessing. The tax credits cover 30% of the potential cost, leaving a financing gap, particularly for LIDAC stakeholders that struggle with access to capital. In the case of elective pay, these tax credits are monetized only after the vehicle and EV charger are placed in service. This necessitates a flexible source of funds to bridge the time gap between when the applicable entity purchases the vehicle or EV charger and when the entity receives the receive the cash reimbursement from the IRS.
<b>iv. NCEF</b>	EPA Clean School Bus Program	NCEF secured a \$7.7 million award to support Nevada’s school districts in deploying 25 electric school buses. The award includes limited funds for education and workforce development and is limited to school buses.
<b>v. BEP</b>	US DOE	Not eligible until after coalition achieves designation status. US DOE has indicated support for the ongoing initial steps taken by the Greater Nevada Clean Cities Coalition and has indicated it is receptive to designating a new coalition in Nevada.
<b>vi. RTC</b>	FHWA Safe Streets and Roads for All (SS4A) 2024	The project did not rank the highest compared to other regional project with safety need.
	USDOT Congestion Management Air Quality (CMAQ)	Funding is limited in amount and application. Project is programmed to receive CMAQ.
	Washoe County RTC Fuel Tax	Fuel Tax (local funds) have been identified to cover design and environmental review costs and to meet the 20% match needed for CMAQ funding. Funding is limited in amount and application.
<b>vii. RTC</b>	FTA Section 5307 Funding	Explored but did not apply. Section 5307 primarily funds capital projects for improvements to transit systems. Generally, fare reduction programs are not an eligible expense.
<b>viii. Reno</b>	Community Block Grant	Secured partial funding. Received \$86,500 CDBG funding for preliminary design (excluding bridge scope). Gap remains for final design, permitting, and construction.

	Bloomberg	Not awarded.
	Community Project Funding	City of Reno for \$3,000,000 funding. However, there is uncertainty in receiving this funding. Also, even if funding is secured, there is still a \$4,000,000 gap in funding to complete the full project.
<b>ix. GOE</b>	None	There is no available federal funding for this project.
<b>x. UNR</b>	IRA Federal Funding	With the assistance of NCEF, UNR will access a bridge loan for 30% of the total project cost for the solar array, which has been indicated in the budget.
	Environmental and Climate Justice Community Change Grants	UNR intends to apply for this funding for other high priority measures that will have a positive impact for LIDAC communities.
	Solar for All Program	UNR does not qualify.
<b>xi. Washoe County</b>	IRA Direct Pay reimbursements	To be pursued as reimbursements after expenditures. These projects won't happen without CPRG until other funding is identified.
<b>xii. Washoe County</b>	County General Fund Budget IRA Direct Pay reimbursements	68% of base CIP funding approved. CPRG funding required to bridge the gap between standard equipment investment and upgrades needed to reduce emissions.
<b>xiii. Washoe County</b>	State ARPA allocations IRA Direct Pay reimbursements	\$7,500,000 is expected CPRG funding is required to bridge the gap between standard building design and materials and upgrades needed to reduce emissions.
<b>xiv. NCEF</b>	DOE Energy Efficiency Revolving Loan Fund Capitalization Grant Program	NCEF secured partial funding subaward for \$1 million C-PACE program. The scale of this subaward is limited relative to the market potential, and it is challenging for schools and affordable housing to participate in C-PACE.
<b>xv. NCEF</b>	DOE Energy Efficiency and Conservation Block Grant Program	NCEF secured partial funding through \$500,000 subaward for a residential loan loss reserve to fund energy retrofits. Funds expand critical access to affordable financing for upgrades in partnership with community lenders, however, do not provide sufficient incentives for energy audits.
	Section 25C Federal Tax Credit	NCEF will support households in accessing. Section 25C provides up to \$150 tax credit for an energy audit that typically cost \$300-\$1,000, leaving a funding gap.
<b>xvi. GOE</b>	DOE Bipartisan Infrastructure Law (BIL) 40503: Energy Auditor Training	This grant is specific to workforce development in the Energy Auditor Training space and will support the GOE proposed pre-weatherization measure, but this does not address the pre-weatherization gap. Award is competitive. GOE will apply.
	HUD Preservation and Reinvestment Initiative for Community Enhancement (PRICE) Competition	Does not address pre-weatherization, CPRG funding would directly assist with pre-weatherization. Award is competitive. GOE will not apply
	DOE Local Government Energy Program: Communities Sparking Investment in Transformative Energy (C-SITE)	Does not address pre-weatherization, CPRG funding would directly assist with pre-weatherization. Award is competitive. GOE will not apply
	EPA Environmental and Climate Justice Community Change Grants Program	Does not address pre-weatherization, CPRG funding would directly assist with pre-weatherization. Award is competitive. GOE will not apply
<b>xvii. UNR</b>	Energy Efficiency and Conservation Block Grant Program	Staffing limitations did not allow us to apply prior to this grant application.
	Energy Efficient Commercial Buildings Deduction	Proposed measures do not meet the 25% reduction per building.
	Neighborhood Access and Equity Grant Program	This funding option is not applicable for the proposed measures.
	Renew America's Schools	K-12 only, UNR does not qualify
<b>xviii. UNR</b>	NV Energy SEM Program	Will enroll, but additional funding necessary to implement.
<b>xix. Reno</b>	None	There is no available federal funding for this project.

### **c. Transformative Impact**

The projects proposed in this application have the potential to create transformative impacts that lead to further significant additional GHG emission reductions. The multifaceted approach to emissions reductions in the transportation sector, electricity generation sector, and residential and public building energy efficiency supports ongoing emissions reductions through:

- Installation of infrastructure relieves financial burden for those looking to adopt additional ZEVs.
- Savings on fuel and maintenance costs of initial ZEVs can be used to offset the incremental cost of further ZEV adoptions.
- Education and technical support to public fleets reduces the technical burden for widespread adoption of ZEVs.
- Comprehensive financial accessibility approach ensures public fleets in LIDACs, and small local governments aren't priced out of ZEV adoption or building energy efficiency upgrades. Revolving loans provide a long-term, self-sustaining financial mechanism to support ZEV adoptions and building upgrades.
- Reduces emissions from the transportation sector and improves air quality, which reduces healthcare costs and health related losses of productivity both of which will particularly benefit LIDACs as they are overburdened by pollution.
- Job creation or expansion is expected to occur in fields such as electricians, construction, and manufacturing as well as public transit drivers, conductors, and fleet maintenance workers.
- Comprehensive financial accessibility approach ensures public entities in LIDACs, and small local governments aren't priced out of building energy efficiency upgrades. Revolving loans provide a long-term, self-sustaining financial mechanism to support building upgrades for homes and workspaces.
- Pre-weatherization and energy efficiency funding for buildings relieves financial burden for those looking to upgrade their homes or workspaces and reduces overall energy production in the state.
- Solar panel installation in largely utilized, public areas further reduce grid reliance and energy production throughout the state.
- As these projects have a wide range of GHG reduction solutions, they can also serve as pilot programs for those looking for various way to reduce energy costs, emissions, and encourage longer term changes in behavior or policies, such as;
  - UNR "Making Silver and Blue the New Green" as one of six main pillars of its 2023-2027 University Strategic Plan, aiming to transform UNR into a regional & global sustainability leader. UNR has already taken measures to accomplish this by hiring a Sustainability Manager, re-establishing the Senate Sustainability Committee, upgrading 3,898 bulbs to LED, and developed several strategic working groups for campus-wide planning and collaboration. The proposed measures will allow UNR to make significant strides in emissions reductions, help to establish new campus policies, and create lasting positive impacts for the campus community, region, and world.
  - Washoe County has committed to GHG reductions though budgeting and facilities-management activities are still largely dominated by business-as-usual, lowest-cost project planning. Because Washoe County tracks all energy use and emissions on all buildings, benefits of these investments can be seen immediately and over the long term. The insights coming from these projects are already informing County leadership to pioneer replicable, and scalable policies to increase the deployment of existing GHG emission reduction technologies and strategies.
  - The Greater Nevada Clean Cities Coalition will work with vehicle fleets, fuel providers, community leaders, and other stakeholders to identify community-driven choices that save energy and promote the use of alternative fuels and advanced vehicle technologies in transportation both in the short-term by 2030 and in the long-term through 2050.
- The impact for the lighting retrofit would not only save in energy usage during the year as these lights are on nightly from April through October but would also reduce the amount of lighting glare that affects the local residents and drivers that are near the Reno Sports Complex. The lighting level currently at the field is not sufficient enough to be considered safe in certain spots on the fields. The improvement of player safety and limited risk would be of significant benefit on top of the energy savings and light pollution caused by the current lighting system. The proposed project will reduce energy use at the site by nearly 30% and subsequent GHGs.
- Expanding micro-mobility options has the potential to transform the community by improving transportation efficiency, public health, and equity. Micro-mobility can also stimulate the local economy through tourism and by providing access options to travel to small, local businesses in congested areas. By creating connectivity and closing one of the last significant gaps in Reno to major bikeways, the DRMMP has the ability to significantly lower VMT and GHGs.

## **2. IMPACT OF GHG REDUCTION MEASURES**

### **a. Magnitude of GHG Reductions 2025-2030, 2025-2050, and Cost Effectiveness**

Table 6 provides estimates of the cumulative emission reductions in metric tons of carbon dioxide equivalent (mtCO<sub>2e</sub>) anticipated from implementation of the proposed projects for two time periods: 2025 – 2030 and 2025 – 2050 and the cost effectiveness of the proposed projects over the same time periods. Further details on quantification methods, relevant assumptions, annual emission reduction estimates, and any uncertainties associated with the estimates are provided in the Technical Appendix to this application.

Table 6 Cumulative GHG Emission Reductions and Cost Effectiveness of Proposed Projects

Priority Projects	Cumulative GHG emission reductions (mt CO <sub>2</sub> e)		Funds Requested (\$)	Cost Effectiveness (\$/mt CO <sub>2</sub> e)	
	2025–2030	2025–2050		2025–2030	2025–2050
i. NDEP Support Public Fleet	7,437	22,723	25,407,353	\$3,416	\$1,118
ii. NDEP MHD ZEV Incentive	4,618	13,438	12,000,000	\$2,599	\$893
iii. NCEF ZEV Revolving Loan	14,018	58,803	8,237,553	\$588	\$140
iv. NCEF ZEV Workforce	Support Program	Support Program	677,912	Support Program	Support Program
v. BEP Clean Cities Coalition	Support Program	Support Program	500,000	Support Program	Support Program
vi. RTC Micro-mobility	220	1,684	5,000,000	\$22,727	\$2,969
vii. RTC Free Youth Transit Fares	3,500	3,500	2,020,540	\$577	\$577
viii. City of Reno Micro-mobility	364	3,277	3,500,000	\$9,615	\$1,068
ix. GOE Solar Garage	1,350	5,850	5,433,854	\$4,025	\$929
x. UNR Solar Parking	1,357	9,840	3,849,206	\$2,837	\$391
xi. Washoe County Onsite Renewable Energy	910	6,978	2,555,000	\$2,808	\$366
xii. Washoe County Building Retrofits	10,453	60,140	11,842,025	\$1,133	\$197
xiii. Washoe County New Electric Building	1,138	8,724	900,000	\$791	\$103
xiv. NCEF Building Energy Revolving Loan	5,339	55,089	6,317,009	\$1,183	\$115
xv. NCEF Energy Audit	Support Program	Support Program	623,076	Support Program	Support Program
xvi. GOE Pre-weatherization	2,539	14,155	6,000,000	\$2,363	\$424
xvii. UNR LED Retrofit	433	3,197	615,239	\$1,421	\$192
xviii. UNR SEM Enrollment	7,442	68,377	2,843,271	\$382	\$42
xix. Reno LED Sports Complex	60	300	1,000,000	\$16,667	\$3,333
<b>Total</b>	<b>61,178</b> <b>mt CO<sub>2</sub>e reduced</b>	<b>336,075</b> <b>mt CO<sub>2</sub>e reduced</b>	<b>\$99,322,038</b>	<b>\$1,623</b> <b>per mt CO<sub>2</sub>e red.</b>	<b>\$296</b> <b>per mt CO<sub>2</sub>e red.</b>

Implementation of these projects proposal will result in durable GHG emission reductions at 61,178 mt CO<sub>2</sub>e by 2030 and 336,075 mt CO<sub>2</sub>e by 2050. The procurement and implementation of an electrified economy, including zero emission vehicles, energy efficient installations and upgrades, and clean energy producing photovoltaic systems all have lifespans well beyond the 2025 through 2030 performance period, realizing GHG reductions as far out as 2050. Additionally, implementation of the proposal is highly cost-effective at \$1,623 per mt CO<sub>2</sub>e reduced for 2025-2030 and \$296 per mt CO<sub>2</sub>e reduced for 2025-2050. Costs associated with each measure are detailed in the Budget Table spreadsheet accompanying this application. Other influences and considerations related to the cost-effectiveness estimates include:

1. Varying typical lifespans, average costs, and average annual VMT for different ZEV types are assumed using data sources from the FHWA, NHTSA, and past DERA projects to determine lifetime emission reductions.
2. For revolving loan measures, vehicles have a typical life of 10-15+ years, while the average lifespan of a commercial building ranges from 50 to 60 years. GHG reductions resulting from the proposal are expected to last, at a minimum, for the life of the underlying asset. Because these measures are structured as a revolving loan fund, the measures will be able to drive new GHG emission reductions beyond the performance period. In addition, these funds would enable fleet and building owners who typically have not pursued ZEVs or building clean energy measures before, thus demonstrating to the fleet and building owners the value of the clean energy measures and empowering them to pursue such measures for other portions of their fleets and buildings into the future. Finally, NCEF is working to leverage available federal funds to establish self-sustaining and enduring clean energy programs in areas of critical need in Nevada and become a pillar for financing and technical assistance in the state for years to come.
3. A Clean Cities Coalition will help various entities navigate technical and financial barriers to ZEV and alternatively fueled vehicle adoptions. Destruction of conventional vehicles replaced with ZEVs and installation of shared infrastructure mitigates barriers to entry for participants to adopt ZEV technologies. Micro-mobility improvements will reduce GHG emissions by reducing the overall VMT through increased biking and walking safety and ease including free transit fares for anyone 18 or younger.
4. Pre-weatherization projects can assist Nevada’s existing LIDACs obtain weatherization and home electrification that they have been deferred from obtaining due to issues with the building. This will initially have an indirect impact GHG reductions but allows the direct GHG reductions that cannot occur otherwise through the HOME, HEAR, and HEROS programs, which

will be a combined total of almost \$100m in rebates. These upgrades will provide GHG reductions for the life of the various solutions.

5. The life of a solar array is 30-40 years if well maintained with a small loss of efficiency over time and the related infrastructure will allow Nevada to replace them when they begin to fail in an efficient and cost-effective manner. Although solar efficiency is dependent on many factors, Nevada is a very efficient geographical area for this technology.
6. Depending on use, LED bulbs have a lifespan of 5-20 years and lighting fixtures will likely remain viable for 20 years, as current out of date fixtures have lasted as long or longer.
7. The energy efficiency measures, and cost of repair can vary greatly from project to project. Many of the emissions reduction interventions are low-tech (improved insulation, energy-efficient windows) and internal controls will significantly reduce emissions without long-term operations, maintenance, or replacement costs.
8. Micromobility focuses solely on reductions along the project corridors, utilizing the project limits as trip lengths for computation. However, in practice, as the project fills gaps within a broader micro-mobility network, it encourages longer non-vehicle trips that were not factored into the calculation, leading to additional reductions in greenhouse gas emissions.
9. By promoting sustainable transportation habits from a young age and familiarizing youth with public transit options, the initiative can foster long-term behavior changes that contribute to GHG reduction. Additionally, the increase in bus ridership can lead to improved air quality and public health outcomes by reducing emissions from vehicles on the road. Overall, offering free bus fare to youth aligns with RTC's goals of promoting sustainable transportation and reducing the environmental impact of transportation within its jurisdiction.

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

The projects described in this application support EPA's Fiscal Year 2022-2026 Strategic Plan Goal 1 Obj. 1.1, reduce emissions that cause climate change, obj. 1.2 accelerate climate resilience, and 1.3 advance subnational climate efforts. Strategic Plan Goal 2 Obj. 2.1 promote environmental justice at state, local and tribal levels. Goal 4 Obj.4.1 improve air quality and reduce localized pollution. These objectives are achieved through programs that reduce climate and co-pollutant emissions through ZEV adoption, reduced electricity demand through EE projects, and renewable energy projects. Prioritizing engagement with, and benefits in, LIDAC areas.

Power generation is the second largest contributor of GHG in the State of Nevada. Measures to improve the efficient use of power generation is a key component in tackling the climate crisis. The pre-weatherization program will help an estimated 525 households add energy efficiencies to their homes by mitigating issues within the home that prevent those efficiencies from being installed. This program will collect data on what repairs were completed, as well as what the resulting energy efficiency increase can be directly tied to power grid utilization and GHG reduction is. Transportation and power generation represent the vast majority of GHG producing activities in the State of Nevada. Measures to reduce the reliance of fossil fuels in these sectors are a key component in tackling the climate crisis. Solar power, especially in the southwest most region of the country, is a very efficient carbon neutral source of energy, and vehicles that can be powered by that solar energy are a true carbon zero mode of transportation. The Energy Systems projects included with this application will collect data on the energy being generated and utilized for vehicle charging resulting in GHG reduction.

According to the U.S. EPA's 2022-2026 strategic plan, electricity production generates the second largest share of GHG emissions. By offsetting UNR energy usage with distributed solar photovoltaic, completing a large LED lighting retrofit, and reducing electricity use by 5% year over year for 4 years, UNR will reduce MTCO<sub>2e</sub> by 5% from 2025-2030, and an additional 7% from 2030-2050.

The DRMMP (project viii) is based on the Micro-mobility Pilot Project (study). A primary driver for increasing use of micro-modes is the need to enhance regional mobility with diversified transportation options and reduce local GHGs. Closing the gaps and creating a connected network will allow for a greater mode-shift city-wide. The RSC project (xix) needs are based on the data collected since 2021 to track and reduce the City's operational emissions. This site was identified as one of our greatest energy users, and certainly our largest lighting need.

#### **a. Expected Outputs and Outcomes**

Outputs from this proposal include:

- Approximately 7.6 FTE staff to implement and administer the programs proposed in this application.
- Administer \$19,000,000 in ZEV replacements rebates for public fleets. Which could include rebates for ZEV replacements of approximately 400-1000 light duty passenger vehicles, 150-300 light- or medium-duty commercial trucks, or 40-80 heavy-duty transit buses, or some combination of vehicles.
- Administer \$12,000,000 in MHD ZEV rebate incentives for ZEV replacements of approximately 50 to 600 class 2b-class 8 MHD vehicles.
- Administer \$5 million in loan funds for 1,220 ZEV replacements.



- 15 EV chargers for the solar garage in Clark County.
- \$5,000,000 to support charging equipment to support corresponding public fleet ZEV replacements.
- Administer \$400,000 in stipends for professional ZEV-related training and certifications and visits to other public entities with existing ZEVs, resulting in 100 ZEV fleet staff training.
- Engage with and vet 100 building contractors, energy auditors, and ZEV infrastructure installers who implement measures.
- Host 7 ZEV capacity building workshops for 140 fleet owners.
- Administer \$5 million in loan funds to install clean energy measures on 33 affordable housing and school building properties.
- Fund 500 energy audits in LIDAC households.
- 525 residential homes repaired in preparation for energy efficiency measures.
- 21,060 square feet of solar panel covered parking shade structure.
- 1.2MW Solar PV Capacity added to UNR
- 8 new high-efficiency HVAC systems; 6 better-insulated roofs; energy-efficient windows in +/- 300,000 ft<sup>2</sup> of buildings; +/- 70,000 ft<sup>2</sup> of energy efficient renovated building space; and 7,500 ft<sup>2</sup> of all-new, all-electric building.
- Expanded community-outreach efforts and events.
- Improved internal County planning discussions to include emissions-reductions priorities and costs in our Capital Improvement Projects, informed by data from these projects.
- Establish comprehensive accessibility for bicycles and scooters, linking essential destinations such as the University of Nevada, the Entertainment District, the Financial District, and the vibrant small business hub of Midtown Reno, along with adjacent LIDACs.
- Installation of protected bike lanes and intersections, which physically segregate bicycle and vehicle traffic to minimize conflicts and enhance user comfort, particularly for inexperienced riders like children.
- Implementation of pedestrian curb extensions, signage, wayfinding aids, and other measures aimed at enhancing the safety and comfort of micro-mobility users navigating Downtown Reno.
- Increased transit ridership.
- Approximately 7 miles of new micro-mobility infrastructure.
- Connection with existing infrastructure to a 114-mile-long trail frequented by bicycle enthusiasts and provide access to local, small businesses along Dickerson Road.
- Enhanced level of community engagement, as measured by an increased number of ongoing actions to engage with organizations and residents of disadvantaged communities, and other interested parties.
- Reductions in light pollution and increases in energy efficiency.
- Semi-annual progress reports<sup>1</sup>
- Detailed final report

Outcomes from this proposal include:

- Reduction in cumulative metric tons of GHG emissions:
  - 2025 – 2030: **61,178 metric tons CO<sub>2e</sub>**
  - 2025 – 2050: **336,075 metric tons CO<sub>2e</sub>**
- Reduction in annual criteria pollutant (CAP) and hazardous air pollutant (HAP) emissions in 2030 are provided below:
  - CO: **43,355 kg/yr**
  - NO<sub>x</sub>: **35,621 kg/yr**
  - PM<sub>2.5</sub>: **2,767 kg/yr**
  - PM<sub>10</sub>: **2,931 kg/yr**
  - VOC: **5,701 kg/yr**
  - SO<sub>2</sub>: **6,500 kg/yr**
  - CAP and HAP emission reductions were only estimated for measures where appropriate. Additional CAP and HAP reductions beyond what was calculated are expected, as discussed in the technical appendix.
- Achieve vehicle fuel and maintenance cost savings of \$3,096 per ZEV per year.<sup>2</sup>

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<sup>1</sup> Beginning with the second semi-annual report, reporting will include detailed quantified benefits to low-income and disadvantaged communities, including changes in co-pollutant emissions, and provide updates on ongoing and planned community engagement.

<sup>2</sup> US DOE Alternative Fuels Data Center – Vehicle Cost Calculator. Assumes Nevada average retail electricity price and \$3.90/gal gasoline; 11,926 miles/year, 45% highway.

- Increase energy resilience and reduce energy cost burdens for LIDAC by \$282 per household per year.
- Achieve energy cost savings for affordable housing and schools of \$178,270 per building per year.
- Reduction in cumulative metric tons of GHG emissions
- Reduction in annual CAP and HAP in low-income and disadvantaged communities in 2030

**b. Performance Measures and Plan**

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

Organization	Performance Measures
NDEP	<ol style="list-style-type: none"> <li>1. The number of vehicles and rebates provided for public fleet vehicles converted to ZEVs, corresponding number of conventional vehicles removed from public fleets, and vehicle weight class of each vehicle. Including fleet replacements in LIDACs. Total dollar amount of ZEV rebates, and additional funds leveraged (i.e. tax credits, incentives, match funds).</li> <li>2. Count of vehicle infrastructure installations, type of support equipment, and if it serves vehicles in LIDACs.</li> <li>3. Amount of MHD vehicles replaced with ZEVs and vehicle weight class of each vehicle. Including replacements in LIDACs.</li> <li>4. Estimates of GHG and co-pollutant reductions.</li> </ol>
NCEF	<ol style="list-style-type: none"> <li>1. CPRG funds deployed by measure, type of funding provided (loans, stipends, rebates), disadvantaged census tract, and beneficiary income level</li> <li>2. Loan repayments against contractually-defined repayment schedules</li> <li>3. NCEF staff time and effort spent on each measure</li> <li>4. Eligible NCEF expenses</li> <li>5. Estimates of GHG reductions and criteria co-benefits associated with each measure</li> <li>6. Estimates of energy cost savings associated with each measure</li> <li>7. Number of projects completed.</li> </ol>
GOE	<ol style="list-style-type: none"> <li>1. Cost of projects completed.</li> <li>2. Resulting energy efficiency measure implemented.</li> <li>3. Amount of energy to be saved annually.</li> <li>4. GHG reduction resulting from energy saved.</li> <li>5. Amount of energy created</li> </ol>
UNR	<ol style="list-style-type: none"> <li>1. Reduction in UNR scope 1 &amp; 2 emissions</li> <li>2. Utilize UNR’s energy and emissions dashboard, utility reports and statements, and solar monitoring software.</li> </ol>
UNR BEP	<ol style="list-style-type: none"> <li>1. Establish stakeholder group of fleet managers, public officials, and community advocates and create a coalition operating plan.</li> <li>2. Achieve US DOE designation as an official Clean Cities Coalition.</li> <li>3. Assist public and private sector fleets with accessing state financial incentives/engage stakeholders to provide NDEP with information during the design phase of state financial incentive programs</li> <li>4. Assist public and private sector fleets in tracking electric vehicles purchased</li> <li>5. Assist public and private sector fleets in using US EPA and US DOE tools for tracking and measuring petroleum fuel reductions and emissions reductions.</li> </ol>
RTC	<ol style="list-style-type: none"> <li>1. Corridor vehicle traffic counts.</li> <li>2. Corridor multimodal counts, including bike and pedestrian counts.</li> <li>3. Youth/student ridership is monitored and reported monthly, utilizing farebox technology installed on every RTC vehicle. The farebox includes a button that can be pressed to register specific passenger types onboard, allowing us to collect usage data using this method.</li> </ol>
Reno	<ol style="list-style-type: none"> <li>1. Reduction in overall VMTs in Reno.</li> <li>2. Increase in bicycle, scooter, and pedestrian traffic.</li> <li>3. Actual GHG emission reductions and associated CAP/HAP changes.</li> <li>4. Increase in patronage of the local businesses on Dickerson Road.</li> <li>5. Overall reduction in energy use at the RSC.</li> </ol>
Washoe County	<ol style="list-style-type: none"> <li>1. CIP project management progress reports.</li> <li>2. Fiscal Compliance oversight of all expenditures.</li> <li>3. Energy use and emissions tracking with the nZero management platform.</li> </ol>

NDEP and the subrecipients will track progress for each performance measure associated with their projects through methods consistent with standard practices for the respective projects, including spreadsheets, utility data and solar production data reports, expenditure reports, emissions and energy-use reports, transportation counts along the project corridors, before-and-after study reports, ridership reports, and report such progress to NDEP. NDEP will provide a status update with respect to each performance measure to EPA in the semi-annual reports and final report.

**a. Authorities, Roles and Responsibilities**

Table 7 identifies the parties, roles, and responsibilities for implementing each GHG reduction project and their respective authority to carry out the project or plan for obtaining authority during the grant period. The overarching roles and responsibilities of each subrecipient member are further detailed in section 1 of this proposal. A detailed implementation timeline—including tasks, key milestones, and key actions needed to meet project goals and objectives by the end of the grant period—for each project is provided in Table 2, which can be found in section 1.a of this proposal.

Table 7 Party Roles and Authority to Implement their Respective Projects

Projects	Entity	General Roles and Responsibilities	Legal Authority
<b>General grant administration and subawards</b>	NDEP	Lead Agency to apply for and receive grant funding, take actions to abate air pollution pursuant to NRS 445B.230, and sub-grant funds to other agencies. Reporting to EPA.	NRS 277.180 (agreements between governmental entities). NRS 445B.230 (authority)
<b>i and ii</b>	NDEP	Administer ZEV and infrastructure rebate and incentive programs, performance measurement.	NRS 445B.230 (authority) NRS 445B (Assembly Bill 184)
<b>iii, iv, xiv, xv</b>	NCEF	Subawardee that conducts loan fund design, borrower outreach, loan origination, underwriting, program design, beneficiary outreach, stipend administration, and servicing, performance measurement, and reporting to NDEP	NRS 701B.930-995
<b>v</b>	UNR BEP	Program development, obtain DOE Clean Cities Coalition designation, ongoing coordinate between members. Performance measurement and reporting to NDEP.	NRS 396.7992, NRS 396.420, NRS 396.340, NRS 277.180
<b>vi, vii</b>	RTC	Design and construct the improvements, partner with state agencies, receive and spend grant funding, and conduct before and after study, change in fare structure, tracking of youth transit trips, performance measurement and reporting to NDEP.	NRS 277A
<b>viii and xix</b>	Reno	Project management, measure performance, report to NDEP	NRS 277.180
<b>ix and xvi</b>	GOE	Program design, administrator selection, performance measurement, and reporting to NDEP	NRS 701.170
<b>x, xvii, xviii</b>	UNR	Complete proposed projects successfully and on time. Hire proposed staff and provide necessary support for their success. Performance measurement and reporting to NDEP.	NRS 396.7992, NRS 396.420, NRS 396.340, NRS 277.180
<b>xi, xii, xiii</b>	Washoe County	Accept award, cooperate and contract with other agencies. Complete proposed projects, hire proposed staff, performance measurement and reporting to NDEP.	County Code Chapter 15, 15.160, NRS 277.180, and NRS Chapters 332, 334, 338, and 339.

**8. LOW-INCOME AND DISADVANTAGED COMMUNITIES**

**a. LIDAC Benefits**

The implementation of the measures included in this proposal are anticipated to provide significant benefits to LIDACs. A list of all LIDAC census tracts affected by this proposal is included as an attachment to this application. The transportation sector is the largest source of GHG, NO<sub>x</sub> and CO emissions in Nevada, and contributes to VOC, PM (PM<sub>10</sub> and PM<sub>2.5</sub>), SO<sub>2</sub>, and ground level ozone production pollution. Disadvantaged communities often live proximate to highways and main transportation arteries and bear the greatest health burden of NO<sub>x</sub>, PM, and other air pollution from transportation. LIDACs are also disproportionately impacted by changes in climate through increased heating and cooling costs and are more susceptible to climate related health impacts such as heat stroke. Living accommodations in LIDACs often don't qualify for energy efficiency assistance programs to reduce energy consumption and mitigate other adverse impacts. Project specific LIDAC impacts are described below and grouped by geographic area impacted.

**LIDAC Benefits for Statewide Projects (i, ii, iii, iv, xiv, xv, and xvi)**

NDEP is prioritizing ZEV rebates and incentives for vehicles that serve or operate in LIDACs and is allocating at least 50% of the total dollar value of rebates to local public fleets. The MHD ZEV incentive structure includes additional incentives for entities such as schools in historically underserved communities, tribal governments, and small businesses owned by minorities. Under the ZEV Revolving Loan Fund and ZEV Education and Workforce Development measures, NCEF will assess applicant fleet routes based on proximity to low-income and disadvantaged communities and will prioritize ZEV replacement efforts accordingly. In addition, NCEF will target Title I schools, LIHTC-funded affordable housing, and single-family households under 80% AMI in all census tracts across Nevada, regardless of disadvantaged status. All LIDAC census tracts can benefit from the state-wide pre-weatherization program by

making their homes more comfortable, safer, and lowering their energy bills. Additionally, LIDAC census tracts located near and around power plants may have increased air quality due to decreased power generation from increased energy efficiency.

#### **LIDAC Benefits for Clark County (ix)**

A solar parking garage will offer covered parking which will lower vehicle idling for cooling. This reduces local pollution near LIDACs where this garage is located and increases gas cost savings for individuals. The parking garage will contain 15 dual charging stations for those with EVs and support those who may want to adopt EVs but where infrastructure at their residence is still a barrier. Lastly, the solar panels will provide resilient government services from power outages such as continued charging and building safety.

#### **LIDAC Benefits for Washoe County and Reno (v, vi, vii, viii, x, xi, xii, xiii, xvii, xviii, xix)**

Improved efficiency for combustion appliances can reduce emissions and improve air quality in areas surrounding. Solar covered parking will reduce the need for undeveloped areas to support PV panels and provide additional shading for improved resiliency in a warming region. The measures will also create 4 high quality jobs and support current UNR staff and faculty. Indirect benefits include increased demand for energy efficiency and renewable energy projects. This will spur the creation of training programs and jobs, specifically in construction, manufacturing, and the electrician trade. The measures will also help to reduce University costs, keeping UNR an affordable R1 ranked institution and major employer in the Reno area. 85% of the energy efficiency and renewable energy investments proposed by Washoe County will reduce emissions in County buildings in EPA-identified low-income and disadvantaged communities (LIDACs). Emphasis is made to reduce Scope 1 emissions from natural gas that will improve air quality, public health and life expectancy in neighborhoods immediately adjacent to these facilities. The project as a whole will improve access to quality jobs. The development of a bike network can positively impact these communities through affordable transportation; health and wellness by promoting physical activity and reducing transportation emissions; facilitating access to employment centers, services, education, and recreation; equitable urban planning, enhancing pedestrian and cyclist safety with dedicated infrastructure, attracting more visitors, benefiting the downtown economy. Expanding transportation options provides greater access to services such as grocery stores by creating a connected pedestrian network, as well as localized improvements in air quality.

The partners will assess, quantify, and report a more thorough analysis of associated community benefits based on actual data collected during implementation. The partners will track LIDAC benefits such as ZEV infrastructure installations, deployment of ZEVs, deployment of clean energy in affordable housing properties, schools, and LIDAC households in and near identified LIDAC census tracts to, reduction in energy burden and building energy costs savings for affordable housing and Title I schools, pre-weatherization supported energy efficiencies, Parking Garage Solar and EV charging technology, free fare passengers in and near LIDAC tracts, in and near identified LIDAC census tracts to quantify reduction in GHG emissions and co-pollutant emissions and other community benefits.. The partners will include results of these assessments in semi-annual reports to EPA and make the information publicly available.

#### **b. Community Engagement**

NDEP performed extensive community outreach, including to LIDACs, during development of the measures contained in this proposal as part of their priority climate action plan development process. NDEP identified LIDACs using the Environmental Justice Screening and Mapping Tool (EJSCREEN) and Climate and Economic Justice Screening Tool (CEJST). NDEP engaged with LIDACs, including LIDACs located within Tribal lands, to seek their input on creation of the measures included in this proposal through online resources on the NDEP website, email lists, a portal for submitting measures, hybrid community meetings with breakout rooms targeted outreach to community-based organizations, attendance at community events to provide information about NDEP's CPRG efforts and how the public could be involved, and a public comment period. Feedback from LIDACs during this engagement informed the inclusion of programs that reduce emissions in urban areas, reduce emissions from vehicles, improve public transportation and micro-mobility, and reduce utility costs. Ongoing engagement will include:

- NDEP will continue to engage with LIDACs, including those within Tribal Lands, in a comprehensive and equitable manner informed by ongoing communication. Meaningful engagement through in-person and remote meetings will inform program development to ensure benefits to LIDACs are effective and accessible. Program materials and applications will be translated into Spanish and other languages if requested. Technical assistance will be provided for rebate and incentive programs ensure LIDACs are not excluded due to technical challenges. Evaluation of ZEV proposals will consider LIDAC benefits in awarding rebates. NDEP will continue to develop new and foster existing relationships with LIDAC.
- NCEP will continue to engage with and seek input from LIDACs through several established channels that it will leverage for CPRG measure implementation: program design listening sessions, creation of community advisory committees to provide formal input into program design, implementation and accountability, and dedicated NCEP staff capacity to regular community engagement. NCEP has already conducted extensive outreach to LIDACs to understand their energy and GHG reduction needs and identify potential solutions, including affordable housing developers, school districts considered prioritized by EPA's Clean School Bus Program, Tribes, local governments, and community groups. NCEP's outreach and services will be culturally appropriate and responsive to the expressed needs of each community, with a particular focus on the most disadvantaged communities such as

Nevada's persistent poverty communities, Tribes, rural-remote communities, and English as a Second Language (ESL) communities. As NCEF has already done with its Residential Energy Upgrade Program (RE-UP), education and outreach content for communities and residents will be translated using professional translation services. NCEF will also continue to consult with local community groups to ensure that materials are culturally appropriate and respectful.

- UNR BEP will recruit community organizations representing urban and rural LIDACs as stakeholders in the Greater Nevada Clean Cities Coalition.
- In partnership with NDEP the GOE will approach Nevada's LIDACs needs in a comprehensive and equitable manner and will utilize a multifaceted approach. This would involve establishing dedicated forums, such as community meetings, focus groups, and surveys, specifically tailored to LIDACs' needs and accessibility. Additionally, open communication will be encouraged and facilitated through the GOE Website updates, social media platforms, and listservs. Through actively seeking feedback on past initiatives, the GOE aims to identify successful strategies and areas for improvement, allowing for informed adjustments. In terms of rulemaking or legislative actions, the GOE will prioritize community involvement by organizing public hearings, workshops, and consultations to gather input and build consensus. Collaboration with community leaders, advocacy groups, and local stakeholders will be crucial in garnering support for measures directly benefiting LIDACs. Continuous dialogue, transparency, and responsiveness to community concerns are vital for fostering trust and achieving meaningful outcomes. GOE is committed to fostering meaningful engagement with the public through various tools and initiatives. To ensure inclusivity, documentation is made available in multiple languages, and efforts are made to ensure compliance with the Americans with Disabilities Act (ADA). In partnership with diverse stakeholders, GOE actively promotes Diversity, Equity, Inclusion, and Accessibility (DEIA) principles. By collaborating with organizations, communities, and experts, GOE strives to create an environment where all voices are heard and valued, regardless of linguistic, cultural, financial barriers, or physical barriers. Through these partnerships, GOE aims to cultivate an inclusive and equitable dialogue that reflects the diverse perspectives and experiences of the public.
- UNR will convene community meetings using the committee resources below to take input from LIDACs to inform the implementation strategy or identifying follow-up strategies as needed. The University will engage our Office of Diversity, Equity and Inclusion; Facilities Resource Committee; Sustainability Faculty Senate Committee and Office of Indigenous Relations transparently and openly through the planning process to ensure the project will not have any negative impacts on members of the University and the surrounding community. Meaningful engagement will continue through the life of this grant by engaging faculty and deans from the University's student services, administrative departments, and 13 colleges by sharing project progress, accepting feedback, sharing real emissions reductions over time, and using the project as an opportunity for education on environmental justice. In creating an outreach plan, the Outreach Coordinator will ensure participation from each school to gain buy in and action by asking departments to pledge commitment to emissions reductions and supporting individual department emissions reduction goals.
- Washoe County has consulted with numerous community organizations in the development of these proposals, including the local chapter of the National Association for the Advancement of Colored People, the Reno-Sparks Indian Colony, the Pyramid Lake Paiute Tribe, Sierra Club, Nevada Conservation League, Faith in Action, the Nevada Environmental Justice Coalition, Climateers, and 6 of the County's 8 Citizen Advisory Boards. In addition, the County is currently conducting a community-wide greenhouse gas inventory and Climate Action Plan, which will include a Facilities Emissions Reduction Plan. When these drafts become available, the County will engage interested community members across all regions and demographics to inform the development of our reductions strategies, with community teams focused on each relevant sector (e.g., transportation, buildings (commercial and residential), energy production, waste management, etc.)
- The community engagement will follow the RTC Public Participation Plan which articulates the RTC's commitment to an open and transparent interface with the public and relevant public agencies to support the regional transportation process. Public involvement opportunities are established early in the process and remain a continuous effort throughout the development of a project. Collaboration with the public allows for innovative ideas to emerge that address complex transportation issues. The goal is to provide the highest-quality participation in transportation decision-making by identifying and involving various stakeholders, including community residents. Community engagement will take place through RTC's normal channels of communication and through the Washoe County School District. Advertising opportunities will include both in-school and on-bus methods of building awareness of the program. All materials will be published in English and Spanish.
- DRMMP was part of a Bloomberg Initiative which sought to activate the Dickerson Road corridor. Public engagement sessions were held, and community members were provided concepts for activation which they provided feedback on. The City of Reno also conducted a months-long micro-mobility pilot study near the Dickerson Road corridor and incorporated that feedback into the overall vision for downtown. That study and survey received over 1,000 comments from residents and businesses. Neighborhood Advisory Boards will be utilized to solicit feedback through in-person discussion and public comment. The City also uses all social media platforms to provide and receive initiative feedback, and hosts a regular spot on a Spanish Radio station. The DRMMP is at 50% design, so much of the initial feedback has already been incorporated, but changes can be made at various steps of implementation.

## 9. JOB QUALITY

Nevada has a robust network of labor and job placement organizations, non-profits, for-profits, as well as state, local, and tribal entities that are unified in tackling the state's workforce needs. Several permanent, high-quality jobs will be created for program administration of these various projects. Partners such as UNR, are committed to creating high-quality jobs by offering competitive salaries, comprehensive benefits packages, and professional development opportunities, ensuring a supportive and enriching work environment that fosters growth and innovation. Upon designation by the US DOE, the Greater Nevada Clean Cities Coalition will gain access to a national network of coalitions some of which have extensive experience in designing workforce development programs to support safe vehicle servicing and maintenance skills for the transition to electrified vehicle fleets. ZEV workforce development, micromobility projects, and energy efficiency demands will have the most direct impact on job expansion or improvements. NCEF will employ a multi-pronged approach to meet the diverse workforce needs of the proposed Transportation measures and to support high quality green jobs, which NCEF defines as one that provides job security, opportunities for advancement, family-sustaining wages and benefits, and strong labor standards. NCEF's workforce development strategies include:

- Educate fleet owners about opportunities for ZEV-related training available from vehicle dealers, manufacturers, vendors, and schools.
- Provide public agency fleet staff with upskilling and professional development opportunities by providing stipends for ZEV-related trainings, certifications, and visits to other public entities with existing ZEVs.
- Leverage and grow NCEF's network of vetted contractors and energy auditors across Nevada and providing them with resources to gain additional skills needed to implement measures.
- Leverage NCEF's partnership with NV Energy, Nevada's largest utility, on programs that support strong project labor agreements and build on union partnerships.
- Incorporate input from the workforce and labor representation on NCEF's Board of Directors.

Constructing micro-mobility networks is likely to generate job opportunities for skilled labor in construction and infrastructure development, including workers specialized in road and bike lane construction, landscaping, and urban planning. These jobs typically offer stable employment and competitive wages, providing workers with a reliable source of income. Additionally, the project may create opportunities for local businesses, such as suppliers of construction materials and equipment, fostering economic growth within the community. Furthermore, as the micro-mobility network aims to enhance accessibility and promote sustainable transportation options, there may be an increased demand for jobs related to bike and scooter maintenance, as well as roles in public transit operations and management. These jobs often contribute to a sense of fulfillment by supporting environmentally friendly initiatives and improving the overall quality of life in the community. Offering free public transit for youths will not directly create jobs but will increase access to educational and occupational opportunities in the RTC service area. Further, all public works in Nevada are required to comply with Nevada Revised Statute 338, which specifies requirements for public works contracting, employment, and other mandates. Washoe County and its contractors are also required to abide by Davis-Bacon Act requirements for prevailing wages to be paid to laborers and mechanics on federally funded construction projects. In addition, when Washoe County is ready to open bids for contracts, they will utilize NV DOT's Disadvantage Business Enterprise list to solicit members from that business community. Lastly, GOE is actively pursuing as many workforce development grants in an effort to align the workforce needs for energy efficiency with the incoming federal funding that will increase needs for skilled workforce in energy efficiency. GOE has applied for HOME, HEAR, HEROS, which all have workforce funding that will collectively strive toward increasing the workforce to support the state. Additionally, GOE applied for the TREC section 50123 formula funding to increase HVAC workforce statewide in partnership with three NSHE community colleges. GOE is applying for the EAT 40503 competitive funding as well as the 40521 IAC competitive funding.

## 10. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

### a. Past Performance

NDEP has federal delegation for Clean Air Act, Clean Water Act, Safe Drinking Water Act, Resource Conservation and Recovery Act, among others. As such, NDEP has received and is implementing numerous grant awards from several federal agencies (e.g., US-EPA, US-DOE, etc.). The partners in this application have successfully implemented other federal grants within their jurisdictions. The following is a representative list of past and active awards.

Table 8 Examples of Past Performance

Projects	Funding Agency	Description	Status
NV Clean Diesel Program	US-EPA-98T23001	NDEP - Reduce diesel emissions through vehicle replacement and emission control devices.	On-going. Numerous projects completed throughout NDEP's long history of participation and fund matching. Several vehicle replacements for school buses completed and closed out within the last 3 years.

<b>VW Settlement Mitigation Fund</b>	VW Environmental Mitigation Trust	NDEP - Emissions reduction program to reduce emissions through vehicle replacement	NDEP has completed more than \$14.6 million in projects, with another \$6.3 million in progress
<b>NV Clean Energy Fund</b>	US-DOE through NV-GOE	NCEF - Support startup operations of the Nevada Clean Energy Fund. The \$400,000 subaward was made for the period from January 1, 2022, to June 30, 2023.	NCEF achieved its subaward purpose, including building its organizational infrastructure and capacity, preparing to access additional federal funds, building partnerships with key stakeholders, and launching programs (e.g., its Electric School Bus program and Residential Energy Upgrade Program).
<b>Clean Energy for Rural Nevada</b>	US-DOE	NCEF received a \$100,000 grant from DOE's Energizing Rural Communities Prize to help identify and finance clean energy projects in rural or remote areas of Nevada.	In progress
<b>Home Energy Retrofit Opportunities for Seniors</b>	US-DOE	GOE - provide funding and technical assistance for low-income seniors to make their homes more energy efficient at no cost to eligible homeowners.	HEROS has been ongoing since 2015, helping hundreds of seniors every year with weatherization resulting in an average energy reduction of 64% per home
<b>Radium Decontamination and Remediation of Building #58</b>	US-DOI-D20AP00044	UNR - Remediate, restore, and refurbish the Facilities Services Building to maintain its historic value and allow for full, unrestricted occupancy. 08/17/2020 through 11/16/2022	Construction completed fully on 28 Aug 2023. The University took beneficial occupancy of the refurbished space in the summer of 2023 and the end users completed furnishing and move-in activities in October 2023.
<b>State and Local Fiscal Recovery Funds</b>	US-Department of Treasury (ARPA)	Washoe County (\$91,587,038) - Promote recovery and provide greater community resilience in the years following the COVID pandemic.	Active through 12/31/2026
<b>Hydrogen fuel cell- electric buses and hydrogen fueling facility</b>	US-FTA	Washoe RTC - Purchase and deploy hydrogen fuel cell- electric buses and construct a hydrogen fueling facility to improve service reliability and air quality for residents in the Reno-Sparks metropolitan area	On-going
<b>USDA-Urban Forestry</b>	USDA-FS-2023-UCF-IRA-01	City of Reno - Tree planting project of 120 trees near the Reno-Tahoe International Airport	Awarded in 2023. In progress

### b. Reporting Requirements

All agencies within this application have a variety of long-term experience submitting quarterly and/or semiannual reports for various grants including to the EPA, Volkswagen Settlement, the DOE, GOE, and more. This included narrative reports apprising the funding agency of the status of project progress, a detailed expenditure report, as well as outputs and outcomes during the project period. Any challenges were reported with mitigation strategies to address project completion within the period of performance.

### c. Staff Expertise

NDEP is an agency of the state of Nevada with expertise, among others, in the management of air quality resources; air pollution emissions reduction measures; implementing Clean Air Act requirements, inventorying emissions, including both greenhouse gases and criteria pollutants; and developing and implementing incentive programs to reduce emissions, particularly programs for the reduction of emissions from vehicles. NDEP has had success with emissions reductions projects through the Volkswagen Mitigation Fund with more than \$14.6 million in transportation related emissions reduction projects, with another \$6.3 million in approved projects that are in progress. Project technical staff includes experienced environmental scientists and the supervisor, professional engineer, with direct experience implementing grant-funded vehicle replacement programs, emissions inventorying and quantification and reporting for EPA funded grants, with the support of experienced fiscal staff.

The NCEF is a 501(c)(3) nonprofit organization to provide financial and technical resources to Nevadans to accelerate clean energy growth, reduce energy costs, create jobs, and tackle climate change. NCEF works with schools, affordable housing developers, residents, Tribes, small businesses, contractors, and others across the state, with a particular focus on disadvantaged communities. NCEF was created by state legislation in 2017 to serve as Nevada's green bank. In addition to NCEF's Residential Energy Upgrade Program (RE-UP), Electric School Bus Program, and work providing educational and technical resources to affordable housing developers, Tribes, small businesses, and others, NCEF anticipates implementing Solar for All funds in Nevada. NCEF submitted a \$250 million Solar for All application and is Nevada's only applicant. With these funds, NCEF would launch low-income solar programs focused on single-family homes, affordable multifamily housing, and community solar. The proposal also seeks to catalyze

market transformation in Nevada by spurring regulatory and permitting change, building a sustainable and diverse clean energy workforce, and leveraging private capital. NCEF's Board of Directors provides oversight, governance, and accountability for NCEF. In accordance with state statute, NCEF's Board includes the Director of the Governor's Office of Energy, a staff member from the Governor's Office of Economic Development, the Real Estate Administrator, and the Financial Institutions Commissioner. The Board also includes members nominated by local governments and labor and contractor groups. Finally, NCEF's Advisory Council is made up of diverse individuals with expertise in community engagement, utilities, and financial risk management.

The GOE is an agency of the state of Nevada with expertise in Energy Efficiency measures. GOE maintains and applies an understanding of the energy landscape in Nevada, promotes policy, manages programs, and distributes federal funding to meet Nevada's energy needs. GOE was originally created as the Nevada State Office of Energy in 1975 to implement and plan for energy emergencies and develop programs and projects to encourage efficient energy use in the public and private sector. After reorganizations in 1983 and 1993, as well as the 1997 New Year's flood damaged northern Nevada's single source of petroleum, the State of Nevada (in coordination with DOE) determined the emergency support function resided with the state energy office. In 2001, the office became GOE, and the department head became a cabinet-level director position. GOE now operates with 12 employees with a focus on renewable energy, energy efficiency, and electric vehicles.

The University of Nevada, Reno is an agency of the state of Nevada with expertise in grant funding and project management. The Office of Sponsored Projects can support all grant processing and reporting requirements.

Washoe County is a local government entity of the state of Nevada, with a deep bench of federal grant management experience, facilities systems operations and maintenance, and sustainability program development.

UNR- BEP is an agency of the State of Nevada as part of the state university with expertise in working with business, public sector, and community stakeholders to improve environmental compliance, improve energy efficiency, and transition to transportation electrification. BEP has led previous stakeholder engagements with public sector fleet managers in northern Nevada and has an extensive network with the local chapter of the FleetPros trade association, including fuel providers and NV Energy.

Washoe County RTC is a pivotal regional governmental agency overseeing transportation planning, funding, and implementation across Washoe County, Nevada. Through collaborative efforts with local governments, businesses, and community members, RTC facilitates the development and execution of transportation plans and projects. Expertise within the agency spans several critical domains: comprehensive transportation planning to assess present and future needs, infrastructure development, and pedestrian/bicycle facilities to enhance services and promote sustainability. RTC also manages the allocation of transportation funding from various sources, prioritizing projects and ensuring efficient resource utilization while complying with federal regulations. Engaging with the community is integral to RTC's operations, ensuring alignment between transportation plans and community needs.

The City of Reno is a local government with expertise in designing and developing street, curb, sewer, and other infrastructure to support the health, well-being, safety, and livelihood of our residents including identifying and installing LED lighting projects. Reno has upgraded lighting in all of its largest buildings, the iconic Reno Arch, and over 25 parks. Reno has performed two successful Energy Performance Contracts, a co-gen plant, wind and solar installations, and tracks all operational emissions.

**Letters of Commitment for each of the 7 subrecipients and Biographies for everyone working on these projects are listed in the attachments.**