



Cleaner, Greener Communities (CGC) Program, Phase II Implementation Grants, Round 3
Program Opportunity Notice (PON) 3106

Category 2 Required Steps and Eligible Project Types

Summary: The following document outlines the required Steps all Category 2 applicants must first complete in order to qualify for funding under Category 2 of the above referenced solicitation. This document includes a list of eligible project types applicants can apply for funding to complete and detailed hypothetical project type examples.

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Category 2 Project Eligibility: Required Steps

In order to qualify for funding, all Category 2 applicants must first complete four of the following six relatively low-cost Steps and submit proof of completion for each Step. More information on how to meet the requirements for each Step, including what documentation is required, is outlined below. Applicants may request a pre-review of the proof of completion documentation for each Step by sending an email to CGC@nyserdera.ny.gov. The required Steps include:

1. Implement a Green Building Strategy
2. Adopt the New York State Unified Solar Permit
3. Support Alternative Fuel Transportation Supply Infrastructure
4. Adopt a Vehicle Fleet Efficiency Policy
5. Develop a Government Operations Greenhouse Gas (GHG) Emissions Inventory and Establish a Government Operations Emissions Reduction Target
6. Enable Property Assessed Clean Energy (PACE) Financing (Only if within the jurisdiction of the proposing local government)

Note that applicants may be eligible to earn points towards certification through the [Climate Smart Communities \(CSC\) Certification Program](#) by completing the Steps and for completing one or more projects under this category. More information on Category 2, Required Steps and eligible project types (and corresponding CSC Actions) can be found in the [CSC Certification Manual](#). NYSERDA reserves the right to restrict future funding in Category 2 of Cleaner, Greener Communities if the applicant is, at any point, no longer able to satisfy four of the six required Steps.

STEP #1: IMPLEMENT A GREEN BUILDING STRATEGY

Applicants must minimize building life cycle costs through energy efficiency, water conservation, or other renewable and alternative energy technologies. Applicants may satisfy the requirements for this Step by implementing any strategy that achieves the following objectives for buildings (residential, commercial, or both) in their community:

- A. Establish a stretch code that includes minimum requirements for energy efficiency of at least 5% more efficient than the current (at time of application submission) Energy Conservation Construction Code of New York State (ECCCNYS). Section R406 “Energy Rating Index Compliance Alternative” of the International Code Council (ICC) 2015 International Energy Construction Code (IECC) provides a good residential stretch code framework.

OR

- B. Establish a green building ordinance that requires all new construction and substantial renovation projects to meet minimum requirements, such as those outlined in the International Code Council’s (ICC) *International Green Construction Code* (IgCC), for water conservation and renewable/alternative energy technologies.

AND

1. Implement an electronic system for tracking and retaining building project permit and inspection records within the jurisdiction and report to NYSERDA on the system and strategy employed, including data fields and files being tracked and retained; and

2. Commitment to sharing aggregated or otherwise non-confidential jurisdictional building project permit and inspection data¹, including but not limited to: a. Number of permits issued; b. Gross total square footage constructed; c. For multifamily construction, total number dwelling units constructed; d. Number of permits and certificates of occupancy rejected for failure to comply with the ECCCNY or jurisdictionally-adopted stretch code; e. Number of permits and certificates of occupancy rejected for failure to comply with jurisdictionally-adopted green building ordinance; f. Number of projects inspected; g. Number of inspection visits conducted; h. Number of permits needing field revisions; i. Number of projects categorized by compliance option as identified in the ECCCNY or jurisdictionally-adopted stretch code or green building ordinance; j. Construction activity categorized by number of residentially and commercially permitted and constructed projects, broken out by new construction and addition, alteration and repair projects, all as defined by the ECCCNY; and, k. Construction activity categorized by fuel type; and
3. Commitment to consider adopting the model New York State Stretch Code (NY-Stretch) when it is created.

Applicants should first review their existing codes and regulations and identify any requirements that might preclude or inhibit implementing a strategy that achieves the aforementioned objectives. In addition, applicants might consider forming a green ordinance task force of representatives with an interest and expertise in energy efficiency and building codes, to work on developing the strategy.

Applicants should review the current version(s) of the ECCCNY and applicable references, and the latest versions of the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards 90.1- *Energy Standard for Buildings Except Low-Rise Residential Buildings* and 189.1- *Standard for the Design of High-Performance Green Buildings*, the International Code Council's (ICC)- *International Green Construction Code (IgCC)* and *International Energy Conservation Code (IECC)*, and other best practice resources to inform the strategy.

Local governments may adopt their own stretch code for energy conservation after notifying the state, but these requirements must be no less restrictive than the current ECCCNY. All proposed local stretch energy codes should be reviewed by the Department of State Division of Building Standards and Codes and Must be filed with the State Fire Prevention and Building Code Council (State Code Council) (http://www.dos.ny.gov/dcea/code_council.html) as outlined in Section 109 of the Energy Law found at <http://public.leginfo.state.ny.us/lawssrch.cgi?NVLWO>.

Documentation required for Step #1:

Applicants must submit an electronic copy or link to the green building ordinance, stretch code, or other document, including a summary outlining how Step 1 objectives have been met since the last state code update, if applicable, or within the last five years, whichever is less, and submit signed documentation of adoption or enactment by the local government official or body authorized to enact such policies. If required by law, applicants must submit proof that any proposed building code updates

¹ Data reported to NYSERDA will be used to inform programmatic decisions, such as how best to educate on and support Energy Code compliance, and help NYSERDA better understand and serve New York State's design, construction and code enforcement markets.

were filed with the State Code Council and certify to NYSERDA that they are being enforced.

STEP #2: ADOPT THE NEW YORK STATE UNIFIED SOLAR PERMIT (CSC ACTION 6.3)

Applicants must adopt the New York State (NYS) Unified Solar Permit for use within the local jurisdiction. Applicants must review the Unified Solar Permit with its local building department and other departments directly affected by the adoption of the permit, including but not limited to the engineering and planning department. Each department may have input to the adoption and/or alteration of the NYS Unified Solar Permit.

More information on the process for adopting the NYS Unified Solar Permit can be found on the NY Sun Initiative website at <http://ny-sun.ny.gov/For-Local-Government/Local-Government>.

Documentation required for Step #2:

Applicants must submit an electronic copy of the adopted NYS Unified Solar Permit and submit signed documentation of its adoption and enactment by the local government official or body authorized to enact such policies. The NYS Unified Solar Permit may have been passed (or updated) at any time prior to the application date, but must be active at the time of submittal. Please note that incentives are available to assist applicants with adopting the New York State Unified Solar Permit under Category 1 of the CGC Program.

STEP #3: SUPPORT ALTERNATIVE FUEL TRANSPORTATION SUPPLY INFRASTRUCTURE (CSC ACTION 8.10)

The first step in supporting alternative fuel transportation infrastructure is assessing the demand for and feasibility of an alternative fueling station. Applicants should gauge local and regional demand for alternative fueling stations and consider the most appropriate fuel type for the area. Alternative fuel supply infrastructure could include the following:

- Electric vehicle supply equipment
- Compressed natural gas (CNG) infrastructure for fleets
- Biofuels production and supply infrastructure
- Propane fueling infrastructure
- Ethanol fueling infrastructure

Applicants must submit documentation that one or more of the below policies or incentives have been developed and adopted by the municipality:

- Provide incentives for alternative fuel supply infrastructure in designated zones
- Expedite permitting for alternative fuel supply infrastructure
- Amend building code or zoning ordinances to require electric vehicle charging stations in parking lots

Documentation required for Step #3:

Applicants must submit copies of one or more of the policies or incentives that have been developed and submit signed documentation of its adoption and enactment by the local government official or body authorized to enact such policies. The policies, incentives, or code updates could have taken place at any time prior to the application date, but must be active at the time of submittal. Please note that incentives are available to assist applicants with adopting streamlined permitting or other ordinances that facilitate the installation of electric vehicle supply equipment under Category 1 of the CGC

Program.

STEP #4: ADOPT A VEHICLE FLEET EFFICIENCY POLICY (CSC ACTION 3.10)

Applicants can develop a vehicle fleet efficiency policy by following the guidelines below:

- Complete a municipal fleet vehicle inventory
- Establish definitions and minimum efficiency levels, and any exemptions, for different vehicle types
- Include in the policy a plan and schedule for replacing vehicles with fuel efficient and/or alternative fuel options
- Reference <http://www.fueleconomy.gov/> for information on fuel efficiency of vehicles
- Refer to New York State policies on vehicle fleet efficiency³ and other best practices
- Include in the policy requirements for tracking mileage and fuel consumption
- Include in the policy requirements for annual review of the replacement schedule to adjust for new, more efficient, vehicle availability

As with any change in local laws and policies, please consult with the local government attorney for guidance on drafting and enacting the new legislation or policy. Please see the [Green Fleet Guidance Document](#) developed for the Village of Dobbs Ferry for more detailed guidance.

Applicants must adopt a fleet vehicle efficiency policy and vehicle replacement plan. An alternative to an independent fleet vehicle efficiency policy would be incorporation of vehicle efficiency into a larger environmentally preferable purchasing policy. The policy must clearly define fuel efficiency standards for the entire fleet and for specific vehicle types, and a replacement policy or schedule for existing vehicles.

Documentation required for Step #4:

Applicants must submit a written policy as well as signed documentation of its adoption and enactment by the local government official or body authorized to enact such policies. The written policy must specify the purchase of a minimum percentage of fuel-efficient vehicles by a short-term deadline or minimum fuel-efficiency standards by a short-term deadline and require the purchase of 100% of fuel-efficient vehicles by a certain year.

Additional recommended documentation may include an inventory of existing local government vehicles with a replacement schedule. The policy may have been adopted at any time prior to the application date and the local government must be actively implementing it.

STEP #5: DEVELOP A GOVERNMENT OPERATIONS GREENHOUSE GAS (GHG) EMISSIONS INVENTORY AND ESTABLISH A GOVERNMENT OPERATIONS EMISSIONS REDUCTION TARGET (CSC ACTIONS 2.1 AND 2.3)

Develop a Government Operations GHG Emissions Inventory:

Applicants must conduct a GHG emissions inventory of local government operations for all applicable sources of Scope 1 (direct) and Scope 2 (indirect) emissions. Reporting Scope 3 emissions is optional, though highly encouraged. Local governments must use the Local Government Operations Protocol (LGOP) to complete this action. Developing a GHG inventory is a data-intensive and time-consuming task. Engaging an intern or assigning specific hours of existing staff to support this task will contribute

to timely completion of the inventory. There are a number of resources available to assist with developing a GHG emissions inventory. A summary of the steps is outlined below:

- Determine GHG inventory boundaries- what does the local government have operational control over?
- Confirm baseline year, the LGOP will suggest a calendar year
- Identify emissions sources (e.g. buildings, vehicles, streetlights, waste)
- Request data for the baseline year, providing data collection templates can save time and prevent confusion
- Once received, thoroughly review all data for completeness and accuracy, make sure all data are provided for all facilities and departments, and for the correct timeframe
- Input information into a GHG inventory tool or spreadsheet with emissions coefficients to quantify GHG emissions
- Perform a quality review of all equations, referred to as a quality assurance/quality control review (QA/QC)
- Finalize data
- Report results

Applicants may use or reference the CSC [Local Government Operations Greenhouse Gas Emissions Inventory Tool](#) and accompanying [User Guide](#) for assistance.

Establish a Government Operations Emissions Reduction Target:

Applicants must research and adopt short-, medium-, and long-term GHG reduction targets in a resolution or in a climate action plan or comparable plan such as a comprehensive plan. A baseline emissions inventory is needed to establish an emissions reduction target, so the community has a means of measuring progress against the baseline. A GHG emissions forecast, often included in a baseline emissions inventory report, is also useful for anticipating changes in GHG emissions from population change, technology changes, or economic impacts on emissions.

Documentation required for Step #5:

For the Government Operations GHG Emissions Inventory:

Applicants must submit a copy of their most recent local government operations GHG inventory report. These can be standalone documents or included in inventory reports that also cover community emissions. The inventory must have been completed within five years prior to the application date.

For the Government Operations Emissions Reduction Target:

Applicants must submit copies of formal documentation, such as a council resolution, report, formally adopted plan or memorandum stating the established emissions reduction target(s) for government operations. The targets can be established at any time prior to the application date, as long as they are currently valid.

STEP #6: ENABLE PROPERTY ASSESSED CLEAN ENERGY (PACE) FINANCING (ONLY IF WITHIN THE JURISDICTION OF THE PROPOSING LOCAL GOVERNMENT)

This Step only applies to local governments that have the jurisdiction to enable PACE financing (mostly New York State Cities and Counties (except Westchester County where Townships and Cities must meet the requirement and other Cities that do not have the jurisdiction to enable PACE financing)). PACE legislation is enabled by municipal authorization. Counties or Cities must authorize PACE financing

through a local law that enables a property owner to pay for energy improvements through a special tax bill charge to the property. This arrangement ensures access to low-cost capital with up to 20-year loan terms, automatic transferability, and other benefits that increase the value of the property while reducing energy costs and/or generating sources of renewable energy.

Documentation required for Step #6:

Applicants must submit a copy of the local law that enables PACE financing in the municipality or a signed letter from the Municipal leadership showing the intent to pass a local law by a specified date.

While applicants are free to enact PACE financing however they see fit, and in collaboration with any assisting entity, there is one program already available in New York State to assist interested municipalities. The Energy Improvement Corporation (EIC) is a Local Development Corporation, which is a New York State not-for-profit, public authority established specifically to increase the demand for energy efficiency and renewable energy building upgrades. With a growing member base of member municipalities, EIC offers the Energize NY Finance Program which is a PACE finance program. PACE financing is made available to eligible property owners in order to provide attractive financing for property improvements that lower energy consumption and/or generate clean energy. More information on the Energize NY Finance Program, including a template for the local law that enables PACE financing, can be found at <http://commercial.energizeny.org/energize-ny-finance>.

Category 2 Eligible Project Types

Subject to the approval of the required documentation for each of the Steps listed above, applicants may apply for funding for one or more of the following eligible project types. Brief descriptions of each project type are included below and applicants may be eligible to earn points towards certification through the [CSC Certification Program](#) for completion of one or more of the below project types.

1. Develop a community GHG emissions inventory and establish a community emissions reduction target ([CSC ACTIONS 2.2 AND 2.4](#)):

Develop a community GHG emissions inventory:

Applicants must develop a GHG inventory for the community as a whole by selecting an appropriate baseline year, gathering the data, and developing an inventory report. This analysis will help the local government prioritize actions. Scope 1 and 2 emissions should be assessed and reported, although Scope 3 emissions are optional. The report should be publicly released. Local governments can follow the U.S. Community Protocol, for guidance on how to conduct a community inventory and what to include.

A summary of the key steps in developing a community GHG inventory are as follows:

- Determine GHG inventory boundaries- what does the local government have operational control over?
- Confirm baseline year, using the calendar year of the local government operations inventory is a good idea
- Identify emissions sources (e.g. buildings, transportation, waste)
- Request data for the baseline year, providing data collection templates can save time and prevent confusion

- Once received, thoroughly review all data for completeness and accuracy- if your community has limited industrial facilities, but there appears to be an incredibly high percentage of energy use from that sector, there might be errors in the data
- Input information into GHG Inventory tool or spreadsheet with emissions coefficients to quantify GHG emissions
- Perform a quality review of all equations, referred to as a quality assurance/quality control review (QA/QC)
- Finalize data
- Report results

Establish a community emissions reduction target: Research and adopt short-, medium-, and long-term GHG reduction targets in a resolution, climate action plan, or comparable plan such as a comprehensive plan. Please see the [Green Ossining Climate Action Plan](#) for an example. If a target has already been established for the region, applicants should demonstrate how they have agreed to either meet or exceed this target. A baseline emissions inventory is needed to establish an emissions reduction target, so the community has a means of measuring progress against the baseline.

2. **Develop a government operations and/or community climate action plan ([CSC ACTIONS 2.5 and 2.6](#)):** Applicants must develop a plan that includes the results of the GHG emissions inventory for local government operations and/or for the community as a whole, the GHG emissions reduction targets for local government operations and/or for the community as a whole, and how the combined GHG reductions from plans, policies, and actions will allow the local government and/or for the community as a whole to achieve the GHG reduction targets. Climate action plans must be coordinated with existing community plans and programs to avoid undermining them. There are specific procedural requirements for incorporating a climate action plan into an existing comprehensive plan. Applicants are encouraged to contact the Department of State Office of General Counsel for guidance on such actions (<http://www.dos.ny.gov/cnsl/counsel.htm>). Additionally, applicants must perform public outreach and public review of the draft plan, as well as develop and publicly release the government operations and/or for the community climate action plan. Applicants may reference the [CSC Climate Action Planning Guide](#) for more detailed guidance.
3. **Upgrade water or wastewater treatment facilities and infrastructure ([CSC ACTION 3.9](#)):** Applicants can apply for funding to upgrade water or wastewater treatment facilities or infrastructure. Examples of projects applicants can apply for funding include: Assessing facility energy use; Installing variable frequency drives (VFD) for motors and pumps; Using efficient drying technologies; Optimizing anaerobic digester performance; Using biogas to produce heat or energy; Implementing renewable energy options such as wind solar or hydro-power; and reducing leaks in water distribution systems. Applicants must reduce the GHG emissions by at least 10% through the upgrades implemented in order to qualify for funding.
4. **Right-size the local government fleet ([CSC ACTION 3.11](#)):** This project involves right sizing the local government fleet by reducing the total number of vehicles and optimizing the usage of existing vehicles to ensure the most efficient vehicles are used as much as possible. Applicants

must reduce the vehicle fleet size by a minimum of 10% in order to qualify for funding. Examples of strategies applicants can implement under this project type include:

- **Fleet Inventory**
 - Obtain a fleet management information system that tracks the type of usage, fuel usage, and fuel efficiency of each vehicle in the system.
 - Identify vehicles that are underutilized and can either be retired or better utilized.
 - Identify vehicles that are not suited to the tasks for which they are typically used.
- **Optimize Fleet Assignments**
 - Reassign vehicles to make sure the appropriate vehicles are used for the right tasks.
 - Develop processes and procedures to enforce vehicle usage policies.
 - Encourage car-pooling and more efficient route planning.
- **Reduce Fleet Size**
 - Retire or sell older or infrequently used vehicles.

Applicants may reference the [Tarrytown Right-Sizing Local Government Fleet Toolkit](#) for more detailed guidance.

5. **Replace traditional vehicles with advanced vehicles (CSC ACTION 3.12):** The following strategies are eligible for funding under this project type:
 - Develop vehicle replacement guidelines or policies to require the purchase of advanced vehicles and alternative fuel vehicles
 - Use established minimum fuel efficiency requirements for the types of vehicles in the fleet, as developed in [\(CSC ACTION 3.10\)](#) (if completed)
 - Select advanced vehicles or alternative fuel vehicles for purchase that suit local needs, available fuels, and local vehicle availability
 - Consider a bulk purchase of vehicles to receive a better price, or organize a joint procurement with other neighboring jurisdictions, to maximize your buying power
 - Replace vehicles as they near the end of their useful life with advanced vehicles and alternative fuel vehicles and/or replace the least fuel efficient vehicles prior to their end of life
6. **Convert streetlights to LED (CSC ACTION 3.15):** Applicants must upgrade a minimum of 10% of streetlights to LED in order to apply for funding for this project type. The following guidelines provide an outline for the process of converting streetlights to LED:
 - **Plan for Streetlight Retrofit**
 - Perform an outdoor lighting inventory, if one doesn't exist
 - Define the scope and objectives of the project, in terms of the quantity of streetlights to be converted, and if other changes to local street lighting are necessary, such as increasing or reducing number of streetlights based on input from local residents and businesses
 - Identify streetlights for conversion; focus on the most outdated fixtures
 - Consider performing a pilot of the new technology first to confirm the technology and lighting output meet local needs

- Develop project plan and financing strategy
- **Identify Design Concerns and Constraints**
 - Determine if existing light fixtures can be retrofitted or if they must be replaced
 - Select appropriate technology and understand maintenance impacts
 - Ensure the new technology meets the minimum design standards, such as those from the [DesignLights Consortium Qualified Products List](#)
 - Consider other design factors such as glare, light pollution, safety and security, and aesthetic requirements
- **Implement New Lighting Technology**
 - Convert streetlights to LEDs found on the [DesignLights Consortium Qualified Products List](#)
 - Monitor and report on performance of the new fixtures
 - Develop or update ongoing maintenance plans

Applicants may reference the [CSC Anchor Project: City of Yonkers LED Streetlight Installation](#) case study for an example of a successful project.

7. **Convert traffic signals to LED (CSC ACTION 3.16):** Applicants must upgrade a minimum of 10% of traffic signals to LED to improve traffic flow in order to apply for funding for this project type. The following guidelines identify how applicants can improve the efficiency of local traffic signals by converting to LED:
 - **Plan for the Traffic Signal Retrofit**
 - Define the scope and objectives of the project, in terms of the number of traffic signals to be converted and the financing strategy. Focus on the most outdated signals first
 - Consider performing a pilot of the new technology first, to confirm the selected technology meets local requirements
 - Develop project plan and select a contractor to perform the conversion
 - **Identify Design Problems and Constraints**
 - Determine if existing traffic signals can be retrofitted or if they must be replaced
 - Select appropriate technology and understand maintenance impacts
 - **Implement New Lighting Technology**
 - Convert traffic signals to LED
 - Monitor and report on performance of the new signals
 - Develop or update ongoing maintenance plans
8. **Develop and adopt a comprehensive plan with sustainability elements (CSC ACTION 6.1):** Applicants must develop and adopt a resource-efficient comprehensive plan that incorporates the following required and optional elements. Applicants must identify goals, strategies, and reporting metrics specific for each element. NYSERDA recommends using the [Technical Guidance Manual for Sustainable Neighborhoods](#), created by the United States Green Building Council in partnership with the Land Use Law Center at Pace Law School, to guide community planning processes and proposal development. NYSERDA also recommends considering the [LEED® for Neighborhood Development Floating Zone](#) as part of anticipated planning and zoning efforts. A resource for form-based codes is available at <http://www.formbasedcodes.org/>. Use

of other nationally recognized standards or development of new standards to meet market needs are also encouraged.

- a. Promote alternative transportation options (bicycle, pedestrian and public transit) – Required
 - b. Promote smart growth principles in land-use policies – Required
 - c. Conserve Natural Areas – Required
 - d. Protect public health and safety – Required
 - e. Foster green economic development – Optional
 - f. Promote energy efficiency and renewable energy production – Optional
 - g. Protect the resource-efficient use of natural resources – Optional
 - h. Remedy environmental justice concerns – Optional
 - i. Promote development or conservation of local food systems – Optional
 - j. Strive for social equity in housing, schools, green space, and food and transportation options – Optional
 - k. Minimize solid waste and promote recycling and composting – Optional
 - l. Protect drinking water sources – Optional
 - m. Minimize stormwater runoff – Optional
 - n. Promote climate adaptation and resilience – Optional
9. **Incorporate smart growth principles into land-use policies and regulations ([CSC ACTION 6.2](#)):** By updating local zoning and policies, local governments can encourage smart growth by promoting transit oriented development, compact walkable communities, infill development, and other resource-efficient land-use practices. NYSERDA recommends using the [Technical Guidance Manual for Sustainable Neighborhoods](#), created by the United States Green Building Council in partnership with the Land Use Law Center at Pace Law School, to guide community planning processes and proposal development. NYSERDA also recommends considering the [LEED® for Neighborhood Development Floating Zone](#) as part of anticipated planning and zoning efforts. A resource for form-based codes is available at <http://www.formbasedcodes.org/>. Use of other nationally recognized standards or development of new standards to meet market needs are also encouraged. Applicants can apply for funding to incorporate smart growth principles into land-use policies and regulations. Such principles may include, but not be limited to,:
- a. Mix land uses
 - b. Promote compact building design and cluster development
 - c. Diversity of housing opportunities and choices
 - d. Walkable neighborhoods
 - e. Foster distinct, attractive communities with a strong sense of place
 - f. Preserve open space, farmland, natural beauty, and important natural areas
 - g. Strengthen and direct development toward existing community centers, hamlets, or urban areas
 - h. Promote density that facilitates non-car transportation options
10. **Implement strategies that support bicycling and walking ([CSC ACTION 6.10](#)):** Applicants may apply for funding for one or more of the following strategies to improve the infrastructure for cycling in their communities.
- a. Develop a bicycle and pedestrian master plan (or similar plan)
 - b. Expand and improve bike paths and bike lanes

- c. Improve bike parking
- d. Improve bike signage
- e. Develop a bike share program

11. Implement strategies that increase public transit ridership and alternative transport modes

(CSC ACTION 6.12): Local governments can implement a variety of strategies to reduce some of the barriers to transit ridership such as cost of public transit, distance a passenger needs to travel to access transit, shelter at the transit stop, access to bicycle and pedestrian facilities, and parking if the passenger is driving to a central spot to take transit into an urban area. After assessing the need, applicants can apply for funding to implement one of the following strategies:

- a. Develop shuttle system to trains
- b. Improve walkways, sidewalks and/or bikeways to trains and buses
- c. Create covered, secure bike racks
- d. Ensure adequate car parking near bus stops
- e. Encourage car sharing
- f. Provide incentives directly to riders or work with local employers to provide incentives to employees for using public transit
- g. Coordinate with a regional transit agency or neighboring community to expand access to public transit within the region

12. Establish incentives for green industry or business to locate in a community (CSC ACTION 8.9):

Applicants must establish incentives for green businesses to locate within the community. Incentives could be financial, such development-fee waivers, or non-financial, such as expedited permitting or density bonuses. Alternatively, applicants may form a collaboration to support a clean-tech or green-business incubator program. Applicants must demonstrate the implementation of at least one green industry incentive.

13. Other innovative community-based project: Aside from the project types listed above, applicants may apply for funding for a community-based clean energy project that advances energy efficiency, renewable energy, or carbon mitigation as well as economic development benefits. Examples of potential projects may include:

- a. Other planning related initiatives that will better prepare a community, region, or project for a more sustainable and resilient future; and
- b. Pre-development technical assistance or assistance with construction for a specific capital project; and
- c. Implementation of other Actions outlined in the [CSC Certification Manual](#).

All project proposals must demonstrate how projects support local or regional sustainable economic development, and will serve to transform future market practice in a manner that will have multiple long term community benefits and reduction of carbon emissions.

Category 2 Examples of Eligible Project Types

The following high-level hypothetical project descriptions provide some examples of what NYSERDA considers “eligible” project types under Category 2. The hypothetical project type descriptions below are not exhaustive, are not a list of preferred project types, and are intended only to provide an



additional level of clarity. Applications for project type examples included are not guaranteed to receive funding and will be evaluated according to the aforementioned criteria along with every other application. Please contact CGC@nyserra.ny.gov with any questions.

Post-Hurricane Revisions to Comprehensive Plan

Category 2 Eligible Project Type #10 - Develop and adopt a comprehensive plan with sustainability elements

Example City was severely affected by flooding in low-lying areas during Hurricane Irene. Impacted areas included a historic district, parts of downtown, the corporate campus of the City's principal employer, and a number of areas designated for future development under the City's 2005 Comprehensive Plan. As recovery efforts have proceeded, it has become clear that Example City needs to redraw future plans to reduce vulnerability to large storm events and diversify its jobs base. The City's NY Rising Community Reconstruction Plan identifies a full update of the Comprehensive Plan as a top priority. As part of this effort, Example City will be seeking consulting support from Urban Planning Firm, LLC to develop alternative land-use scenarios for reconstruction and future development based on post-Irene parameters, integrating economic, social, and environmental sustainability goals. The City estimates the total budget for such support at \$150k, and is requesting \$60k from the Cleaner, Greener Communities program to leverage \$50k in local funds, \$35k obtained from a federal assistance program, and \$5k obtained from another NYS grant.

Downtown Eco-District

Category 2 Eligible Project Type #15 – Other innovative community-based project

Recent years have seen a fledgling renaissance in the older, central part of Example Town. A small but growing in-the-know artisan community has begun taking over loft spaces and storefronts left empty since the 1980s. As part of its economic development program, the Town is proposing to create a Downtown Eco-District to showcase its new, "hip" side and attract redevelopment and new jobs in creative and knowledge-based industries. The Town will carry out a 1-year study and outreach effort to identify projects advancing the Eco-District's Framework and to forge buy-in from a wide coalition including artistic communities, residential developers, and citizen groups. The study will specifically target high-visibility projects in transportation, energy, and water that can benefit current residents, create spaces for new development, including both affordable and market-rate housing, and reduce Downtown's overall greenhouse gas footprint. The study will also define the framework and role for a future non-profit Downtown Eco-District Association responsible for coordinating implementation of Eco-District-relevant projects. The Town seeks \$75k in support from the Cleaner, Greener Communities program for the initial study and will match that with \$75k of local funds, for a total project cost of \$150k.



Citywide Pedestrian Improvements Plan

Category 2 Eligible Project Type #12 - Implement strategies that support bicycling and walking

Example Village was built as a bedroom community in the 1950s and 1960s for middle-class families with children purchasing their first home, located 15 miles away from downtown. No sidewalks, apartments, or commercial uses were included in the original plans. As the surrounding urban area has expanded, Example Village has become an inner suburb adjacent to a Town Center development anchored by a regional transit station. The population profile has also shifted, including an increasing number of aging-in-place seniors and new immigrant populations moving into older houses increasingly subdivided into duplexes and 4-plexes. The increased density of population and adjacent uses has created traffic safety and congestion issues and a clear need to develop pedestrian improvements throughout Example Village. However, challenges include narrow rights-of-way, a poorly connected street grid, and scarcity of Village funds. Example Village proposes to develop a plan that will include template design solutions to the most common challenges, identify funding sources and prioritize new pedestrian improvements based on their potential for improved safety for existing pedestrians and potential for replacing automobile trips with pedestrian trips. Example Village has secured a federal grant for \$50k for this study. The grant depends on matching funds from the Village. The Village seeks to obtain the \$50k matching funds from the Cleaner, Greener Communities program.

Implementing an LED Streetlight Retrofit

Category 2 Eligible Project Type #6 - Convert streetlights to LED

The Village of Sample, NY has an antiquated streetlight system comprised of high pressure sodium lamps. Streetlights in the Village of Sample (the Village) constitute 30% of the Village's operating budget. The Village will undertake an effort to explore options for, and to ultimately implement, a Light Emitting Diode (LED) streetlight conversion for all municipally-owned fixtures. Advanced streetlight technology, such as LEDs, can reduce streetlight energy use by as much as 70 percent. Efficient streetlights will save money and energy, also reducing the greenhouse gas emissions associated with electricity consumption. In addition, LEDs can provide a better quality of light, enhancing safety and visibility at night. Installation of efficient streetlights is also a visual demonstration of the Village's commitment to resource conservation that can be seen and emulated by Village residents and business owners. The Village expects the project to cost \$184,000. The Village seeks to obtain \$138,000 from the Cleaner, Greener Communities program and will provide a cost share of \$46,000.

NOTE: This initiative is used in the Category 2 Example Statement of Work located on the [CGC Guidance Documents](#) webpage.



**University/Developer Non-Profit Partnership for Pre-Development Technical Assistance
Category 2 Eligible Project Type #15 – Other innovative community-based project**

Example Community Developer is planning to secure pre-development technical assistance from Example University's College of Architecture and Planning for a 400,000 square foot mixed-use project being proposed in a blighted area in Example City. The goal of this project is for the development to achieve LEED for Neighborhood Development (LEED ND) certification and to demonstrate how to replicate the successful project in similar cities in New York State. The technical assistance will include analyzing land-use requirements and possible variances needed, evaluating costs and benefits, including potential funding sources, of integrating sustainable design elements identified by performing a gap analysis using the LEED ND checklist, recommending specific changes to the project in accordance with the evaluation, help preparing revised design documents, help preparing the permit application, and preparing and reviewing LEED ND credit submittals throughout the development process. A final report documenting the process from start to finish will be presented at a professional architecture conference in New York State. The project team will consist of a graduate architecture student, a graduate planning student, a supervising professor from the College, as well as a project manager and architect from the Developer. The students will obtain course credit and will be compensated as research assistants. Example Community Developer estimates the total cost of the three year effort at \$50k and is seeking \$25k in support from the Cleaner, Greener Communities program to fund the balance of the cost of the research assistantships at the College. The College will provide a \$5k cost-share using internal discretionary funds and the Developer will provide \$20k in in-kind services.