California Climate Investments: An Overview

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New Partners for Smart Growth Conference
First Things First

PEOPLE & Advocacy made this happen!
California Climate Investments: Statutory Requirements

1. Reduce GHG emissions

2. Direct investment toward the most disadvantaged communities in the State

3. Maximize economic, environmental, and public health benefits to the State
<table>
<thead>
<tr>
<th>Investment Category</th>
<th>Program</th>
<th>Department</th>
<th>2016-17 FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuous Appropriation</td>
<td>High Speed Rail (25%)</td>
<td>High Speed Rail Authority</td>
<td>$500,000,000</td>
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<tr>
<td></td>
<td>Transit &amp; Intercity Rail Capital Program (TIRCP) (10%)</td>
<td>CalSTA</td>
<td>$200,000,000</td>
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<td></td>
<td>Low Carbon Transportation (5%)</td>
<td>ARB</td>
<td>$100,000,000</td>
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<td></td>
<td>Affordable Housing and Sustainable Communities (20%)</td>
<td>SGC</td>
<td>$400,000,000</td>
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<tr>
<td>50% Reduction in Petroleum Use</td>
<td>Transit &amp; Intercity Rail Capital Program (TIRCP)</td>
<td>CalSTA</td>
<td>$135,000,000</td>
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<tr>
<td></td>
<td>Active Transportation Program (ATP)</td>
<td>CalTrans</td>
<td>$10,000,000</td>
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<td></td>
<td>Low Carbon Transportation</td>
<td>ARB</td>
<td>$368,000,000</td>
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<tr>
<td>Local Climate Action</td>
<td>Transformative Climate Communities</td>
<td>SGC</td>
<td>$140,000,000</td>
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<td></td>
<td>Technical Assistance to Disadvantaged Communities (DACs)</td>
<td>SGC</td>
<td>$2,000,000</td>
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<tr>
<td>Short-Lived Climate Pollutants</td>
<td>Black Carbon Woodsmoke</td>
<td>ARB</td>
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<td></td>
<td>Waste Diversion</td>
<td>CalRecycle</td>
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<td></td>
<td>Climate Smart Agriculture – Healthy Soils and Dairy Digesters</td>
<td>CDFA</td>
<td>$57,500,000</td>
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<tr>
<td>Safeguarding California/Water Action Plan</td>
<td>Water Efficiency and Enhancement (SWEEP)</td>
<td>CDFA</td>
<td>$7,500,000</td>
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<tr>
<td>Safeguarding California/Carbon Sequestration</td>
<td>Healthy Forests</td>
<td>CalFire</td>
<td>$25,000,000</td>
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<tr>
<td></td>
<td>Urban Forestry</td>
<td>CalFire</td>
<td>$15,000,000</td>
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<tr>
<td></td>
<td>Urban Greening</td>
<td>Natural Resources Agency</td>
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<tr>
<td>Energy Efficiency/Renewable Energy</td>
<td>Energy Corps</td>
<td>Conservation Corps</td>
<td>$40,706,000</td>
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<tr>
<td></td>
<td>Low Income Weatherization Program (LIWP)</td>
<td>CSD</td>
<td>$20,000,000</td>
</tr>
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</table>
SENATE BILL 535

Greenlining wants to ensure that these funds reach underserved communities. In 2012, we joined with the Asian Pacific Environmental Network, Coalition for Clean Air, NAACP and Natural Resources Defense Council to co-sponsor SB 535, authored by Sen. Kevin de León (D-Los Angeles), to direct funds into underserved communities to green up these areas and create access to good, career-path jobs. SB 535, signed into law in September 2012, requires that 25 percent of the cap-and-trade funds go to projects that will benefit disadvantaged areas and that at least 10 percent must be allocated to projects actually located in disadvantaged communities. The law defines “disadvantaged communities” as those that are disproportionately affected by pollution and suffering from high concentrations of unemployment, low levels of homeownership, high rent burden, and low levels of educational attainment. See maps of these areas here.
**Pollution Burden**
- Ozone concentrations
- PM2.5 concentrations
- Diesel PM emissions
- Pesticide use
- Drinking water contaminants
- Toxic releases from facilities
- Traffic density
- Cleanup sites (½)
- Groundwater threats (½)
- Hazardous waste (½)
- Impaired water bodies (½)
- Solid waste sites and facilities (½)

**Population Characteristics**
- Children and elderly
- Low birth-weight births
- Asthma emergency department visits
- Educational attainment
- Linguistic isolation
- Poverty
- Unemployment

= CalEnviroScreen Score
Affordable Housing & Sustainable Communities
AHSC Mission

To fund projects that result in:

• the reduction of **greenhouse gas (GHG)** emissions and vehicle miles traveled (VMT) and

• **Increased accessibility** of housing, employment centers and key destinations through low-carbon transportation options such as walking, biking and transit.
PATH Metro Villas Phase II
TOD Project – City of Los Angeles

Project Details

- 96-100% DAC
- 120 affordable housing units for 30-60% AMI
  - 60 efficiency units
  - 60 one-bedroom
- 100% Affordable
- Density: 140 units/acre
- Significant case management and supportive services for transitioning homeless

- Transportation Service: Metro, BRT, Bus
- Connects Beverly/Vermont Red Line Station to Virgil Ave bike lane via sidewalk improvements and bike-enhanced network
- Sidewalk repair, curb ramps, tree replacement, pedestrian signals, and bike share

AHD: $12,413,648
STI: $1,192,345
Program: $144,190
Total Award amount: $13,750,183
Kings Canyon Connectivity Project
ICP Project – City of Fresno

Project Details

- 96-100% DAC
- 135 affordable housing units for 30-60% AMI
  - 89 family units
  - 46 senior units
- 100% Affordable
- Workforce training program and construction apprenticeships

- Transportation Service: Bus
- Building important bike and pedestrian infrastructure along several blocks to 2 new BRT stops (July 2017)

AHD: $14,863,754
HRI: $47,200
STI: $513,222
TRA: $155,250
Total Award amount: $15,579,426
**ECONOMIC CO-BENEFITS**

- Create quality jobs and increase family income (e.g., targeted hires, living wages, using project labor and community benefit agreements)
- Increase job readiness and career opportunities (workforce development programs, on-the-job training, industry-recognized certifications)
- Revitalize local economies (e.g., increased use of local businesses) and support California-based small businesses
- Reduce housing costs
- Reduce transportation costs and improve access to public transportation
- Reduce energy costs
- Improve transit service levels and reliability on systems/routes that have high use by low-income riders
- Bring jobs and housing closer together
- Preserve community stability and maintain housing affordability by prioritizing projects in jurisdictions with anti-displacement policies

**ENVIRONMENTAL CO-BENEFITS**

- Reduce exposure to local environmental contaminants, such as toxic air, drinking water contaminants, and criteria air pollutants
- Prioritize zero-emission vehicle projects for areas with high diesel air pollution

**PUBLIC HEALTH CO-BENEFITS**

- Reduce health harms (e.g., asthma) suffered disproportionately by low-income residents / communities due to air pollutants
- Reduce health harms (e.g., obesity) suffered disproportionately by low-income residents / communities due to the built environment
- Increase community safety
- Reduce heat-related illnesses and increase thermal comfort
- Increase access to parks, greenways, open space, recreation, and other community assets
Lessons Learned

• Equity - Going beyond *access*, to *priority*
• Advocacy Matters - community benefits codified into law!
• It’s not perfect...
• Iterative process - always refining and building
• TIME – it is taking years for benefits and investments to be realized