

A blue-toned illustration of a cityscape at the top of the slide, featuring various buildings, trees, and people riding bicycles.

California Climate Investments: An Overview

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New Partners for Smart Growth Conference



CALIFORNIA
STRATEGIC
GROWTH
COUNCIL



First Things First

PEOPLE & Advocacy
made this happen!



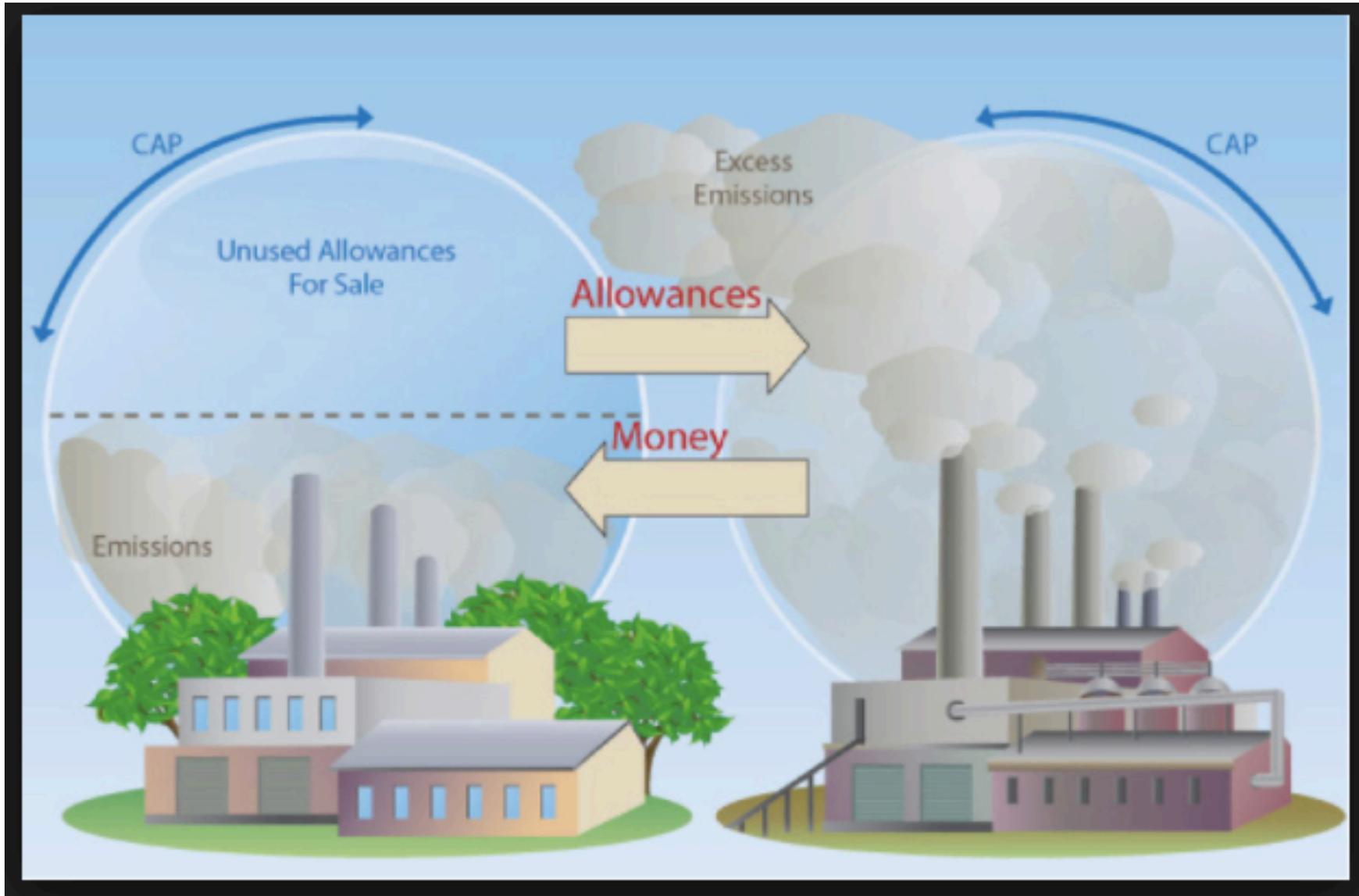
California Climate Investments: Statutory Requirements

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





Investment Category	Program	Department	2016-17 FY
Continuous Appropriation	High Speed Rail (25%)	High Speed Rail Authority	\$500,000,000
	Transit & Intercity Rail Capital Program (TIRCP) (10%)	CalSTA	\$200,000,000
	Low Carbon Transportation (5%)	ARB	\$100,000,000
	Affordable Housing and Sustainable Communities (20%)	SGC	\$400,000,000
50% Reduction in Petroleum Use	Transit & Intercity Rail Capital Program (TIRCP)	CalSTA	\$135,000,000
	Active Transportation Program (ATP)	CalTrans	\$10,000,000
	Low Carbon Transportation	ARB	\$368,000,000
Local Climate Action	Transformative Climate Communities	SGC	\$140,000,000
	Technical Assistance to Disadvantaged Communities (DACs)	SGC	\$2,000,000
Short-Lived Climate Pollutants	Black Carbon Woodsmoke	ARB	\$5,000,000
	Waste Diversion	CalRecycle	\$40,000,000
	Climate Smart Agriculture – Healthy Soils and Dairy Digesters	CDFA	\$57,500,000
Safeguarding California/Water Action Plan	Water Efficiency and Enhancement (SWEEP)	CDFA	\$7,500,000
Safeguarding California/Carbon Sequestration	Healthy Forests	CalFire	\$25,000,000
	Urban Forestry	CalFire	\$15,000,000
	Urban Greening	Natural Resources Agency	\$80,000,000
Energy Efficiency/Renewable Energy	Energy Corps	Conservation Corps	\$40,706,000
	Low Income Weatherization Program (LIWP)	CSD	\$20,000,000



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 (1/2)
Groundwater threats (1/2)
Hazardous waste (1/2)
Impaired water bodies (1/2)
Solid waste sites and facilities (1/2)



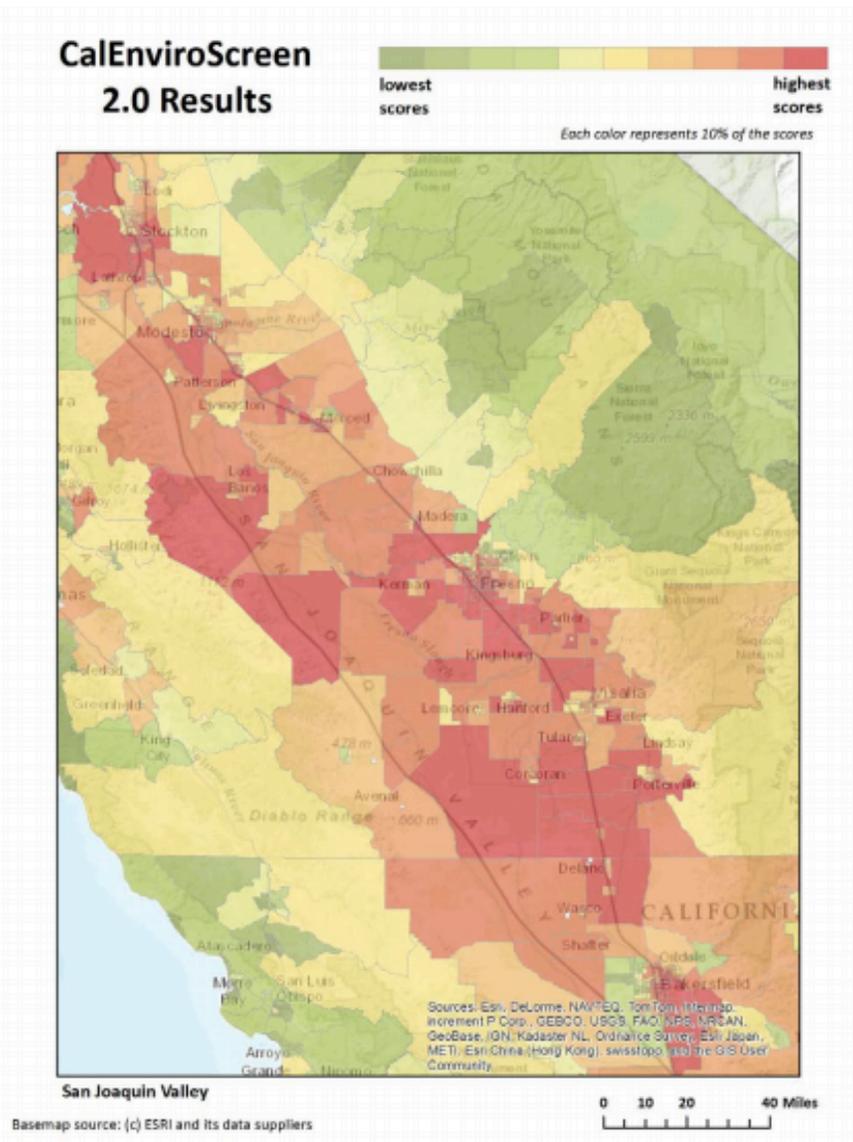
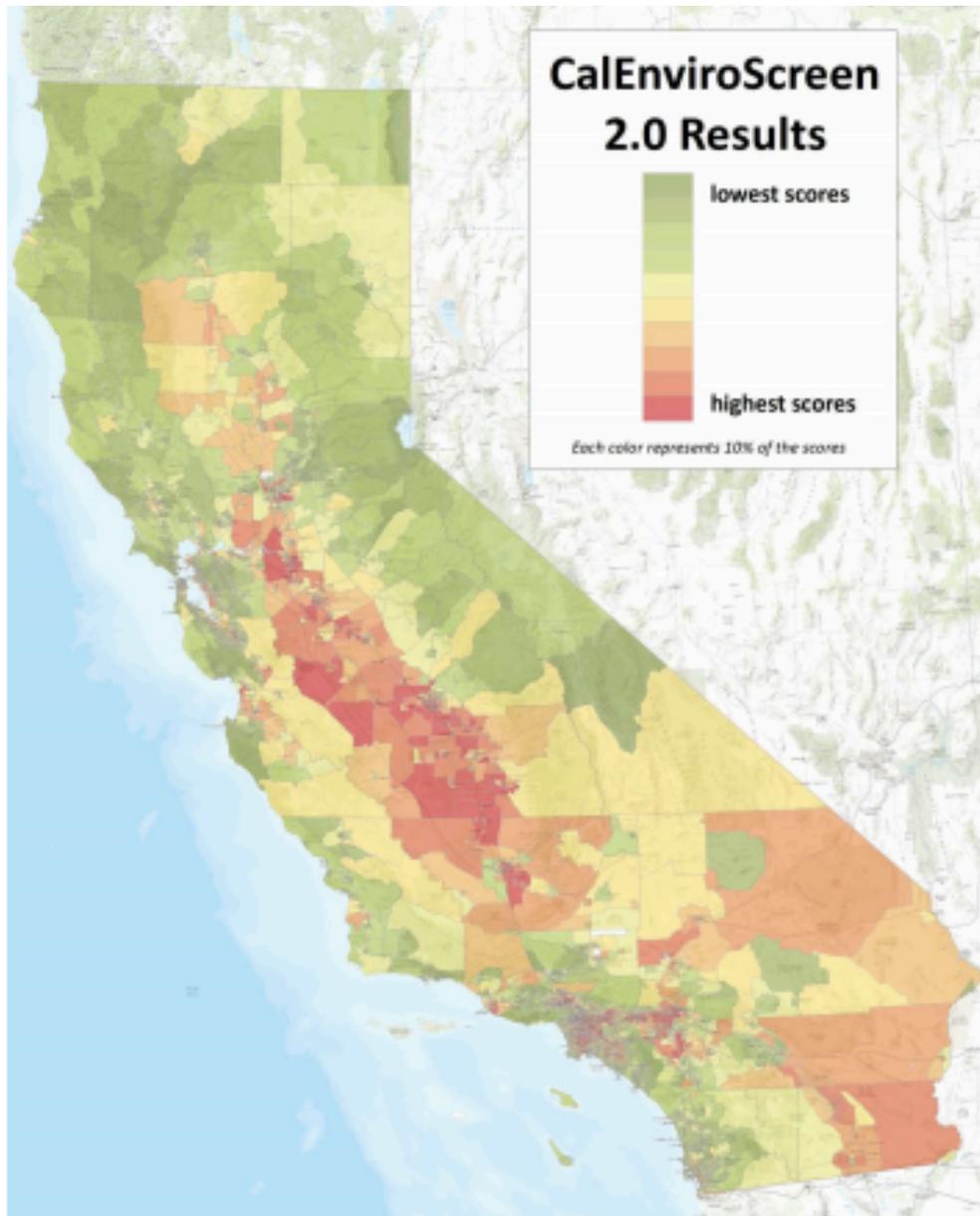
Population Characteristics

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



Madison Avenue



Westmoreland Avenue

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



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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



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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 assets¹⁸



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

