

California Climate Investments: Putting Cap & Trade Dollars to Work

Monica Palmeira - Sustainable Communities Outreach Coordinator, Strategic Growth Council

Goal is to share information about CA Climate Investment programs from the represented agencies

What's available, how much money, how local jurisdictions have accessed the funds – case studies

CA Climate Investments are a variety of programs funded through state agencies, funded by CA cap & trade auctions. Goals: reduce GHGs, direct benefits to DACs, achieve environmental & public health co-benefits.

SGC gets a set percentage of CAP auction dollars, so their funding depends on market price

Glen Baird – LIWP Project Manager, Dept. of Community Services and Development

CSD partners with a network of private, nonprofit and public community-based orgs dedicated to helping low-income families and individuals achieve & maintain self-sufficiency. State cap & trade dollars are a new source for this program; received \$174m in the 16-17 FY budget.

Using the money to expand CSD's existing weatherization programs and establish 2 new programs;

- Single Family Solar PV program (statewide & Fresno pilot)

- Multifamily EE & Renewables, retrofits focused on affordable housing units

Currently 100% of CSD funds go to households in DACs as defined by CalEPA.

Goals are to reduce GHGs, improve energy efficiency of low-income houses, lower utility costs for low-income families, and achieve workforce development & other co-benefits

New single-family Solar PV program model:

- RFP for Regional Administrators (nonprofits or gov't agencies) for service delivery of EE upgrades & renewables

- Create a model with better economy of scale & more adaptability & responsiveness to investment plans and funding

How are the cap & trade dollars used?

Partnership with Community Resource Projects, who identified several agencies: SETA (Sacramento Employment & Training Authority), job centers including La Familia, the Sacramento Housing and Redevelopment Agency (SHRA), and Sacramento Promise Zone, a Federal promise zone working to advance & coordinate orgs to improve their communities. CRP pointed to these agencies as sources for employees, assistance in job screening, and obtaining grants. In return, CRP provides training programs for these agencies, including computer classes, weatherization classes, workmanship, ducts, etc. Promoting a skills-based workforce in the Sacramento region.

The City of Sacramento is working with the Franklin Neighborhood Development Corporation, which is running a cradle-to-career pilot along with UC Davis; CRP provides hands-on experience for participants in this pilot program. CRP also uses its EE experience to run audits.

CRP's program is a kind of job fair, allowing CRP to identify applicants for their program and who is interested in their incentives.

Projects:

CHERP (Community Home Energy Retrofit Project): partnership with the city of Claremont, with the goal of serving 1% of Claremont homes with full-home retrofits; when they achieved their goals they set a higher one.

Orange County worked with the cities of Buena Park and Garden Grove, who were offering loans for homeowners seeking repairs; CSD staff ran workshops educating homeowners on how to apply for this program.

CSD working with CDPH on a pilot project to bring nurse home visitors to families with health conditions that can be worsened by climate change impacts. The nurses refer the families to home weatherization services to improve living conditions and health status.

Why community solar? \$5m that hasn't yet been allocated will go to the new low-income solar PV project.

- A single rooftop PV system can cost up to \$25,000 and reduce one household's electricity bill by up to 90%
- A community solar array is even better!

CSD vision for community solar:

- Community-based program
- Reduced energy costs
- Helps those who need it the most
- Requires no additional customer costs
- Billing is easy to understand
- Serves those not qualified for rooftop PV
- Provides energy efficiency & education

Seeking proposals that can be replicated if future funding becomes available; quantifiable GHG reduction; able to provide cheaper kWh than rooftop solar; project completion by 2020; workforce development for DAC residents

Q: Program is income-qualified, but does it depend on region as well?

A: Must be at or under 80% of area median income OR 60% of state income, whichever is lower. If you're in a priority area for neighborhood redevelopment, there is no income threshold.

Q: In houses with weak roofs, how do we avoid roof retrofits outpacing the savings of solar?

A: This is a huge issue. Build It Green believes they can tap into philanthropic dollars to pay for these upgrades.

Ambreen Afshan – Disadvantaged Communities Liaison, CA Air Resources Board

Low-carbon transportation investments

-Funding provided by CA Climate investments

-ARB funding to support advanced technology – has received \$325 spent. 18% goes to DACs; 56% goes to benefiting communities

FY 16-17: ARB received \$363 m to accelerate transition to low-carbon transportation

ARB programs available:

-Clean Vehicle Rebate Project - \$133m

-Car Scrap & Replace - \$60m

-Light-duty equity pilot projects – car sharing, financing assistance, agricultural worker vanpools

Programs for individuals and families – 200,000 rebates; 6,000 and \$30m in the San Joaquin valley; \$5.5m in Fresno itself

Car sharing and mobility options - \$8m, last year it was \$3m

2 best projects:

City of LA EV sharing program, the nation's largest EV sharing program in DACs: 100 EVs, 200 chargers. Westlake, Pico Union, Echo Park, Downtown

Sacramento Metropolitan Air Quality Management District: Community Car Share, 8 EVs & stations

Heavy-duty & off-road investments:

-trucks, cargo, forklifts, etc.

-Funding to reduce cost of advanced clean tech

-Clean urban transit buses, school buses, delivery trucks, drayage trucks, multiple clean tech used in goods movement

-Zero-emission pilot projects: freight equipment; trucks & buses

-Advanced tech freight demo projects: on-road trucks

San Joaquin Valley Transit Electrification Project - \$13.4m

15 Proterra electric buses

11 depot charging stations & 4 fast chargers

Fresno, Stockton, Modesto, Visalia

City of Porterville Transit Electrification Project - \$9.5m

SunLine Transit Agency Fuel Cell Bus Deployment - \$12.6

Center for Transportation & the Environment Fuel Cell Bus Project - \$22.3m

All these funded through ARB truck & bus projects.

Once ARB starts the funding plan, we start building partnerships. Once you have all your partners lined up, start talking with technology providers. If you're already in conversation with tech providers, it makes it much easier to submit proposals, and the proposals rank higher because you know what you're doing. Moral is build partnerships before RFPs come out.

Q: Which 3 programs are most relevant to local jurisdictions?

A: Car-share and rideshare programs. So popular we increased funding for them. Just closed solicitation for this, got 8 projects. Also big dollars in on-road and off-road demonstrations. \$17m available for each program.

Q: Following from the advice re: building partnerships: are these throughout CA? Where do we go to learn about RFPs so we know when to start?

A: Listservs, I'll sign you up. Or go to our website and sign up. Also look at the previous year funding plan.

Monica Palmeira again – Affordable Housing & Sustainable Communities Program

Overview:

Goal: to fund projects that reduce GHGs and VMT by improving accessibility of housing, employment centers & key destinations (i.e. TOD)

In some parts of the state this is more feasible than others. Options is the key word—want people to be *able* to do at least some errands by bike or foot.

Eligible projects: Affordable Housing Development loans ($\geq 20\%$ affordable units); housing related infrastructure grants; sustainable transportation infrastructure grants; transportation-related amenities grants (bike parking, bus shelters, lighting, repair kiosks). Also programs that encourage mode-shifting behavior: bike safety programs, after school programs, etc.

Eligible project types: TOD, Integrated Connectivity Projects, Rural Innovation Project Area.

TOD case study: 455 Fell St, San Francisco. One of the more urban, transit-oriented projects.

100% of building is affordable housing. Providing infrastructure for walking to light rail stations: landscaped medians, ADA upgrades, travel lane reductions, traffic calming

ICP case study: Kings Canyon Connectivity Project, Fresno

100% affordable; half of units for families, half for seniors. Bus service to this building is coming, as well as important bike and ped infrastructure along several blocks to 2 new stops in SE Fresno

ICP case study: City of Redding Downtown Loop & Affordable Housing

Not in a DAC. 70% affordable, mixed-income. Adding Class IV cycle track & bike lanes, increasing bus service, curb extensions, sidewalk construction, bus vouchers.

RIPA case study: Lindsay Village, City of Lindsay

100% affordable, mainly for farm workers. Including solar PV and graywater recycling. Incorporating vanpool program and public transit ridership program with sidewalks, bike lanes, traffic calming.

A lot of different ways for partnerships to thrive here. AHSC scores partners on collaboration.

Best practices: leadership support, dedication of time, organizing around a corridor or transit line. An anchor helps jurisdictions take advantage of programs.

Final draft guidelines posted on SGC website. Next application is October 2017, deadline Jan 2018. Pre-app consultations & checklist offered in October.

Q: Can cap & trade dollars be used for projects besides TOD and affordable housing? i.e. research? At the moment we can't incentivize people to do maintenance and repairs because CPUC assumes people are maintaining their own equipment. What is the effect of maintenance & repairs on systems? We have data showing that maintenance improves efficiency.

A: Mostly capital projects right now. Main goal is reducing emission directly, hard to justify with research.

Q: Is the community solar project focused only on residential properties, or small business too?

A: We want people to express which models they think are most workable. If stakeholders want small business programs, we're open to it.

Q: How do we find out about technical assistance when it rolls out?

A: Listservs. Not available yet, will go out when it's ready, sign up. If you want ideas about what other programs have been funded, ARB does an annual report about every single program funded by cap & trade auction proceeds.