

October 27, 2022

Subject: Transformative Climate Communities Program: Round 4 Implementation Grant Awards

Reporting Period: March – October 2022

Staff Lead: Sophie Young, TCC Program Manager

Recommended Action

Transformative Climate Communities (TCC) Staff recommend the Council award \$94,165,510 in funding from the FY 2021-22 General Fund for the Round 4 TCC Program to the three (3) top-scoring proposals for the TCC Implementation Grant Program.

TCC Staff recommend the surplus funds of \$10,834,490.00 support three (3) additional Round 4 Planning Grants (\$815,804.58), as well as additional Round 5 Technical Assistance and a Pilot Project Development Grant (\$10,018,685.42).

Summary

This Staff Report summarizes California Strategic Growth Council's TCC Implementation Grant Program, the Round 4 Application Process, and TCC Staff award recommendations. Attachments include the final application scores and application summaries and maps.

The TCC Round 4 NOFA made \$105 million available for three (3) Implementation Grant awards at \$35 million each. In Round 4, TCC received seven (7) applications from the Inland Empire, Central Valley, Los Angeles, and San Francisco Bay Area. Of the seven (7) applications, TCC Program Staff recommend three (3) for award at this time. Grantees will complete grant terms of approximately five (5) years. The Strategic Growth Council (SGC) requires awarded applicants to address issues identified during the application review and post-award consultation process, prior to executing grant agreements.

Staff recommends the surplus funds be allocated to additional Round 4 Planning Grants, Round 5 technical assistance, and a pilot project development grant type.

Background

On September 14, 2016, Governor Brown signed AB 2722 (Burke), which created the Transformative Climate Communities (TCC) Program, administered by the Strategic Growth Council, in partnership with the Department of Conservation (DOC) and other State agencies. The TCC Program furthers the purposes of AB 32 (Nunez, Chapter 488, Statutes of 2006) and AB 2722 (Burke, Chapter 371, Statutes of 2016) by funding projects that reduce greenhouse gas (GHG) emissions through the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated GHG emissions



reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. Previous rounds of TCC funding (Rounds 1-3) were provided by Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds and direct towards GHG reducing projects through the California Climate Investments (CCI) program. For Rounds 4-6, funding of the TCC program is provided through the General Fund's Climate Budget.

About the TCC Implementation Grant Program

The TCC Implementation Grant program funds neighborhood-level proposals that include multiple, coordinated projects that reduce greenhouse gas emissions, improve public health and the environment, and expand economic opportunity. For Round 4, eligible project strategies include:

- Equitable housing and neighborhood development
- Land acquisition for affordable housing
- Transit access and mobility
- Solar installation, energy efficiency, and appliance electrification
- Water efficiency
- Recycling and waste management
- Urban greening and green infrastructure
- Health and well-being
- Indoor air quality
- Community microgrids; and
- Brownfield redevelopment

Additionally, each proposal must include six (6) transformative elements: data collection and indicator tracking; community engagement; displacement avoidance; workforce development and economic opportunities; climate adaptation and resilience; and leverage funding. The program also has a number of policy priorities that are evaluated during the application process – these include: high speed rail connectivity; consistency with existing local land use and transportation plans; access to basic infrastructure, regional services, and job centers; air pollution reduction and mitigation policies; and prohousing policies.

TCC Round 4 Implementation Grant awards are awarded competitively among eligible disadvantaged community areas, as defined in the TCC Guidelines. Grantees will complete five-year terms.

Round 4 Application Process

The Council adopted the Round 4 TCC Program Guidelines (Guidelines) on February 24, 2022. A Technical Amendment on April 28, 2022, updated the guidelines to expand Lead Applicant eligibility, clarify requirements for tribal applicants, and make other minor clarifications. SGC released the Notice of Funding Availability (NOFA) to the public on March 8, 2022. Application Pre-proposals were due April 22, 2022. Applicants submitted Final Round 4 Implementation Grant applications by July 1, 2022. The NOFA made \$105 million available for three (3) Implementation Grant awards at \$35 million each.

SGC received a total of seven (7) Implementation Grant applications, listed below:

- City of Bakersfield: *Building a Better Bakersfield*
- City of Coachella: *Coachella Prospera*
- City of Indio: *Polishing Jewel*
- City of Richmond: *Richmond Rising*
- City of Stockton: *Stockton Rising*
- Community Partners: *South Los Angeles Eco-Lab*
- Porterville Unified School District: *Creating Opportunities, Changing Lives*

TCC Technical Assistance

TCC and DOC staff hosted two public Round 4 Guidelines Webinars on November 19, 2021. The webinars provided an overview of the TCC Implementation and Planning Grants, new guidelines updates, and discussed the application process. The second presentation given on November 19th was provided entirely in Spanish. Recording of presentations and meeting materials were made available via the SGC website. TCC Program staff also hosted three (3) application workshops that provided further details on the application process. The first workshop, held on March 11, 2022, was intended as an all-audience application workshop and provided general background of the application process. The second and third workshops, held consecutively on March 18, 2022, included a specific focus on requirements for Disadvantaged Unincorporated Communities (DUCs) and Tribal Communities, respectively. All webinars provided an opportunity for questions in real time from participants. Meetings were recorded and made available via the SGC website. Additionally, TCC staff provided a geographic information system (GIS) mapping tool for interested applicants that included a walkthrough video tutorial for ways to identify potential project areas.

Application Technical Assistance

To support applicants from California's most disadvantaged communities develop competitive applications, SGC provided Application Technical Assistance (TA) for all Implementation Grant Applicants and to Planning Grant Applicants from Disadvantaged Unincorporated and Tribal Communities. The firm Estolano Advisors coordinated a team of TA consultants to support TCC applicants in developing their project scope, calculating greenhouse gas emissions reductions, and developing a complete application. In order to match potential applicants with Application TA resources, TCC Staff required prospective applicants to complete an online survey by March 25, 2022, for Implementation Grants, and by May 16, 2022 for Planning Grants. TCC received 91 responses from prospective applicants. The Application TA providers conducted 50 intake calls with prospective applicants.

Application Review Process

All applications were evaluated through a multi-stage review process that included reviews by both TCC Program Staff (Program Staff) and an Interagency Review Panel (Panel). Program Staff included staff from the SGC and the Department of Conservation (DOC). Program Staff developed a scoring rubric for the implementation grants by using the scoring criteria listed in

the TCC guidelines. Program Staff also developed detailed instructions on how to assign scores. Panel members were selected to complete a holistic review of the applications, including the quality of the overall vision and integration.

Members of the Interagency Review Panel and Program Staff attended a site visit for each applicant. Site visits include presentations and tours of the proposed TCC project area led by lead applicants, co-applicants, residents, and other stakeholders.

After attending the site visits, Interagency Review Panel members sent their scores on the Objectives and Vision Section to the Program Staff. The Interagency Review Panel convened on one (1) day during a Final Deliberation meeting. Program Staff provided briefings on the proposed plans and projects. The Program Staff presented preliminary scores including average of reviewer scores of Objectives and Vision Section, as well as proposed staff scores for Capacity, Transformative Plans, and Projects to facilitate the deliberation. Additional information about the review process and scoring is available in [Attachment A](#).

GHG Scoring

Applicants were required to identify at least three (3) projects with quantifiable GHG emission reductions that would be ready at the time of application. At least half of the requested funding must support projects with quantifiable GHG emission reductions. Applicants can earn up to ten (10) points for the Top 3 quantifiable projects ready at the time of application and up to ten (10) for total GHG reductions from all quantifiable projects. The final GHG scores are shown in Table 3. Additional information about GHG scoring and score breakdowns is available in [Attachment A](#).

Final Application Scores

Table 3 shows the summarized combined scores for each application. [Attachment B](#) shows complete scores for each application.

Table 1: Summary of Final Application Scores

Score category	Bakersfield	Coachella	Indio	Porterville	Richmond	South LA	Stockton
Score	111.8	118.1	116	89.6	156	162.6	149.1
GHG Reduction Score	1.8	7.7	5.4	2.1	11.4	20	8.5
TOTAL SCORE	113.6	125.8	121.4	91.7	167.4	182.6	157.6

Recommended Awards

Program Staff recommends the Council approve three (3) awards to the top-scoring applicants of Community Partners, the City of Richmond, and the City of Stockton. These three proposals integrated a range of meaningful projects into unified, community-driven visions for transformation. These applicants demonstrated deep collaborative experience and capacity for executing the proposed projects and plans. However, TCC Program staff would like to note that each application put forth incredible proposals with transformational potential.

The three recommended Implementation Grant Awards total \$94,165,510, leaving a surplus of \$10,834,490 from the original NOFA of \$105 million. Staff recommend surplus funds go towards two categories of uses: three (3) additional Round 4 Planning Grants. (\$815,804.58), as well as additional Round 5 Technical Assistance and a Pilot Project Development Grant (\$10,018,685.42)

Program Staff will work with the applicants not recommended for funding at this time to provide feedback on areas for improvement. Staff will also investigate connecting the applicants with other State agencies that can fund elements of the application.

Award Recommendation 1: Community Partners: South Los Angeles Eco-Lab**Award Amount:** \$35,000,000**Leverage Funding:** \$24,614,575**Co-Applicants:**

- Community Partners
- SLATE-Z
- Trust South LA
- Strategic Actions for a Just Economy (SAJE)
- Coalition Responsible Community Development (CRCD)
- Streets LA
- Los Angeles Department of Transportation (LADOT)
- LA Metro
- GRID Alternatives
- Tree People
- LA Neighborhood Land Trust (LANLT)

Projects:

- Western/Slauson First-Last Mile Improvement Project
- South LA Stress-Free Connections
- Metro Free Monthly Pass Program
- LADOT EV Car Charging Stations
- LADOT EV Car Sharing Expansion
- LADOT E-Bike Library
- Single Family Home Solar Installations
- Cool Pavement
- Cool Roofs
- Community Canopy Expansion
- School Greening

The South Los Angeles Eco-Lab focuses on “Economic Development through Climate Action.” Community residents, small businesses, CBOs, and public agencies will work to achieve the community’s vision for a socially inclusive, sustainable, green community resilient to climate change. The proposal is rooted in a multi-year planning process, driven by the LA Department of City Planning, SLATE-Z, and other CBOs. With support from a Round 2 TCC Planning grant, these organizations engaged in a participatory planning process that generated the South LA Climate Commons (SLACC) Plan. The plan identified the need for increased resident engagement in land use decisions, expanded access to jobs that pay living and family-sustaining wages, increased affordable housing and parks, and improved air quality and transportation—providing the foundation for the South LA Eco-Lab. South LA Eco-Lab's proposal includes 11 projects, derived from 5 strategies for creating green spaces, energy and water efficient infrastructure, and expansion of safe active travel and public transit all with the goal of enhancing public health, well-being, and environmental benefits.

The transformative plans are geared towards connecting, informing, and involving residents and small businesses in the proposed projects so that they benefit most from the infrastructure improvements and job opportunities. The proposal includes an ambitious community engagement plan, with partners engaging at least 50% of residents in the project area –

reaching 42,500 unduplicated residents over 5 years (approximately 8,500 a year) through door knocking, phone and digital engagement, and in-person engagement events.

SAJE is responsible for displacement avoidance efforts, which include know-your-rights education for residential and commercial tenants, Tenant Action Clinics, eviction defense services, the creation of a Small Business Alliance, and technical assistance for small businesses. The Workforce Development Plan focuses on underserved communities within the South LA Eco-Lab project area; the Coalition for Responsible Community Development (CRCD), Los Angeles Trade Technical College (LATTC), and GRID Alternatives will leverage their existing tools and training programs to prepare participants for careers including, solar installation, construction, tree planting, cool street paving, electric vehicle charging station installations and more.

Overall, the South LA Eco-Lab proposal represents a thoughtful and cohesive vision for the community, rooted in years of engagement and planning. The transformative elements are robust, and the applicants demonstrate the capacity to execute the grant.

Recommended conditions on award:

- Provide documentation that clarifies when certain leverage funds will be eligible within the TCC time frame.
- Clarify the proposed Workforce Development and Economic Opportunities staffing structure.
- Provide additional readiness documentation for projects including Projects 5 (LADOT EV Car Sharing Expansion), 6 (LADOT E-Bike Library), and 10 (Community Canopy).
- Provide more details on implementing partners' commitment to work towards long term funding solutions for projects including the LA Metro Free Monthly Pass Program.
- Review opportunities for coordinated infrastructure improvements to increase resilience of active transportation and urban greening projects.

Award Recommendation 2: City of Richmond: Richmond Rising**Award Amount:** \$35,000,000 (Recommended); \$34,413,431 (Requested)**Leverage Funding:** \$17,342,527**Co-Applicants:**

- City of Richmond
- Trust for Public Land
- Rich City Rides
- GRID Alternatives
- Urban Tilth
- Groundwork Richmond

Projects:

- Neighborhood Complete Streets
- Richmond Wellness Trail
- E-Bike Lending Library
- Resilient Homes for Healthy Communities
- Basins of Relations
- Bosque del Barrio
- ADA Accessible Garden
- Orchard for All!
- Veggie RX

The Richmond Rising proposal is the result of years of stakeholder collaboration, including a TCC planning grant, to address environmental justice concerns in the Iron Triangle, Santa Fe, and Coronado neighborhoods that adjoin the historical heavy industrial zones in Richmond. The proposal aims to empower the city's most marginalized communities through complete streets and affordable active transportation options; renewable energy resilient homes; water absorption and reuse; urban greening and cooling of neighborhoods; and enhanced food security for improved health and wellbeing.

The City, alongside five co-applicants, have collaborated over four years of planning and project work to develop the proposal's objective and vision. This proposal's Community Engagement Plan (CEP) draws upon direct ties to priority populations, as well as capacity through Richmond Rising Youth Fellows Program (annual paid fellowship for Black and Brown youth). Richmond Rising's Displacement Avoidance Plan (DAP) includes a robust set of City programs and policies informed by quantitative data which complement the City's existing work in developing, promoting, and passing policies and programs that address residential and business displacement. Although the proposal meets TCC Program Requirements, only .24% of the total budget (of maximum allowable 3%) was dedicated to the DAP. This amount was the result of a budgeting error caused by unclear language in the TCC Guidelines. The proposal also includes workforce development through solar installation basic training, as well as the RichmondWORKS city program which provides career skills training and supportive services.

Overall, Richmond Rising presents a strong vision for the Iron Triangle, Santa Fe, and Coronado neighborhoods informed by years of youth leadership, grassroots organizing, community engagement, and community planning. This vision is complimented by the applicant and co-applicants' demonstrated capacity for executing the proposed plans and projects.

Recommended conditions on award:

- Provide additional details on work plans, budgets, and staff capacity dedicated to the projects
- Strengthen long-term operations and maintenance plans for projects including urban greening.
- Revise Displacement Avoidance Plan (DAP) to address budget error and plans for community outreach and feedback and budget inclusion. Up to an additional \$586,569 will be available for the DAP, increasing total award to \$35,000,000, provided Richmond meets threshold requirements of 50% leverage funding.
- Consider mitigation measures to account for resilience to future climate change impacts on projects in low-lying coastal waterfronts, such as the Richmond Wellness Trail (Project 2).
- Provide additional details on project feasibility questions.
- Provide readiness documentation for projects including Project 6, Bosque Del Barrio.
- Provide additional details and possible modifications to Project 3, E-bike Lending Library to be consistent with program requirements.
- Work with TCC staff to determine whether additional implementing partners, such as Rich City Rides, need to be added to the Partnership Agreement; submit additional management and financial capacity documentation.

Award Recommendation 3: City of Stockton, Stockton Rising**Award Amount:** \$24,165,510**Leverage Funding:** \$12,400,490**Co-Applicants:**

- City of Stockton
- Catholic Charities
- Edible Schoolyard Project
- Insight Garden Program
- Little Manila Rising
- GRID Alternatives
- Rising Sun Center for Opportunity
- San Joaquin Regional Transit District
- Public Health Advocates

Projects:

- McKinley Park Renovation
- Climate Careers – Energy
- Climate Careers – Water
- Single Family Solar Installations
- Multi-Family Solar Installations
- Urban Forest Renovation
- Edible Education on the Farm
- DAWN Project
- Hybrid Electric Bus Acquisition

In the Central Valley, Stockton sits at the intersection of pollution and social injustice. Stockton Rising is investing in environmental equity and the community's aspirations for prosperous neighborhoods so that residents can benefit from lower utility bills, breathe cleaner air, and have access to workforce training and green sector jobs. Stockton Rising builds upon a TCC Round 3 Implementation Grant partial award¹, and incorporates projects from six (6) strategies: transit access and mobility, energy efficiency and solar installation, water efficiency, urban greening and green infrastructure, health and well-being, and indoor air quality. Transformative Plans ensure implementation remains responsive to community needs, training and quality jobs are directed to Project Area residents, residents and small businesses aren't displaced, and climate change risks are reduced for vulnerable populations and the TCC Project Area.

The applicant's unique position as a past TCC Planning Grantee and current Implementation Grantee (R3 TCC Implementation Grant), paired with ongoing investments in the South Stockton area, indicate that the area is primed for transformative change. Furthermore, these

¹ Stockton Rising received a partial TCC Round 3 Implementation Grant award due to impacts from the COVID-19 pandemic and award conditions on the top scoring proposals. In Round 3, SGC was directed to award only up to 75% of the 2019-2020 appropriation, which was based on 2019-2020 cap-and-trade auction proceed projections. In addition, the Council made a partial award to the second top scoring proposal from the City of Riverside, whose TCC proposal was partially awarded by SGC's Affordable Housing and Sustainable Communities Program. Stockton requested \$28,200,000 in Round 3 but was awarded \$10,834,490 with the remaining budget appropriation and retained eligibility for a subsequent partial award in Round 4.

ongoing initiatives demonstrate the applicant's capacity to execute a TCC implementation grant. The proposal advances current community engagement efforts, enabling residents to become decision-makers, and allows the City to pursue recommendations from their Round 3 "Revised Displacement Avoidance Plan" that is facing budget constraints. The proposal also includes several opportunities for workforce development, from a summer youth program that feeds into pre-apprenticeship trades program to a tree maintenance program, and training for incarcerated and formerly incarcerated individuals.

Recommended conditions on award:

- Revise Workforce Development and Economic Opportunities Plan Task 2 to be consistent with TCC Program requirements.
- Strengthen long-term operations and maintenance plans for projects, including urban greening. Identify additional opportunity areas for the City to support long-term feasibility and maintenance.
- Review budget and community engagement details for Urban Forest Renovation project (Project 6).
- Provide additional budget details on Projects 2-5 (Climate Careers Energy, Climate Careers Water, Single-Family Solar, and Multi-Family Solar) and revise as necessary.
- Review and strengthen the Displacement Avoidance Plan (DAP) to align with existing City DAP efforts and outline a process to integrate Round 3 efforts with a Round 4 award.



Applications Not Recommended for Funding

City of Coachella: Coachella *Prospera*

Award Amount: \$35,000,000

Leverage Amount: \$111,515,105

Co-Applicants:

- Chelsea Investment Corporation
- GRID Alternatives Inland Empire
- Southern California Mountains Foundation
- Desert Recreation District
- Greater Coachella Valley Chamber of Commerce
- *Alianza* Coachella Valley
- The LEAP Institute
- Sunline Transit Agency
- University of California – Riverside

Projects:

- Equitable Housing: Woodspur Apartments (Avenue 52nd Apts.)
- Coachella Energy for All
- Zero Emission Bus Purchases + Route 12
- Wellness Hub
- Green *Raiteros*
- Coachella, Avenue 50 Pedestrian & Bicycle Connectivity
- Urban Greening + Green Infrastructure

Coachella *Prospera* envisions a more climate-resilient community, achieved by preserving its heritage, caring for its environment, creating a thriving community, transitioning to clean energy, and protecting its people, climate, air, and water. Coachella *Prospera* proposes seven (7) projects across five (5) of the eleven eligible TCC strategies – including one equitable housing project, one residential solar installation project, one active transportation project, one transit and rail access project, and one car-sharing and mobility project, one urban greening project, and one health and well-being project. However, the equitable housing project did not fully meet threshold requirements and the urban greening project did not include enough documentation to sufficiently evaluate. The projects proposed by the City are strong standalone projects, with demonstrated partner capacity and community need, yet the unified vision for the overall proposal, including how these projects connect and maximize benefits to residents within the TCC project area, is less defined.

The City's Community Engagement Plan (CEP) and Community Stakeholder Structure (CSS) are facilitated by *Alianza* Coachella Valley, a local CBO with established working relationships in the community. The CSS includes all project partners, and the CEP narrative proposes a CSS platform with mechanisms to engage community members in project implementation, solicit feedback to inform projects, and maintain open communication. The City's Displacement Avoidance Plan (DAP) involves hiring a consultant to develop a plan, with 4-8 workshops for

residents and businesses to identify priorities. The DAP includes policies targeted at business retention, but no specific programs or policies to address residential displacement.

The Workforce Development and Economic Opportunities (WDEOP) proposal includes funding for the Greater Coachella Valley Chamber of Commerce to meet with local industry representatives and develop an educational platform to help businesses adapt to climate change. It also includes five different solar training programs from GRID Alternatives, including an on-the-job training program, year-long solar fellowships, a shared solar PV course from GRID Alternatives and College of the Desert, and a community volunteer program. The Urban Conservation Corps program would provide on-the-job training in urban forestry and conservation skills.

Prior to the site visit, Staff expressed concerns with the application's completeness. The main Grantee Workbook did not contain the sufficient information to fully evaluate all proposal components, and the Summary Workbook did not contain the necessary information on leverage funding. Individual projects did not provide workbooks that contain proposed budgets and workplans, and/or readiness documentation demonstrating that proposed projects could be implemented along a certain timeline. The applicant did address many of these concerns during the site visit and demonstrated significant commitment, working relationships, and engagement with a diverse coalition of project partners.

Areas for Improvement

- Strategies were selected to address the challenges expressed by residents, but the proposal should create a more clearly unified vision for how the selected projects are integrated to have a transformative impact.
- Provide additional details on work plans and budgets, project documentation, and cost supporting documentation. Key information was missing from the application materials needed to determine feasibility, including budget and readiness details.
- Specific mechanisms for resident involvement in decision-making should be clarified and captured in the Partnership Agreement.
- Community Engagement Plan requires additional clarity to address how outreach will be targeted to Project Area residents.
- Displacement Avoidance Plan (DAP) should propose programs and policies that address vulnerabilities that are priorities for residents and businesses.
- The Workforce Development and Economic Opportunities Plan should clearly align proposed certifications with pathways to high-quality jobs for local residents within the project area.
- The Avenue 52 Housing Project requires additional detail about the site placement and plans to mitigate impacts from surrounding industrial uses. The project also requires additional detail on the Sustainable Transportation Improvements portion (walkway to downtown) to verify the proposed scope of work or project readiness required to meet AHSC threshold.

City of Indio: Polishing Jewel**Award Amount:** \$33,334,022**Leverage Amount:** \$17,206,670**Co-Applicants**

- GRID Alternatives
- College of the Desert

Projects:

- Jewel Community Complete Streets
- Charging Jewel EV Stations
- Energy for All – Single-family
- Energy for All – Multi-family
- Greening Jewel
- Indio Sports Park Phase I & Phase II

The vision is well informed by community needs of ‘connection, health, and safety.’ The proposed projects seek to better connect the residents of the Jewel neighborhood—both physically through complete streets, and virtually through leverage-funded broadband improvements—while also providing community amenities and reducing the cost of living, via an accessible, multi-use greenspace and solar installations. These projects would respond to community needs identified through a previous TCC Planning Grant process; however, the proposal acknowledged significant challenges with respect to community engagement, as there are limited community-based organizations in the project area. While there is a demonstrated short- and long-term need for transformative elements (community engagement, displacement avoidance, workforce development and economic opportunity), the requested investments are small relative to the program cost caps and may not fully meet the community’s needs.

The Collaborative Stakeholder Structure (CSS) includes many of the features required under TCC, although the application has a relatively small number of co-applicants (2). The CSS involves a resident oversight committee, and Indio has gained experience with community engagement via a TCC R2 Planning Grant. Nevertheless, the Jewel community does not benefit from active community organizations. A TCC implementation grant may help develop such organizations-. The Displacement Avoidance Plan demonstrates good use of available data and resources to describe risks to households and businesses and proposes a multi-faceted approach to household and business displacement. However, the DAP is funded at only .3% of the total budget (of a maximum allowable of 3%) and the budget and workplan are not well-connected to the narrative. The Workforce Development and Economic Opportunities Plan (WDEOP) is focused exclusively on solar training and includes only .9% of the total budget (of a maximum allowable of 5%). The WDEOP includes eligible paid positions and certifications, but also an ineligible volunteer program. Additionally, there is little integration of the WDEOP with other proposed projects.

Although the application presented a strong vision for transformation and the proposed projects would meet the needs of the community, the accompanying transformative elements

do not tie the projects together nor respond fully to the demonstrated needs of the community.

Areas for Improvement

- Provide additional details on work plans and budgets, and cost supporting documentation. Specify funds to build City staff capacity in addition to consultant staff. Ensure work plans are connected to narratives and reflect all proposed aspects within narratives.
- Work tasks in the Workforce Development and Economic Opportunity Plan are primarily focused on solar training. Consider expanding scope and integrating workforce development with other proposed projects.
- Provide additional documentation and justification on the proposed turf and water use of the Greening Jewel project and the Indio Sports Field projects. Consider the resource efficiency of turf in the Indio Sports Park project and use in areas with programmed uses that require it versus do not require it.
- Consider how a TCC Community Engagement Plan could provide an avenue for development of community-based organizations. Provide additional details or documentation demonstrating existing successful partnership across co-applicants, and greater attempts and/or demonstration of community engagement, co-design, and shared decision-making power.
- Proposed activities in Displacement Avoidance Plan (DAP) should respond directly to the need for these services in the community.



City of Bakersfield: Building a Better Bakersfield**Award Amount:** \$29,341,404**Leverage Amount:** \$20,222,878.30**Co-Applicants:**

- Bakersfield Memorial Hospital
- Circle of Life Foundation
- County of Kern Employees Training Resource Center
- CSU Bakersfield
- Golden Empire Transit
- GRID Alternatives
- Habitat for Humanity (Golden Empire)
- Kern Community College District/Bakersfield College

Projects:

- Route 46 Service Enhancement
- Downtown Circulator
- Chester Avenue Corridor Enhancements
- 4th Street Active Transportation Corridor
- 34th Street Revitalization (Transportation)
- 34th St. Revitalization (Greening)
- F Street Complete Street Improvements
- F Street Urban Greening
- GRID Alternatives Solar Installation Collaborative

Building Better Bakersfield is envisioned to transform downtown and Southeast Bakersfield with interconnected improvements in transportation infrastructure, clean energy, and urban greening projects. It aims to improve connectivity and energy resilience for existing residents while simultaneously catalyzing further redevelopment of the downtown area. It would achieve this by expanding multi-modal transportation options in the area, connecting several nearby neighborhoods to the future High Speed Rail station as well as job and recreational centers. Additionally, it would invest in new renewable energy throughout the project areas and urban landscaping along transportation corridors.

This plan creates a vision for the future of the downtown area from a transportation and connectivity perspective. However, concerns were raised by community members that these projects do not respond to community-identified needs – the plan appear to be projects adopted from former redevelopment plans that overlap with some community raised priorities rather than meeting the expressed needs of existing residents.

While the proposal's Community Engagement Plan (CEP) outlines engagement activities to support the proposed projects with dedicated staff, support, and participation expenses; community groups have that were part of the planning grant have not continued to be partners in the implementation grant and some partners raised concerns about project priorities during



the site visit. The Displacement Avoidance Plan (DAP) focuses on constructing new affordable housing units in the project area, as well as repairing and refurbishing existing homes. While affordable housing is an established need, the DAP lacks detail on creating programs and policies, and the activities to address displacement risks are not clearly outlined. Furthermore, the DAP includes the potentially ineligible costs of housing construction & land acquisition and has several feasibility concerns regarding project readiness, land acquisition, and CEQA approvals.

The proposed workforce development activities include four (4) On-the-Job training programs and two (2) training certification programs; one of these training programs is credentialed.

Areas for Improvement

- Note that the proposal's relatively low total GHG reductions were due to the transit components (Downtown Connector Projects 1 & 2) adding roughly 2,000 MTCO₂e. Based on CARB's review, project resulted in negative GHG emission reductions due to low reductions in passenger auto Vehicle Miles Traveled and moderate reductions in non-zero-emission transit vehicle VMT.
- Provide additional detail on the specific stakeholder groups that participated in project selection.
- Provide additional detail on how community members would be involved the Collaborative Stakeholder Structure's decision-making processes and overall project implementation.
- Propose new, specific policies and practices that avoid residential and business displacement in the Displacement Avoidance Plan (DAP). Additionally, clarify target population for multi-unit buildings and their accessibility to Project Area residents.
- Address long-term operations and maintenance beyond the grant term for proposed active transportation and urban greening projects.
- Provide additional details on work plans and budgets, project readiness, and cost supporting documentation.
- Revise species palette for urban greening components to utilize lower water use species.

Porterville Unified School District: Creating Opportunities, Changing Lives

Award Amount: \$34,939,746 (some funds are for ineligible or incomplete projects)

Leverage Amount: \$22,780,890 (only \$150,000 sufficiently documented)

Co-Applicants:

- City of Porterville
- Tulare County of Governments
- Tulare County Regional Transit Authority
- Climate Action Plan for Schools (CAPS)

Projects:

- Clean Air for Every Classroom
- Solar Generation
- Pedestrian Improvements for Safe Walking to School
- Zero Emissions Transportation
- Student Passes with Free Public Transit
- Zero Waste Landscaping
- Tree Shaded Pathway
- Hydration Stations
- Energy Storage with Backup Power for Porterville High School

The Porterville Unified School District proposal is part of a districtwide energy and sustainability initiative aimed at reducing GHG emissions, improving public/student health, reducing energy costs, reducing water consumption, and improving the quality of public education and community. While the TCC proposal does contain elements that would benefit the broader community, the focus of the proposal is the school system itself, rather than an inclusive, neighborhood-level plan for community transformation. The proposal includes ten projects covering seven TCC strategies that address community-identified priorities, particularly air quality and water efficiency. The proposal includes workforce development in the form of apprenticeship programs and paid internship programs and community engagement to incorporate the greater Porterville community and other stakeholders.

Despite the strength of individual components of the proposal and the significant achievements of the Lead and Co-Applicants, there are areas of concern with this proposal. The proposed projects represent the identified needs of the School District and school community and did not include a meaningful community engagement process with residents or organizations within the Project Area. The Collaborative Stakeholder Structure (CSS) includes five (5) organizations; however, it is inadequate in its current form and would need more detail to be compliant with TCC guidelines. Additionally, there are no local, community-based organizations in the CSS, and no funding allocated for meaningful resident participation to address this lack. The Community Engagement Plan also requires additional information and is relatively limited in scope. The plan includes insufficient feedback mechanisms from the broader community, and there is very limited direct participation of residents in the Collaborative Stakeholder Structure. The

Displacement Avoidance Plan does not propose any new programs or policies, nor does it contain a workplan, budget, or any discussion of displacement avoidance for businesses.

PUSD does have a robust career-oriented Pathways Program for high school students, and the Workforce Development and Economic Opportunities Plan (WDEOP) builds on the success of this model. It includes two “Youth Apprenticeship Programs” in electric transportation and zero emission buildings; five internship programs for high school students to receive training while supporting implementation of proposed projects (in waste reduction, active transportation, sustainable landscaping, and community education); and summer work experiences for students. However, workforce development opportunities are only available to current high school students, and the internship and summer programs do not appear to result in industry-recognized credentials. The WDEOP workplan and budget also require additional detail.

Areas for Improvement

- Strengthen the plan for engaging residents outside of the school community to ensure that the project is truly transformative. Additional funding and resources allocated to community engagement could help support this expansion.
- Improve mechanisms in the Collaborative Stakeholder Structure provides for direct oversight and collaborative governance by residents. Address all TCC Guidelines requirements for the Partnership Agreement.
- Ensure the Displacement Avoidance Plan proposes three (3) new policies and programs to avoid displacement of residents and businesses within the project area.
- Provide additional details on work plans and budgets, project readiness, and cost supporting documentation. At least three quantifiable projects comprising at least 50% of the requested grant funds must meet all readiness requirements for the application to be eligible for award.
- Resolve discrepancies in leverage funding commitment. Provide documentation that sufficient leverage funds are available, committed, from stable sources, and that leverage projects are aligned with the TCC vision and will be spent within the allowed timeframe.
- Ensure all proposed projects are eligible under the TCC Guidelines.

Next Steps

Following approval by the Council's decision of Round 4 TCC Implementation Grant awards, Program Staff will enter a Post-award Consultation (PAC) phase with each awardee. Program Staff will work with the awardee to refine the submitted application materials to ensure they follow all administrative, statutory, and TCC program requirements. Awarded applications are subject to additional review, and awardees will be required to make modifications as noted in this staff report to align with program requirements, Interagency Review Panel recommendations, and Council direction.

Program Staff will work with awardees during the PAC phase to develop a grant agreement and review grant administration procedures according to the TCC Post-Award Consultation Policies. Note that TCC Program Guidelines forbid award recipients from developing new projects during the PAC phase. Any project modifications will be subject to the program's PAC policies. In addition, award recipients must work with an Evaluation Technical Assistance Provider approved by the State to finalize an Indicator Tracking Plan for the proposal and track data indicators related to the performance of the grant. All requested documentation and changes should be finalized within six (6) months following the Council's decision and grant agreements executed by the end of 2023. TCC will make available Post-award Consultation Mini Grants to support awarded applicants with funding to bridge the six-month gap between award and grant execution. TCC Staff will work with awarded applicants soon after award to execute these support grants.

Finally, Program Staff will provide feedback to applicants that were not recommended for funding for funding in Round 4 TCC Implementation Grant funding. Staff will make available the opportunity to discuss the identified areas for improvement during one-on-one sessions with applicants.

Council Recommendation

Transformative Climate Communities (TCC) Staff recommend the Council award \$94,165,510 in funding from the FY 2021-22 General Fund for the Round 4 TCC Program to the three (3) top-scoring proposals for the TCC Implementation Grant Program. TCC Staff recommend the surplus funds of \$10,834,490.00 support three (3) additional Round 4 Planning Grants (\$815,804.58), as well as additional Round 5 Technical Assistance and a Pilot Project Development Grant (\$10,018,685.42).

Attachments

Attachment A: Application Review Process

Attachment B: Final Application Scores

Attachment C: Applications Overview

Attachment A: Application Review Process

All applications were evaluated through a multi-stage review process that included reviews by both TCC Program Staff (Program Staff) and an Interagency Review Panel (Panel). Program Staff included staff from the SGC and the Department of Conservation (DOC). Program Staff developed a scoring rubric for the implementation grants by using the scoring criteria listed in the TCC guidelines. Program Staff also developed detailed instructions on how to assign scores. Panel members were selected to complete a holistic review of the applications, including the quality of the overall vision and integration.

Members of the Interagency Review Panel and Program Staff attended a site visit for each applicant. Site visits include presentations and tours of the proposed TCC project area led by lead applicants, co-applicants, residents, and other stakeholders.

TCC Program Staff Review

- **Completeness Check:** Program Staff reviewed the submitted application materials for completeness. Applicants were notified if their application was incomplete and were given two (2) business days to resubmit any incomplete or missing materials. The complete application packages were then shared with Interagency Review Panelists.
- **Threshold Review:** Program Staff conducted reviews of the program threshold requirements listed in TCC Guidelines. This included reviewing applications for eligible project areas, readiness thresholds, leverage documentation, indicator tracking plans, and workbook completeness. Program Staff did not make final point determinations but provided notes to the Panel on each of the threshold requirements.
- **Capacity, Transformative Plans, and Projects:** Program Staff in collaboration with subject matter experts in other State Agencies, reviewed all Capacity, Transformative Plans, and Projects to evaluate their feasibility and compliance with the TCC Guidelines. Using the scoring rubric, Program Staff provided preliminary suggested scores for the Transformative Plans and Projects sections along with evaluation considerations to the Interagency Review Panel. Program Staff did not make final scoring determinations.

Interagency Review Panel

Program Staff invited reviewers from 15 agencies and departments to participate in the Interagency Review Panel. The 9-member Interagency Review Panel included members from the following agencies:

- California Department of Forestry and Fire Protection (CAL FIRE)
- California Department of Transportation (Caltrans)
- California Department of Conservation
- California Natural Resources Agency
- California Department of Public Health
- California Workforce Development Board

Interagency Review Panel members attended a training session to understand the program goals and review process. Each Interagency Review Panel member reviewed all 7 applications, as well as a Program Staff Summary Report that synthesized the staff evaluations of Capacity to Implement, the Transformative Plans, and Projects. Prior to the site visits, the Interagency Review Panel convened during a meeting to coordinate on the goals of each site visit and the major questions that Interagency Review Panel needed clarification on from applicants.

After attending the site visits, Interagency Review Panel members sent their scores on the Objectives and Vision Section to the Program Staff. The Interagency Review Panel convened on one (1) day during a Final Deliberation meeting. Program Staff provided briefings on the proposed plans and projects. The Program Staff presented preliminary scores including average of reviewer scores of Objectives and Vision Section, as well as proposed staff scores for Capacity, Transformative Plans, and Projects to facilitate the deliberation.

GHG Scoring

Applicants were required to identify at least three (3) projects with quantifiable GHG emission reductions that would be ready at the time of application. At least half of the requested funding must support projects with quantifiable GHG emission reductions. Applicants can earn up to ten (10) points for the Top 3 quantifiable projects ready at the time of application and up to ten (10) for total GHG reductions from all quantifiable projects.

Applicants with the highest GHG reduction estimate received full points in each category, and the others received points relative to the highest score. GHG reductions were determined using quantification methodologies developed by the California Air Resources Board (CARB). The Application Technical Assistance Provider calculated the estimated GHG emission reductions. The estimated GHG emission reductions were reviewed and approved by CARB staff. The final GHG scores are shown in Table 2. Based on the reduction estimates, scores were allocated proportionally for each application.

Table 2: Final GHG Scores for Top 3 Quantifiable & Ready Projects

Applicant	Total GHG Emission Reductions (MTCO ₂ e)	Relative % (Based on top score)	Points (10 points)
Bakersfield	3,677	12	1.2
Coachella	11,756	37	3.7
Indio	8,584	27	2.7
Porterville	0 ²	0	0
Richmond	17,553	55	5.5
South LA	31,650	100	10
Stockton	13,483	42	4.2

Table 3: Total GHG Emission Reduction Scores for All Quantifiable Projects

Applicant	Total GHG Emission Reductions (MTCO ₂ e)	Relative % (Based on top score)	Points (10 points)
Bakersfield	1,881 ³	6	0.6
Coachella	12,728	40	4.0
Indio	8,584	27	2.7
Porterville	6,853	21	2.1
Richmond	18,781	59	5.9
South LA	31,954	100	10
Stockton	13,601	43	4.3

² Porterville submitted three (3) projects for consideration as quantifiable and ready. However, these projects did not meet readiness threshold requirements.

³ The proposal's relatively low total GHG reductions were due to the transit components (Downtown Connector Projects 1 & 2) adding roughly 2,000 MTCO₂e. For further information, see applicant's Areas for Improvement under "Applications Not Recommended for Funding".



Attachment B: Final Application Scores

Table 4: Application Summary Scores

Application Component	Score Available	Bakersfield	Coachella	Indio	Porterville	Richmond	South LA	Stockton
I. OBJECTIVES AND VISION	45	16.1	25.3	22.1	16.3	33.1	38.4	26.5
<i>I.1. Vision for Transformation</i>	20	14.33	16.58	15.67	14.17	19.67	18.42	18.00
<i>I.2. Greenhouse Gas Emissions Reductions</i>	20	1.8	7.7	5.4	2.1	11.4	20	8.5
<i>I.3. Air Pollution Reduction and Mitigation</i>	5	0	1	1	0	2	0	0
II. CAPACITY	30	22	22.5	20.5	17	26.88	30	26.5
<i>II.1. Financial</i>	10	9	7	9	7	8	10	10
<i>II.2. Management and Organization</i>	10	7	7	7.5	7	9.88	10	8
<i>II.3. Collaborative Stakeholder Structure</i>	10	6	8.5	4	3	9	10	8.5
III. TRANSFORMATIVE ELEMENTS	75	38	44	42.5	29	64	71	59
<i>III.1. Community Engagement</i>	30	14	22	13	8	27	29	29
<i>III.2. Displacement Avoidance</i>	15	7	6	9.5	4	14	15	11
<i>III.3. Workforce Development/Economic Opportunities</i>	20	11	11	13	12	14	17	12
<i>III.4. Climate Adaptation and Resiliency</i>	10	6	5	7	5	9	10	7
IV. PROJECTS	50	34.4	33.0	36.3	29.4	43.4	40.2	42.6
<i>IV.1. Project Design and Feasibility</i>	30	19.67	17.29	19.67	15.80	27.22	24.18	25.33
<i>IV.2. Implementation</i>	20	14.78	15.71	16.67	13.60	16.22	16.00	17.22
V. PRO-HOUSING POLICY INCENTIVE	5	3	1	0	0	0	3	3
VI. COMPLETE SCORING CRITERIA	205	113.6	125.8	121.4	91.7	167.34	182.6	157.6

Table 5: Objectives and Vision Scores

Application Component	Score Available	Bakersfield	Coachella	Indio	Porterville	Richmond	South LA	Stockton
1. Vision for Transformation	20	14.33	16.58	15.67	14.17	19.67	18.42	18.00
1.a. Vision Statement has been designed to meet the needs of the Project Area and achieve the TCC Program Objectives.	3	1.6	2.2	2.2	2.1	2.8	2.6	3.0
1.b. Strategies have been selected to effectively address the Vision Statement.	3	2.2	2.5	2.4	1.8	2.8	2.7	2.7
1.c. Projects and Transformative Elements are integrated to maximize benefits to the Project Area.	4	2.5	2.8	2.6	2.8	4.0	3.5	3.0
1.d. Proposed Projects demonstrate they provide benefits to priority populations as defined by CARB, CalEPA, CalEnviroScreen, and the TCC Program. (See: https://www.caclimateinvestments.ca.gov/priority-populations).	2	1.7	1.8	1.8	1.8	2.0	2.0	2.0
1.e. Project Area prioritizes investment in California's most disadvantaged communities.	4	3.8	4.0	3.9	3.7	4.0	3.8	4.0
1.f. Applicant has provided a holistic, thoughtful description of the community resources, assets, and local characteristics that make the Project Area ready for transformation and able to achieve the Program Objectives.	4	2.7	3.3	2.8	1.9	4.0	3.8	3.3
2. Greenhouse Gas Emissions Reductions	20	1.8	7.7	5.4	2.1	11.4	20	8.5
2.a. GHG Emission reduction estimates for top three (3) Projects with highest GHG reduction potentials using CARB approved quantification methodologies that meet readiness requirements at time of Application submittal.	10	1.2	3.7	2.7	0.0	5.5	10.0	4.2
2.b. GHG Emission reduction estimates for all projects with CARB Quantification Methodology.	10	0.6	4.0	2.7	2.1	5.9	10.0	4.3
3. Air Pollution Reduction and Mitigation	5	0	1	1	0	2	0	0
3.a. Applicant has demonstrated substantial progress towards preventing, reducing, and mitigating existing sources of local air pollution through policy adoption, enforcement programs, land use planning, etc.	2	0.0	1.0	1.0	0.0	2.0	0.0	0
3.b. Applicant has proposed policies and programs that will make substantial progress towards preventing, reducing, and mitigating existing sources of pollution through TCC funded projects and strategies	3	0.0	0.0	0.0	0.0	0.0	0.0	0
I. OBJECTIVES AND VISION TOTALS	45	16.1	25.3	22.1	16.3	33.1	38.4	26.5

Table 6: Capacity Scores

Application Component	Score Available	Bakersfield	Coachella	Indio	Porterville	Richmond	South LA	Stockton
1. Financial	10	9	7	9	7	8	10	10
1.a. Lead Applicant demonstrates the experience, financial stability and capacity to manage program funds from multiple sources.	4	4	4	4	4	4	4	4
1.b. Co-applicants demonstrate the experience, financial stability and capacity to manage program funds from multiple sources.	4	3	2	3	2	2	4	4
1.c. The Proposal includes funding that meets the 50 percent (50%) leverage requirement.	2	2	1	2	1	2	2	2
2. Management and Organization	10	7	7	7.5	7	9.88	10	8
2.a. Lead Applicant demonstrates organizational capacity to implement the TCC Proposal (e.g., has experience managing similar programs and/or long-term grant implementation)	4	2	2	2.5	3	4	4	3
2.b. Co-applicants demonstrate the experience and organizational capacity to support Lead Applicant in implementation of the TCC Proposal.	4	3	3	3	2	3.88	4	3
2.c. Public agency partner(s) demonstrates a strong commitment to support the implementation of projects and policies included in the TCC Proposal.	2	2	2	2	2	2	2	2
3. Collaborative Stakeholder Structure	10	6	8.5	4	3	9	10	8.5
3.a. Lead Applicant and Co-applicants have established work history, sustained community engagement around climate change, and/or experience working with one or more of the following areas: disadvantaged communities, housing and community development, economic development, environmental, and public health issues.	3	1	3	1	1	3	3	2.5
3.b. Collaborative Stakeholder Structure is composed of a diverse representation of residents and key stakeholders (e.g., labor unions, nonprofits, faith-based groups, community based organizations, academics, economic development institutions, workforce development groups, businesses, representatives from local School District, Community College District, and others).	4	3	3.5	2	1	4	4	3
3.c. A signed Partnership Agreement for the Collaborative Stakeholder Structure that includes all components listed in Section II.A.	3	2	2	1	1	2	3	3
II. CAPACITY TOTALS	30	22	22.5	20.5	17	26.88	30	26.5



Table 7: Transformative Element Scores

Application Component	Score Available	Bakersfield	Coachella	Indio	Porterville	Richmond	South LA	Stockton
1. Community Engagement	30	14	22	13	8	27	29	29
1.a. Proposal includes a detailed description of the mechanisms through which residents and key stakeholders were meaningfully involved in the development of the Vision Statement and selection of Strategies and Projects.	6	2	5	3	1	6	6	6
1.b. Community Engagement Plan includes detailed descriptions and timelines of diverse and appropriate community engagement activities that will be used throughout the duration of the grant, including how the public will remain engaged and informed.	6	4	4	3	2	5	6	5
1.c. Community Engagement Plan present an inclusive process to receive feedback from the community with diverse backgrounds.	6	3	6	2	1	5	6	6
1.d. Community Engagement is tied to a governance structure that presents the ways in which the community members from diverse backgrounds will be represented and the community concerns at large will be taken into consideration.	6	2	4	3	2	6	6	6
1.e. Work Plans include clear timelines, discrete tasks, and detailed deliverables. Budgets have adequate detail and demonstrate financial feasibility.	6	3	3	2	2	5	5	6
2. Displacement Avoidance	15	7	6	9.5	4	14	15	11
2.a. Includes comprehensive description of displacement vulnerability among existing households and small businesses.	3	2	1	2	1	3	3	2
2.b. Proposal includes programmatic activities for implementing of previously adopted policies that avoid displacement of existing households and small businesses.	3	2	1	2	1	3	3	2
2.c. Proposal includes activities to promote the adoption of new policies to avoid displacement that align with risks identified in vulnerability assessment.	3	1	1	2	1	2	3	2
2.d. Proposal includes a combination of short- and long-term policies.	3	1	1	2.5	1	3	3	3
2.e. Work Plans include clear timelines, discrete tasks, and detailed deliverables. Budgets have adequate detail and demonstrate financial feasibility.	3	1	2	1	0	3	3	2

3. Workforce Development/Economic Opportunities	20	11	11	13	12	14	17	12
2.a. Explain how the Workforce Development and Economic Opportunities Plan will fund training that leads to career pathways and high-quality jobs for residents of the Project Area and individuals with employment barriers.	5	3	2	3	3	4	5	3
2.b. Explain how the Workforce Development and Economic Development Opportunities Plan will lead to the creation of high-quality jobs for residents of the Project Area and individuals with employment barriers in industries related to the Projects.	5	2	3	3	3	4	4	3
2.c. Proposal demonstrates how the plan addresses current and projected labor demand and skill needs in a net zero economy.	5	3	2	4	4	3	4	3
2.d. Work Plans include clear timelines, discrete tasks, and detailed deliverables. Budgets have adequate detail and demonstrate financial feasibility.	5	3	4	3	2	3	4	3
4. Climate Adaptation and Resiliency	10	6	5	7	5	9	10	7
4.a. Proposal describes the climate change risks and exposures within the Project Area.	2	1	1	2	1	2	2	2
4.b. Proposal analyzes the impact of climate change risks and exposures on both the community and built environment.	2	1	2	2	1	2	2	1
4.c. Proposal describes process to identify and prioritize actions for addressing risks for vulnerable populations and to increasing resilience of proposed infrastructure projects.	3	2	1	2	2	3	3	2
4.d. Proposal demonstrates how infrastructure investments will both contribute to community resilience and itself be resilient to future climate impacts	3	2	1	1	1	2	3	2
III. TRANSFORMATIVE ELEMENTS TOTALS	75	38	44	42.5	29	64	71	59

Table 8: Project Scores (Averaged across all projects)

Application Component	Score Available	Bakersfield	Coachella	Indio	Porterville	Richmond	South LA	Stockton
1. Project Design and Feasibility	30	19.67	17.29	19.67	15.80	27.22	24.18	25.33
1.a. Projects have been designed to meet the community needs. This includes, but is not limited to, appropriate scope, scale, components, etc.	5	3.6	4.4	4.2	3.2	4.6	4.4	4.7
1.b. Work Plans include clear timelines, discrete tasks, and detailed deliverables. Budgets have adequate detail and demonstrate financial feasibility.	15	7.6	5.7	7.3	7.6	13.3	12.0	11.4
1.c. Readiness documentation (e.g., CEQA, site control, permits) demonstrate that readiness has been met at application or within one (1) year of grant execution.	10	8.6	7.1	8.2	5	9.3	7.8	9.2
2. Implementation	20	14.78	15.71	16.67	13.60	16.22	16.00	17.22
2.a. Projects address climate adaptation and resiliency goals for the Project Area.	5	4.6	3.6	4.2	3.8	4.2	4.3	4.6
2.b. Projects provide multiple community benefits to the Project Area (e.g., education, ongoing engagement, economic opportunities).	5	4.3	4.3	4.2	3.4	4.6	3.6	4.4
2.c. Applicant has identified potential negative impacts of each project (e.g., temporary relocation, disruption during construction, potential displacement) and developed mitigation strategies and/or contingency plans.	5	2.7	4.4	3.8	3.2	3.7	4.4	4.6
2.d. Projects include clear plans for long-term operations and maintenance, including coordination with appropriate responsible parties.	5	3.2	3.4	4.5	3.2	3.8	3.7	3.7
IV. PROJECTS TOTALS	50	34.4	33.0	36.3	29.4	43.4	40.2	42.6

Table 9: Pro-Housing Policy Incentive Scores

Application Component	Score Available	Bakersfield	Coachella	Indio	Porterville	Richmond	South LA	Stockton
<i>V.1. Pro-Housing Policy Incentive</i>	5	3	1	0	0	0	3	3
V.1.a. Maximum points will be awarded to a Project Area designated as a Prohousing jurisdiction. Partial points are available to Project Area jurisdictions that have applied for, and are awaiting designation, and has been determined by HCD to have adopted VMT-reducing Prohousing criteria as listed in Appendix D.	5	3	1	0	0	0	3	3
V. PRO-HOUSING POLICY INCENTIVE	5	3	1	0	0	0	3	3

Attachment C: Applications Overview

Building a Better Bakersfield

Project Title: Building a Better Bakersfield

Lead Applicant: City of Bakersfield

Co-Applicants: Bakersfield Memorial Hospital, Circle of Life Foundation, County of Kern Employees Training Resource Center, CSU Bakersfield, Golden Empire Transit, GRID Alternatives, Habitat for Humanity (Golden Empire), Kern Community College District/Bakersfield College, Caltrans (Leverage Projects Only)

Grant Funds Requested: \$29,341,404

Leverage Funding: \$20,222,878.30

Project Area Size: 5 square miles

Project Area Population and Demographics: The project area is made up of five census tracts within Central and Southeast Bakersfield that is comprises a population of 24,402 residents of which 65% are Hispanic, 26% White and 15% Black. The median income for project area census tracts falls between 29%-64% the of the Kern County Median Income and 20%-45% of the statewide median income.

Description: Building Better Bakersfield is envisioned to transform Central and Southeast Bakersfield with interconnected improvements in transportation infrastructure, clean energy, and urban greening projects. It aims to improve quality of life for existing residents while simultaneously catalyzing further redevelopment of the downtown area.

The TCC funded projects and leverage build upon the existing urban fabric by increasing connectivity and enhancing primary corridors to facilitate a network which serves pedestrians, cyclists, and transit users. Further, programmatic investments in micro transit will bring another component of transit to the project area. The proposal's transit access and mobility components will enhance the multi-modal framework connecting the area and providing a connection which services all road users.

The solar installation and urban greening components of the proposal signify the proposals vision of reinvestment in the built environment to facilitate a greener, more eco-friendly urban core.

Climate Adaptation and Resiliency: The proposed plan addresses four climate risks/exposures (extreme heat, water shortage, poor air quality, and wildfires) that affect Kern County. Applicant describes how infrastructure projects will address climate risks and vulnerabilities and decrease GHG emissions. The projects proposed aim to further enhance the quality of life for

residents in the area, reducing greenhouse gas emissions, and providing low-income families with renewable energy and a pathway to further economic growth by reducing utility costs.

TCC Funded Projects

Route 46 Service Enhancements: The project proposes expanded bus route 46 through the downtown area, enhancing connectivity to surrounding residential neighborhoods and community destinations. The proposal includes planning and evaluation of the expansion and the installation of pedestrian safety improvements.

Downtown Circulator: The project proposes establishing a new circulator bus route serving the TCC project area with service running every 15 minutes. This establishes a Shuttle type service for those that live, work, and access the TCC area and serves business such as Bakersfield City Hall, the Federal Courthouse, Beale Library, Marriott Hotel, and Rabobank Theater & Arena.

Chester Avenue Corridor Enhancements: Chester Avenue corridor improvements consists of median installation, landscaping, and irrigation modifications with recommendations from the approved plant/tree pallets from the master study, bike lane improvements, way finding signs, decorative lights, decorative banners, street furniture and various other amenities including complete streets concepts.

4th Street Active Transportation Corridor: The project improves neighborhood connectivity to Downtown Bakersfield and make it safer to walk, bike, and public transit. Project deliverables includes 1.5 miles of class II bike lanes, new sidewalk installation, crosswalk improvements, bus stop improvements and installation of bike racks. These corridor improvements provide safe routes for walking, biking, or taking transit between residences, workplaces, commercial centers, and schools.

34th Street Revitalization: The proposed project will reconstruct a segment of 34th Street to include bicycle lanes, landscaped pedestrian walkways, high visibility crosswalks, increased lighting, and bump outs at street intersections. Existing utilities will be relocated to provide space for benches for seating areas and landscaping to encourage bicycling and walking along the corridor. Bicycle parking and bicycle repair stations will be installed to tie into the bike lane network that leads to the Kern River Multi-use Trail and the future High-Speed Rail for easy commute by bicycle or bus.

F Street Greening and Complete Streets Improvements: The project proposed corridor improvements, increasing urban greening, and providing safety measures through pedestrian and bicycle infrastructure. Project deliverables will improve neighborhood connection to the downtown area for 1.1 miles, improve bus shelters, sidewalk repair and installation, install trees, lighting to encourage pedestrian usage, bike lanes, bike racks, sidewalk bulb outs, and high visibility crosswalks. The project will connect downtown Bakersfield to the future site of the High-Speed Rail Station

GRID Alternatives Solar Installation Collaborative: The project proposes to install 188 kW of residential solar to forty (40) single family homes in the project area with an estimated average size of 4.7 kW per home. Qualifying residents for the systems are individuals and families that own their homes and fall under the 80% Average Median Income for the county in which they reside based on HUD income guidelines.

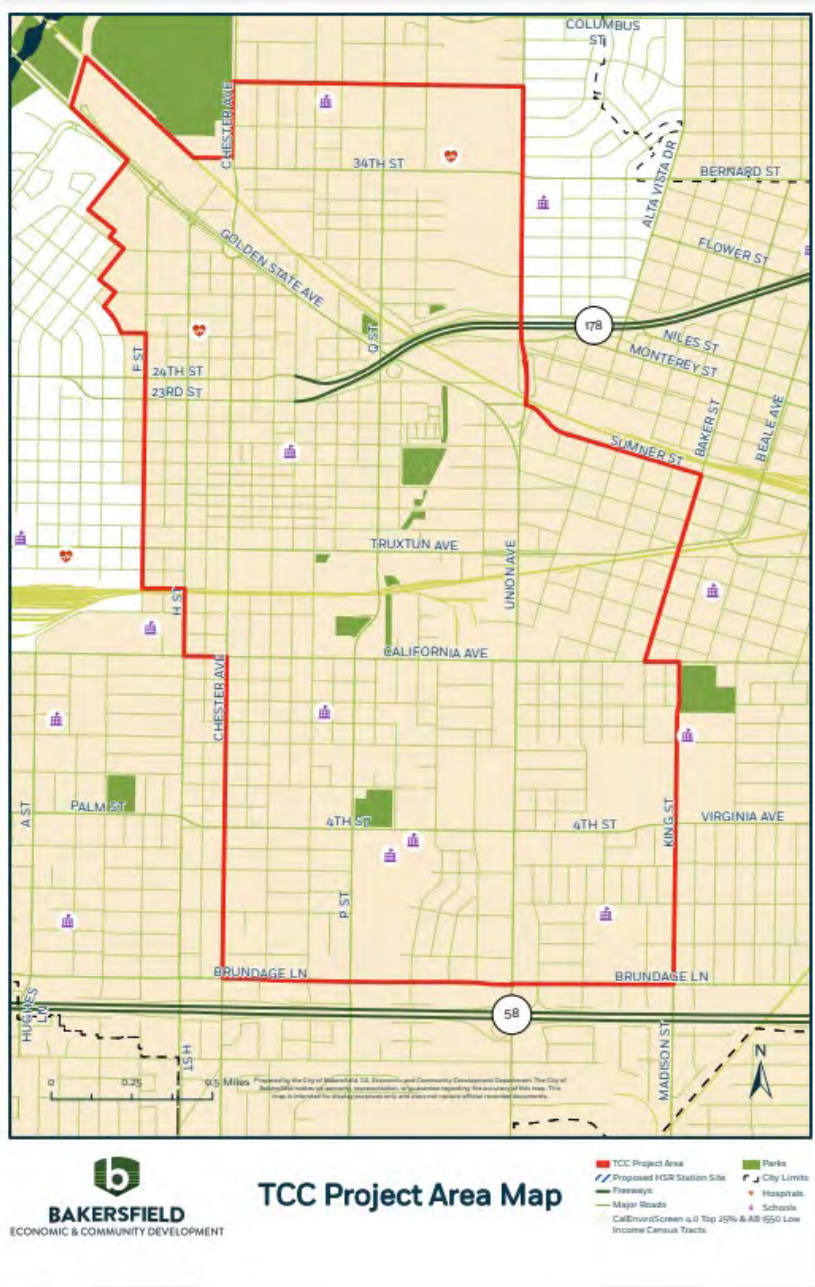
Community Engagement: The proposed Community Engagement Plan for the Bakersfield TCC project will include a variety of activities to meaningfully engage residents and other community stakeholders directly related to implementation of the TCC funded projects within the Project Area. Community empowerment and community-led change is at the core of the TCC program.

Displacement Avoidance: The Displacement Avoidance Plan proposes preventing the displacement of low-income households and small businesses through the supply of new affordable housing in the Project Area. To avoid displacement of small businesses, the City proposed pursuing strategies to increase the availability of commercial space and community serving uses in new developments, though these were not funded parts of the proposed plan.

Workforce Development: The applicant proposes a strategic approach which includes on-the-job training, work experience; educational programs including English as a Second Language classes, job search skills, job club, vocational training, career / technical program, job retention for up to 90 days post-employment, and providing supportive services that directly help participants succeed.

Collaborative Stakeholder Structure: The Building a Better Bakersfield Collaborative identifies an accountable, transparent, and inclusive process for engaging stakeholders.

Building a Better Bakersfield: Project Area Map



Coachella Prospera

Project Title: Coachella Prospera

Lead Applicant: City of Coachella

Co-Applicants: Chelsea Investment Corporation, GRID Alternatives Inland Empire, Southern California Mountains Foundation, Desert Recreation District, Greater Coachella Valley Chamber of Commerce, *Alianza* Coachella Valley, The LEAP Institute, Sunline Transit Agency, University of California – Riverside

Grant Funds Requested: \$35,000,000

Leverage Funding: \$111,515,105

Project Area Size: 5 square miles

Project Area Population and Demographics: With its close proximity to the U.S.-Mexico border, Coachella is rich in cultural heritage with 97.5% of its residents being of Hispanic origin. Coachella is home to more than 11,379 households of which 30.1% live in poverty. Of the 41,941 persons that reside in the City of Coachella, 27% have no access to affordable, accessible, comprehensive, and high-quality primary care services as well as dental, behavioral health, or other enabling services. Adult obesity in the Coachella Valley (27.49%) is above the state average (23.25%); youth obesity is particularly high in the region (34.90%) compared to Riverside County (28.85%) and California (29.82%). The income poverty rate is 18.6%; the asset poverty rate is 22.7%; unbanked households is 11.2%; liquid asset poverty rate is 46.8% and the number of households with zero net worth is 12.4%.

Description: The vision of *Coachella Prospera* is to create a more climate-resilient community by preserving our heritage, caring for our environment, creating a thriving community, transitioning to clean energy, and protecting our people, climate, air and water.

Climate Adaptation and Resiliency: The applicant identifies the communities most vulnerable to climate risks; children, the elderly, low-income communities, and communities of color, and extensively outlines how these climate risks impact each of these communities. The applicant also clearly explains how the identified climate risks will impact the built environment.

TCC Funded Projects

Equitable Housing: Woodspur Apartments

Mixed use affordable housing development with 115 units for families at 30-60% of AMI, with commercial space for the Urban Youth Conservation Corps (workforce development organization).

Coachella Energy for All: The proposal will serve 150 income-qualified homes in the project area and serve the 52nd Avenue Apartments (once built). Direct savings to occupants, access to clean energy, home repairs and improvements, job training and placement.

Zero Emission Bus Purchases: The project includes the purchase of two (2) zero emission buses operating within a new transit route serving the project area. The proposed Route 12 will address the need for a dedicated transit service in the community and will provide a timed transfer connection to regional trunk Route 1 and Route 6 at the Coachella Transit Hub located in the City of Coachella.

Community Wellness Hub: Community Wellness Hub proposed will remove barriers and bridge gaps to help people access vital health and social resources, ensuring that all people can thrive. Through this project, the Desert Recreation District (DRD) is hoping to address Coachella's public health challenges: chronic disease, mental health conditions, substance use disorders, social isolation, food insecurity, gun violence and more. Park and recreation professionals will be focusing on solutions that address the root causes of health and social inequities to truly advance well-being.

Green Raiteros: The project proposes providing micro-mobility solutions through the Green Raiteros includes, 200 bicycles and bike clinics, community rides, and E-scooter fleet expansion. The project will also develop an EV rideshare program for free or discounted rides to farmworker families for non-emergency medical, social service appointments, work, college/university, shopping for essential goods and enrichment activities.

Coachella, Avenue 50 Pedestrian: The proposed active transportation project includes an infill connection for alternative and multimodal transportation projects along Avenue 50. The project includes 2700 linear feet of sidewalk, 9400 linear feet of Class II bike lanes and provides a critical link between the regional trail system and the heart of Coachella in the downtown commercial and activity center, which includes City Hall, Senior Center, Library, Sunline Transit Hub, Parks, Schools, Low Income Housing, and commerce.

Urban Greening & Green Infrastructure: The proposed project would plant 227 trees and 500 plants within along Cesar Chavez St., Ave 52, Sunset Drive, and 3 neighborhood parks.

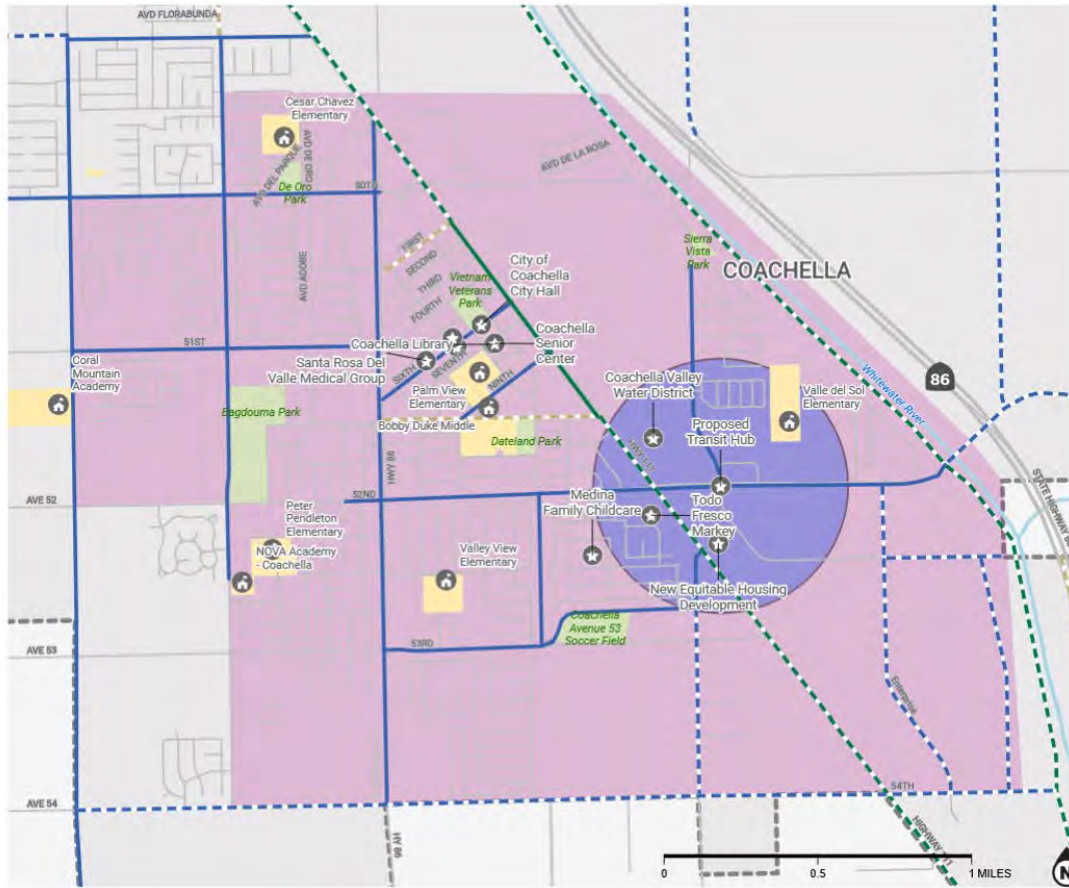
Community Engagement: The proposal includes creating an outreach and engagement to be vetted and informed by a Community Steering Community. They propose to create a community advisory committee, to develop a website and phone line for residents to learn about the program and provide input and will conduct community engagement activities for all of the proposed projects, including design charrettes, public workshops, and surveys.

Displacement Avoidance: The applicant proposes to hire a consultant to develop a Displacement Avoidance Plan analysis with residents and businesses to identify priorities. The plan includes policies targeted at business retention.

Workforce Development: The WDEOP proposal includes funding for the Greater Coachella Valley Chamber of Commerce to meet with local industry representatives and develop an educational platform to help businesses to adapt to climate change. It also includes five different solar training programs, including an on-the-job training program, yearlong solar fellowships, a shared solar PV course, and a community volunteer program. The Urban Conservation Corps program would provide on-the-job training in urban forestry and conservation skills.

Collaborative Stakeholder Structure: The Collaborative Stakeholder Structure includes all project partners, with mechanisms to engage community members in project implementation, to solicit feedback to inform projects, and maintain open communication.

Coachella Prospera: Project Area Map



COACHELLA TRANSFORMATIVE CLIMATE COMMUNITIES

PROJECT AREA
Coachella, CA

- BIKEWAY NETWORK**
- I - Existing Path
 - - - I - Proposed Path
 - II - Existing Bike Lane
 - - - II - Proposed Bike Lane
 - - - III - Proposed Bike Route

- DESTINATIONS + BOUNDARIES**
- Project Extent: Coachella Transformative Climate Communities
 - CA Cities Boundary
 - Schools
 - School Boundary
 - Parks
 - ★ Points of Interest
 - 1/2 Half Mile Transit Hub Buffer

City of
COACHELLA
1946

Data provided by the County of Riverside, California, US Census.



Polishing Jewel

Project Title: Polishing Jewel

Lead Applicant: City of Indio

Co-Applicants: GRID Alternatives, College of the Desert

Grant Funds Requested: \$33,334,022

Leverage Funding: \$17,206,670

Project Area Size: 1.25 square miles

Project Area Population and Demographics: The Polishing Jewel Project Area located in Census Tract (CT) 6065045303, has a population of 3,035, and is designated as an SB 535 community, with 100% of the CT qualified as AB 1550 Disadvantaged and Low-Income Community and top 10% disadvantaged. According to CalEnviroScreen 3.0, with a 98% poverty ranking, and in the 98th percentile for unemployment, the Project Area is the most disadvantaged CT in Indio and the Coachella Valley, making it the greatest workforce development challenge in the region. The CT has a 2020 median household income (MHI) of \$26,362, significantly below the Indio MHI of \$53,434. In addition, The CalEnviroScreen 3.0 noted that the Project Area CT is in the 91st percentile for ozone; 72nd percentile for asthma; 92nd percentile for low birth rate; and 80th percentile cardiovascular.

Residents face several barriers preventing access to work and education. With nearly 93% of the residents being Hispanic, the barriers for the Project Area are language and educational attainment. Residents in the CT are primarily Hispanic and in the 96th percentile for linguistic isolation and 93rd percentile for education, with only 2.43% of the population over age 25 having earned a bachelor's degree or higher. The City will ensure that the TCC projects are cognizant of those where linguistic isolation is a barrier. All material and correspondence will be provided in English and Spanish

Description: Proposed projects seek to better connect the neighborhood to the rest of the City (complete streets), provide accessible, multi-use greenspace (park project), and lower utility bills (solar homes). While there is a significant short- and long-term need for transformative elements (community engagement, displacement avoidance, workforce development and economic opportunity), the requested investments are small relative to the cost caps and may not fully meet the community's needs. Additionally, the application relies heavily on yet-to-be-determined consultants for many projects, transformative elements, and grant administration.

Climate Adaptation and Resiliency: Complete Streets project, urban greening, and solar energy installations provide strong response to climate risks identified for community. Increasing urban greening will fight urban heat island while encouraging active transportation to reduce air

pollution. Applicant provides a clear connection between the risks identified, the project area population and infrastructure, and proposed actions.

TCC Funded Projects:

Jewel Community Complete Streets: The project increases safety and empowers the Jewel Community to lead more active lifestyles with more opportunities to walk and bike and increases connectivity for the historically disadvantaged Jewel Community. The proposal includes 5 miles of sidewalks with 6 new and 23 enhanced ADA-compliant curb ramps and driveways; 26 new/updated crosswalks; 2 miles of Class III bikeways; grind and overlay of streets; upgraded streetlights with energy efficient LED; *CV Link* trailhead amenities; 13,440 SF of artistically designed shade structures; and Bigbelly solar smart waste and recycling units.

Charging Jewel EV Stations: The Charging Jewel EV Stations project will install four BEAM EV ARC™ 2020 electric vehicle (EV) charging stations for charging at eight ports: one (two ports) at North Jackson Park at the entrance to CV Link and three (six ports) at Indio Sports Park.

Energy for All: The proposal includes installation of up to 190kW-DC of solar photovoltaic systems on approximately 50 income-qualified households in single-family housing within the project area. These systems will save residents a combined total of \$2,127,934 million dollars over the lifetime of the system.

Project partners will also install 253kW-DC of solar on two project area multi-family affordable developments, securing access to direct savings for renters and affordable housing service providers through clean energy.

Greening Jewel: The proposal includes planting of over 500 along City streets and in the Indio Sports Park. Street trees are intended to provide shading in residential areas and to compliment complete streets project.

Indio Sports Park – Phase I and II: The Indio Sports Park Project will construct a new sports park on approximately 52 acres of vacant land, in two phases. Design documents will be complete, and construction will install recreation features and amenities including sports fields and courts (tennis, basketball, soccer, volleyball, pickleball), splash pad, play structure, park lighting, restrooms, concession stand, walking trails, parking, fencing, benches, tables, and shade structures. A community garden will also be constructed.

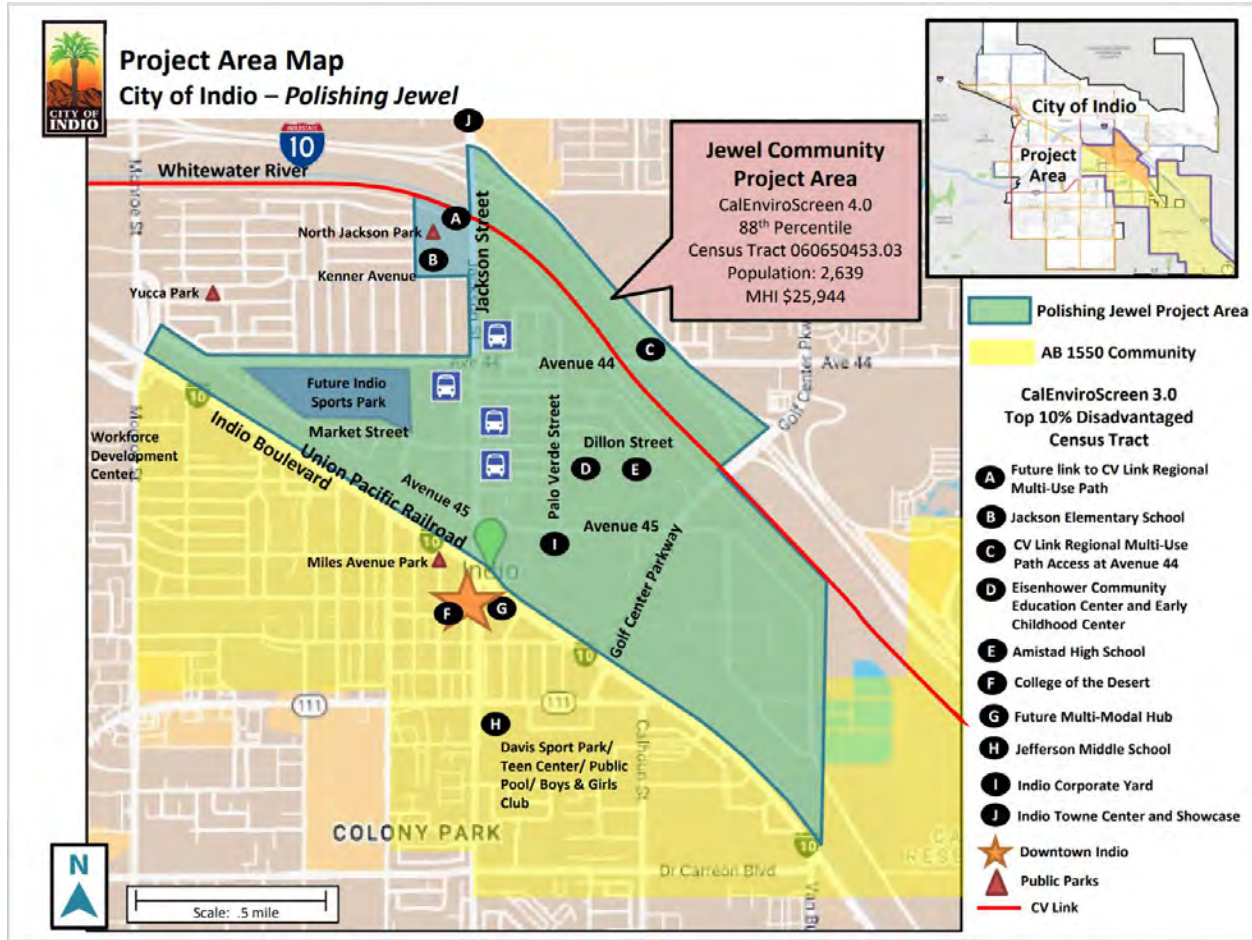
Community Engagement: The engagement plan focuses on a broad scale of in person and virtual events to provide residents a range of levels of involvement. The five key avenues for participation are: the resident oversight committee, Annual Polishing Jewel Summit, project specific workshops, surveys, pop-up placemaking. These opportunities will be advertised through emails, flyers, canvassing, and updates to a bi-lingual project website. The City will seek to partner with local community benefit organizations, residents, and businesses to harness the lived experience and knowledge of residents and bolster these groups.

Displacement Avoidance: The City is working with residents and businesses to ensure that new development is incremental, holistic, and benefitting current residents and existing businesses while creating a welcoming community for new residents and businesses to experience. The City will work with a consultant for residential outreach and with the Greater Coachella Valley Chamber of Commerce for business outreach.

Workforce Development: The Polishing Jewel TCC proposal will provide opportunity for Project Area residents to gain paid, hands-on employment. College of the Desert and GRID Alternatives will provide support access to certification programs to project area trainees. A key project goal is to match the renewable energy industry in the Coachella Valley with newly qualified trainees.

Collaborative Stakeholder Structure: The CSS includes a five-member Stakeholder Committee that will act as the governing body for the grant, which includes staff from the Lead applicant, one representative per co-applicant (two total), and a subsidiary Resident Oversight Committee (two members). The Resident Oversight Committee (ROC) will have a direct role in oversight and implementation.

Polishing Jewel: Project Area Map



Richmond Rising

Project Title: Richmond Rising

Lead Applicant: City of Richmond

Co-Applicants: City of Richmond, Trust for Public Land, Rich City Rides, GRID Alternatives, Urban Tilth, Groundwork Richmond

Grant Funds Requested: \$35,000,000

Leverage Funding: \$17,342,527

Project Area Size: 2.83 square miles

Project Area Population and Demographics: The Project Area is a densely populated community of color that is largely residential. Approximately 56% of the population is Hispanic/Latino, and 19% is Black. The average Median Household Income for the Census Block Groups that overlap the Project Area is \$49,882, with lower-income households in the Iron Triangle, Santa Fe, and Coronado neighborhoods. When the census tracts that make up these residential neighborhoods are averaged, the area is in the 74th percentile for linguistic isolation, and the 81st percentile for poverty (CalEnviroScreen 4.0).

Description: The Richmond Rising proposal is the result of years of stakeholder collaboration to address environmental justice concerns in the Iron Triangle, Santa Fe, and Coronado neighborhoods that adjoin the historical heavy industrial zones in Richmond. This proposal includes projects in active transportation (closing gaps and expanding existing infrastructure), solar installation, water efficiency, urban greening, and health/well-being as they relate to food security and green space access. The proposal includes workforce development/skills training (particularly in solar installation), anti-displacement policies, and community engagement to adequately incorporate local concerns and vision.

Climate Adaptation and Resilience: Each of the proposed projects will increase the resilience of the Project Area, and help the community adapt to climate change, particularly threats of flooding, extreme heat, wildfires, and resulting poor air quality, and address climate justice issues. The projects together produce multiple co-benefits and help implement Richmond's overall resilience goals.

TCC Funded Projects

Neighborhood Complete Streets: The Neighborhood Complete Streets project provides Richmond neighborhoods with valuable walking and bicycling connections to transit, cultural, commercial, and recreational destinations. It completes the active transportation elements for three projects within the project area: Harbor Way, Yellow Brick Road, and Harbour-8.

Community outreach will be used to identify community needs in order to close gaps in the active transportation network and to increase safety.

Richmond Wellness Trail, Phase 2: Community-led project that will connect the City of Richmond's historic downtown to the natural and historic features of its waterfront via Marina Way South, benefiting residents of low-income neighborhoods of the Project Area. The 2-mile trail will safely link pedestrians and bicyclists from the Richmond BART/Amtrak station to the ferry terminal to downtown San Francisco while providing critical access to community urban green space amenities.

E-Bike Lending Library: The E-Bike Lending Library supports the community's effort to improve Richmond's growing zero-carbon-based transportation infrastructure through two components: (1) expansion of the City's current bike share program and infrastructure, administered through a partnership with Gotcha Bike, LLC; and (2) development of a new long-term E-bike share program. The E-Bike Lending Library builds upon a previous survey of community needs with more than 300 respondents and demonstrates strong understanding of community transportation needs and barriers.

Resilient Homes for Healthy Communities: Provides solar power, EV charging, energy efficiency measures, and appliance electrification alongside necessary home rehabilitation work to low-income families (approx. 250 residential properties), creating 875 kW of energy in the Project Area. Applicant intends to align with the CAP and feedback obtained in that engagement process.

Basins of Relations: Water Conservation program expansion will offer both training and services in the form of free laundry to landscape, drip irrigation and rainwater water catchment systems design and installation to 120 low-income homeowners within our project area, reducing urban water use while maintaining a high quality of life for local residents. The training will include certification and opportunities for employment to install these systems.

Bosque del Barrio: Involves two primary efforts: the first is planting 1,000 trees and installing supports in new locations; second, Groundwork Richmond will work alongside Pogo Park to install trees and stormwater planting for the Yellow Brick Road project. The project includes 19,836 SF of stormwater planters, 12,648 SF of pervious planting area, three years of monitoring and maintaining the trees, and outreach with local residents. Workforce development is also a portion of this project with 10 Urban Forestry Technicians who will be trained to implement the project, as well as Green Teams.

ADA Accessible Garden: First-of-its-kind ADA-safe garden designed for elderly and disabled residents as a result of the lead partner seeing at community gardening events that the ADA compliance minimum was still unsafe for those in wheelchairs and the elderly. An initial schematic design has been developed based on community feedback from regular senior and disabled community members/existing users of the space. The project will include an

overarching community advisory board with plans for ongoing resident working groups to inform the design.

Orchard for All!: This project builds upon and responds to feedback from four years of Richmond’s Annual Fruit Tree Giveaway, where participants indicated they would like more support in properly planting and caring for the fruit trees they received. The program will give away 400 fruit trees annually, create a new youth employment/training program, and residents will donate a portion of the harvested fruit to be redistributed to families in need via a farm stand and Veggie RX boxes.

Veggie RX: Expansion of a pilot program to deliver fresh fruits and vegetables as a means of preventative and restorative medicine. The project is anchored by and implemented in partnership with the Lifelong Medical Center, including a train-the-trainer program for medical residents and community health workers as well as community workshops.

Community Engagement: Community engagement efforts lead through the Richmond Rising Youth Fellows Program. The Youth fellows will engage with Project Area residents to understand their climate justice concerns and priorities to inform TCC project implementation, co-lead community engagement for individual TCC projects in collaboration with TCC partners, and participate on the Collaborative Stakeholder Committee, with two voting seats. The information collected by fellows will also help guide a future Richmond Climate Action Plan update, charting the next suite of climate resilience needs in the community.

Displacement Avoidance: Proposal includes City programs and policies alongside detailed description of the approach towards displacement avoidance based on collected quantitative data. Proposal includes a tenant screening ordinance, community land trust feasibility, accessory dwelling unit toolkit, “buy local” campaign, and façade improvement pilot.

Workforce Development and Economic Opportunities: The proposal funds Career Navigators at RichmondWORKS city programs to provide career skills training and supportive services, with connections to training in construction, renewable energy, electrical, and hazardous waste removal, solar installation basic training, as well as project management courses.

Collaborative Stakeholder Structure: The proposed Collaborative Stakeholder Structure is composed of project area residents, non-profit organizations, and other local stakeholders. There are detailed processes for lead applicant, partners and committee members for coordination and implementation of projects.

Stockton Rising

Project Title: Stockton Rising

Lead Applicant: City of Stockton

Co-Applicants: Catholic Charities, Edible Schoolyard Project, Insight Garden Program, Little Manila Rising, GRID Alternatives, Rising Sun Center for Opportunity, San Joaquin Regional Transit District, Public Health Advocates

Grant Funds Requested: \$24,165,510

Leverage Funding: \$12,400,490

Project Area Size: 5 square miles

Project Area Population and Demographics: The five square mile Project Area intersects with 15 census tracts. The data from each census tract was prorated based on the portion of the tract within the Project Area boundary to provide more precise information for this application. According to data provided by the CalEnviroScreen 3.0 tool, 93.1% and 100% of the Project Area fall within the top 10% and 25% of disadvantaged communities, respectively. Furthermore, 93.1% of the Project Area falls within low-income communities per AB 1550. The proposed Project Area far exceeds the required thresholds of the grant, which highlights the significant need for substantial investment in climate change mitigation.

The Project Area is home to a diverse, economically disadvantaged population of over 28,000 residents. The American Community Survey (ACS), an ongoing survey of the population conducted by the U.S. Census Bureau that includes more information on socioeconomic factors, reports the median household income throughout the Project Area is extremely low – one census tract reported only \$15,527 per household – compared to California (\$75,277) and Stockton (\$51,318).

Description: In the Central Valley, Stockton sits at the intersection of pollution and social injustice. Stockton Rising is investing in environmental equity and the community's aspirations for prosperous neighborhoods so that residents can benefit from lower utility bills, breathe cleaner air, and have access to workforce training and green sector jobs. Stockton Rising incorporates projects from six (6) strategies: transit access and mobility, energy efficiency and solar installation, water efficiency, urban greening and green infrastructure, health and well-being, and Indoor Air Quality. Transformative Plans ensure implementation remains responsive to community needs, training and quality jobs are directed to Project Area residents, residents and small businesses aren't displaced, and climate change risks are reduced for vulnerable populations and the TCC Project Area.

Climate Adaptation and Resiliency: Stockton Rising proposes adaptation measures that build community resilience among vulnerable populations by promoting healthy built environments,

reducing health vulnerabilities, and mitigating the consequences of rising temperatures. Proposed projects form a mosaic of resiliency building measures and activities that will prepare the Project Area for the anticipated impacts of climate change.

TCC Funded Projects

McKinley Park Renovation: The proposed project seeks to restore the existing pool, playground, basketball courts, and baseball diamond. The project will also bring new features, such as soccer fields, futsal courts, a covered picnic area, and walking trails. In addition to the amenities, the project includes several sustainable components to be funded by TCC: 145 new trees (57 funded via TCC) and the parking lot reconstruction which will include Low Impact Development measures such as bioswales, bioretention, and permeable surface treatments.

Climate Careers Energy & Water: Project partners will hire 72 full-time and seasonal employees (48 being youth positions) through its Climate Careers program to provide Green House Calls to 425 low-income residents in the Project Area in 2023-2026. Eligible residents will have the opportunity to replace their old, inefficient appliances with more efficient models, all at no cost to the resident. Green House Calls deliver tangible savings in energy and water for residents, improving community resilience and saving residents money on their utility bills. The Climate Careers program promotes environmental literacy and offers professional development opportunities for young people through direct service to the community.

Energy for All: Project partners will install approximately 417 kilowatts (kW) of energy solutions benefitting qualified households in both single-family homes and multifamily units within the Project Area (PA) to reduce greenhouse gas (GHG) emissions while providing immediate and long-term direct utility savings for families. These installations will also support local workforce development through hands-on solar installation and job training.

Urban Forest Renovation: The project proposal includes removal of 500 existing stumps and planting of 1500 trees in parks, homes, and public right of way. Planting will be accomplished by tree services subcontractors hired through City of Stockton Public Works and community foresters recruited through green initiatives.

Edible Education on the Farm: The Edible Education on the Farm project will support residents of the project area with healthy food education opportunities through farm-based educational field trips and community wellness events while also providing essential access to healthy foods through a community-supported agriculture (CSA) model of distributing local, organic produce.

DAWN Program: The DAWN Program will utilize home visits conducted by a trained Community Health Worker (CHW) to distribute air purifiers and asthma remediation kits to improve indoor air and reduce exposure to asthma triggers. Indoor air quality education will be provided to 250 MediCal families with children under the age of 18 living in the project area.

Hybrid Electric Bus Acquisition: The project proposes the expansion of the San Joaquin Regional Transit District fleet with one hybrid electric bus and expanded service on Route 576 in South Stockton.

Community Engagement: The Community Engagement Plan builds upon the work of the partners involved in the Rise Stockton *and* Stockton Rising coalitions to engage residents throughout the Project Area.

Displacement Avoidance: Round 4 funding will enable the applicant to pursue the recommendations identified in the Round 3 Displacement Avoidance Plan.

Workforce Development: The WDEOP will create high-quality jobs and develop training programs focused on the specific needs of Project Area residents. These include a summer youth program that feeds into a pre-apprenticeship trades program, a bus maintenance mechanic apprenticeship program, tree maintenance training, and a program for incarcerated individuals.

Collaborative Stakeholder Structure: The Stockton Collaborative Stakeholder Structure is comprised of community serving organizations, local government partners, stakeholders and residents committed to the equitable and sustainable development of South Stockton.



Stockton Rising: Project Area Map

Stockton Rising: TCC Project Area Map



- 1** McKinley Park Renovation Project
- 2 & 3** Climate Careers: Energy & Water
- Stockton Energy for All: Single- & Multi-Family** **4 & 5**
- 6** Urban Forest Renovation Project
- 7** Edible Education at Home
- 8** DAWN (Decreasing Asthma Within Neighborhoods) Program
- 9** Zero-Emission Bus Acquisition

Map Features

- TCC Project Area
- Parks and Greenspaces
- Residential Areas
- Bodies of Water
- Railways

Project Area Wide Programs



South LA Eco-Lab

Project Title: South LA Eco Lab

Lead Applicant: Community Partners

Co-Applicants: SLATE-Z; Trust South LA; Strategic Actions for a Just Economy (SAJE); Coalition Responsible Community Development (CRCDD); Streets LA; Los Angeles Department of Transportation (LADOT); LA Metro; GRID; Tree People; LA Neighborhood Land Trust (LANLT)

Additional Subgrantees or Partners – CicLAvia, SCOPE, Los Angeles Trade Technical College, Los Angeles Cleantech Incubator, Climate Resolve

Funds Requested: \$35,000,000

Leverage Funding: \$24,614,575

Project Area Size: 3.92 square miles

Project Area Population and Demographics: The Project Area has a population of 85,095 with 81% Latinx, 17% African American, and 2% White or other. 60% of the population lives below the poverty level with the per capita income at \$14,470. 33% are unemployed, 44% experience severe housing cost burdens, and 18% use active modes of transportation (walking, wheeling, and taking transit) to commute to/from work. Many Project Area residents are monolingual Spanish speakers.

California EPA has identified South Los Angeles as one of the most polluted areas in the state. South Los Angeles has a long and damaging legacy of contaminated land and air pollution, largely due to freeways and industrial pollution impacting residential neighborhoods. Today, South Los Angeles has disproportionately high occurrences of asthma, diabetes, obesity, and heart disease, all of which can be linked to unhealthy environmental factors.

Description: The South Los Angeles Eco-Lab focuses on “Economic Development through Climate Action” to achieve the community’s vision for a socially inclusive, sustainable, green community resilient to climate change, in the heart of South Los Angeles. Transformative plans are geared to connecting, informing, and involving residents, small businesses and tenants in the proposed projects so that they benefit most from the infrastructure improvements and job opportunities. South LA Eco-Lab's proposal includes 11 projects, derived from 5 strategies for creating green spaces, energy and water efficient infrastructure, and expansion of safe active travel and public transit, to enhance public health, well-being, and environmental benefits.

Climate Adaptation and Resiliency: The Project Area is a: SB535 Disadvantaged Community, AB1550 low-income area, a high social sensitivity area in the LA County Climate Vulnerability Assessment and within the highest 13 percentiles of CalEnviroScreen 4.0 scores. All designations indicate considerable impacts from climate change risks (heat, drought, and

wildfire smoke). Sensitivity, exposure, and capability to adapt are overlaid with limited access to benefits and burdensome environmental conditions.

TCC Funded Projects

Western/Slauson First-Last Mile Improvement Project: The project will consist of curb ramp upgrades, sidewalk improvements, tree planting, and pedestrian-level lighting along Western Avenue, Slauson Avenue and other project area streets in the approximately east half of the ½-mile radius of the Transit Station.

South LA Stress-Free Connections: The project includes improvements to 51st St., Budlong Ave, and Hoover St., including: 50 new speed humps; bike boxes and leading pedestrian intervals; and a two-way protected bike lane connecting east-west bike routes. They will connect users to protected bike lanes and paths along with the in-progress Rail-to-Rail active transportation corridor on the north side of Slauson Ave.

Metro Free Monthly Pass Program: Proposes to launch a “Metro Free Monthly Pass Program” for low-income students, seniors, and disabled residents within the designated project area. The project will include: 45,255 passes for students (K-12 annual), 28,500 passes for senior and disabled residents; and 51,300 passes low-income monthly passes.

LADOT EV Car Charging Stations: This project will include the purchase and installation of sixteen (16) charging stations in four of the project area parks.

LADOT EV Car Sharing Expansion: This project is an expansion of the City of Los Angeles’s Electric Vehicle Car Share Program (BlueLA) which offers disadvantaged communities a clean transportation option. BlueLA facilitates essential trips to access employment, medical appointments, school, and groceries.

LADOT E-Bike Library: This project will double the scale of the City of Los Angeles E-Bike Library by purchasing an additional 250 e-bikes to address transportation, economic, and equity disparities.

Single Family Solar Installations: Project partners will install solar photovoltaics on single-family homes for low-income households earning no more than 80% of the area median income within the TCC project area. In total, GRID will install up to 480 kW-DC total of rooftop solar electric systems on an estimated 140 low-income households.

Cool Pavement: The Project proposes to install cool pavement on 15 lane miles of local streets (approximately 40 city blocks) to create a network of cool streets that will provide urban heat island mitigation, encourage walking, and create cool connections to local parks and schools.

Cool Roofs: The project proposes to install 84 cool roofs with smog-reducing technology on single-family homes for low-income households earning no more than 80% of the area median income within the TCC project area.

Community Canopy Expansion: The Community Canopy project will involve the planting and care of 4,000 public trees and the distribution of 2,000 residential fruit/shade trees. The project will involve extensive community engagement that will engage more than 2,500 local community members. The project will consist of a local workforce program to hire and train individuals from the community to carry out project activities.

School Greening: The 52nd Street Elementary School Greening Project will create a new 2-acre green schoolyard at a Los Angeles Unified School District (LAUSD) elementary school. The project will plant 30 trees and install over 20,000 square feet of new California native habitat and green infrastructure swales to capture, slow, and clean run-off. Other features include an outdoor classroom, a new 20,000 square foot California native turf field with a permeable running track, seating areas, and an edible school garden.

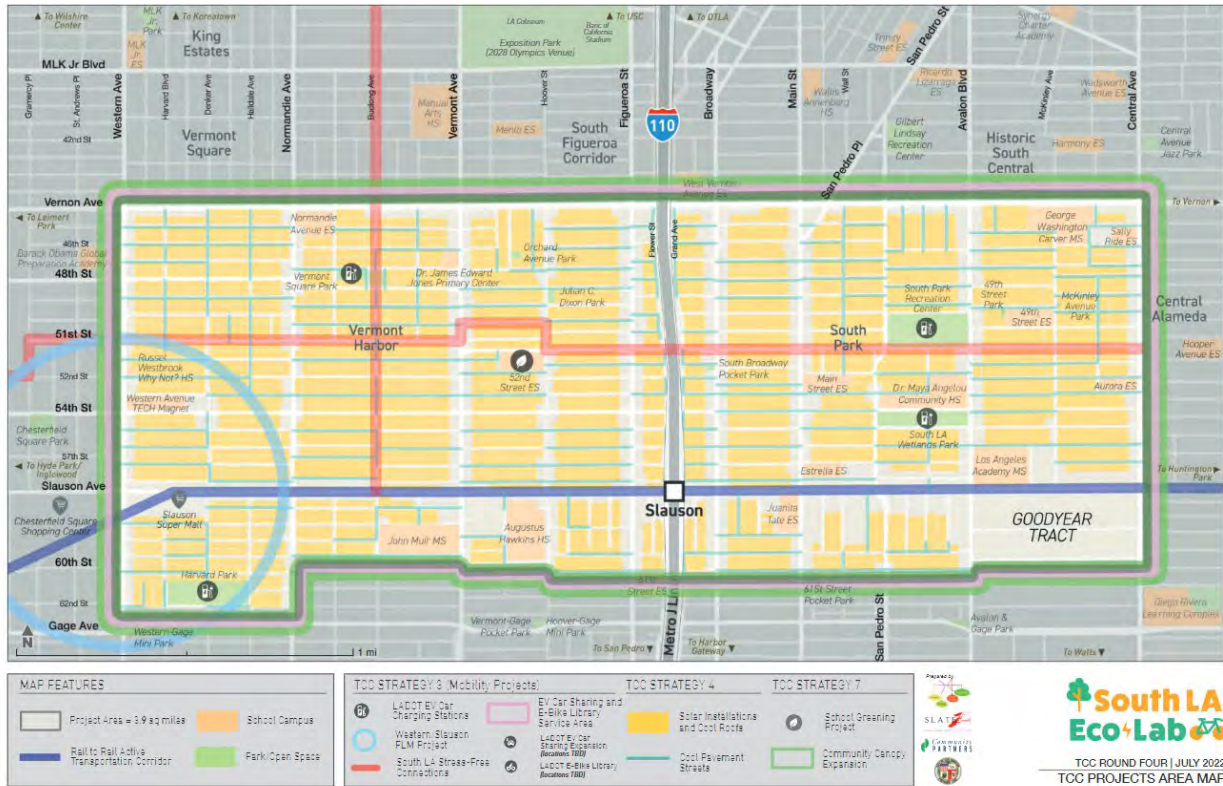
Community Engagement: Approximately 85,000 individuals reside in the Project Area. Project Partners will collectively engage at least 50% of them within the grant period – reaching 42,500 unduplicated residents over 5 years through a multi-pronged approach including activities such as door knocking, phone and digital engagement, as well as in person events.

Displacement Avoidance: The strategies of the Displacement Avoidance Plan include know-your-rights education for residential and commercial tenants, Tenant Action Clinics, eviction defense services, the creation of a Small Business Alliance, and technical assistance for small businesses. Project partners will engage community members in advocacy efforts to create policies and programs that will improve housing security for vulnerable residents.

Workforce Development: The program focuses on underserved communities within the South LA Eco-Lab project area, providing the training, certifications, and on-the-job training program for high-quality jobs addressing climate resilience and economic disparities. Project partners will prepare participants for careers including, but not limited to, solar installation, construction, tree planting, cool street paving, electric vehicle charging station installations and more.

Collaborative Stakeholder Structure: The CSS is composed of a diverse representation, including: nonprofits, community-based organizations, academics, economic development institutions, workforce development groups, businesses, technical College/higher education, and resident recruitment planned. These groups have deep history in community engagement, climate change, disadvantaged communities, economic development, environmental and public health.

South LA Eco-Lab: Project Area Map



Creating Opportunities; Changing Lives

Project Title: Creating Opportunities; Changing Lives

Lead Applicant: Porterville Unified School District

Co-Applicants: City of Porterville, Tulare County Association of Governments, Tulare County Regional Transit Authority, Climate Action Pathways for Schools

Grant Funds Requested: \$34,939,746

Leverage Funding: \$22,780,890

Project Area: 4.80 square miles

Population and Demographics:

Description: Porterville USD built this TCC grant proposal as the centerpiece of a districtwide energy and sustainability program aimed at reducing GHG emissions, improving public/student health, reducing energy costs, reducing water consumption, and overall improving the quality of public education and community. The plan includes 10 projects covering 7 TCC strategies, and are targeted at community wide needs, particularly air pollution reduction. The proposal includes workforce development in the form of apprenticeship programs and paid internship programs and community engagement to incorporate the greater Porterville community and other stakeholders.

Climate Adaptation and Resiliency: The climate risks facing the community of Porterville include increasing heat temperatures, the increase in number of excessive heat days, and the potential for increased length of dry spells in Porterville.

Environmental exposures faced in the community that will only be worsened with climate change include: particulate air pollution, ground level ozone pollution and contaminated drinking water. Across the State, Porterville ranks the high in these three environmental exposures.

TCC Funded Projects

Clean Air for Every Classroom: This project will include outside air ventilation systems in 414 classrooms, as well as complete HVAC replacements in 38 classrooms. The ventilation system will also recover energy.

Solar Generation: Installation of behind the meter solar photovoltaic systems across 14 total sites.

Pedestrian Improvements for Safe Walking to School: The project proposal includes 20 street and intersection improvements to create safer walking and biking routes to schools within the

project area. The project will also fund educational and engagement programming to promote active transportation.

Zero Emissions Transportation: The project will replace 12 diesel buses and 3 gas-powered vans with electric equivalents, as well as construct charging infrastructure for the vehicles.

Student Passes with Free Public Transit: No accompanying documentation submitted with project.

Zero Waste: This project will create a model at three pilot schools on how to achieve zero waste using a three-bin waste separation system. Through this project an estimated 350 tons of organic material will be diverted from landfill and either composted or donated. The project will be supported by student interns,

Landscaping: This project will start a comprehensive water efficiency and stormwater management program for Porterville Unified School District and convert about 700,000 sq ft of grassy areas to drought tolerant alternatives with topographical features to reduce runoff.

Tree Shaded Pathway: This project will aim to lower the urban heat island effect and provide campus greening and shade through planting of trees. The proposal includes planting 141 trees across 12 campuses. Additionally, project partners will work with 7,100 students, their families, and other community members conducting tree planting events in the project area.

Community Engagement Plan: A Community Engagement Manager will build a network of connectivity between co-applicants and the greater Porterville community, including diverse residents, business owners, Tule River Tribal Members, PUSD staff and students, and community and faith based organizations.

Displacement Avoidance Plan: The City of Porterville has existing policies and programs to address the housing needs of residents. The City will continue to implement existing policies through the TCC implementation. The application did not propose new policies and programs.

Workforce Development: The plan goal is to provide skills training for students, preparing them for high skill, high pay jobs and to become environmental leaders in the community and throughout California. The proposal includes two Youth Apprenticeship Programs in electric transportation and zero emission buildings; and five internship programs for high school students to receive training while supporting implementation of the proposed TCC funded projects.

Collaborative Stakeholder Structure: The CSS includes representatives from each partner organization and one representative from a group of community residents.

