

June 15, 2020

Subject: Transformative Climate Communities Program: Round 3 Implementation Grant Awards

Reporting Period: June 2020

Staff Lead: Saharnaz Mirzazad, TCC Program Manager

Recommended Action

TCC Program Staff recommend that the Council award one (1) full Transformative Climate Communities (TCC) Program Round 3 Implementation Grant to the City of Oakland and two (2) partial awards to the City of Riverside and the City of Stockton as described in this staff report.

Summary

This Staff Report outlines recommendations to the Council for Round 3 TCC Implementation Grant awards. SGC's Fiscal Year 2019-20 budget included \$56.4 million for two (2) Implementation Grant awards of \$28.2 million each. Due to the impacts of COVID-19 on Cap-and-Trade auctions, the Department of Finance has directed SGC to award only up to 75% of the original appropriation, or \$42.15 million.

SGC received four (4) TCC Implementation grant applications from the Cities of Oakland, Richmond, Riverside, and Stockton. Of these applications, TCC Program Staff recommend that the Council approve three (3) awards – one (1) full award to the City of Oakland and two (2) partial awards to the cities of Riverside and Stockton. For the City of Stockton, the Council would approve a minimum amount of funding with the possibility of additional funding as described in this report.

Recommended Round 3 TCC Implementation Grant Awardees

Lead Applicant	Recommended Award Amount
City of Oakland Better Neighborhoods, Same Neighbors: An East Oakland Neighborhood Initiative	\$28,200,000
City of Riverside Eastside Climate Collaborative	\$9,080,894 (partial award)
City of Stockton Stockton Rising	\$4,869,106 plus any additional funds that become available from 2019-2020 budget appropriation (partial award)

The recommended award to Eastside Climate Collaborative is lower than the amount (\$28.2 million) requested by the City of Riverside in its TCC application. In an application to Round 5 of SGC's Affordable Housing and Sustainable Communities Program (AHSC), the City of Riverside submitted some of the same project elements included in its TCC application. Therefore, the recommended partial TCC Implementation Grant award reflects the original amount of the City of Riverside's TCC funding request, less the amount of funding AHSC Program staff recommend the Council award to the City of Riverside for those overlapping project elements under Round 5 of the AHSC Program at the June 25, 2020 Council meeting.

Although the City of Stockton's proposal for Stockton Rising scored slightly lower than the City of Riverside's application, the final scores were very close after accounting for greenhouse gas emissions scoring. Therefore, Staff recommend that the Council approve a partial TCC Implementation Grant award to the City of Stockton with the funds remaining after the partial City of Riverside award and that Stockton receive additional funds should more funding for Round 3 TCC awards become available after Department of Finance fully reconciles 2019-2020 auction proceeds. TCC Staff will work with the City of Stockton to rescope its Transformative Plans and Projects based on the amount of funding ultimately available and in compliance with TCC's Program Guidelines.

TCC Staff will require all TCC Implementation Grant awardees to address issues related to compliance with TCC Guidelines identified during the application review and post-award

consultation processes prior to executing grant agreements. Attachment A includes a high-level overview of issues awardees must resolve as a condition of the award.

Background

On September 14, 2016, Governor Jerry Brown signed AB 2722 (Burke, Chapter 371, Statutes of 2016), which created the Transformative Climate Communities Program (TCC), a California Climate Investments (CCI) grant program administered by the California Strategic Growth Council (SGC), in partnership with the Department of Conservation (DOC) and other State agencies. The TCC Program advances projects that reduce GHG emissions through the development and implementation of neighborhood-level transformative community plans that include multiple, coordinated GHG emissions reduction projects that also provide local economic, environmental, and health benefits. TCC focuses its awards in the State's most disadvantaged communities, as measured by CalEnviroScreen.

The TCC Round 3 Implementation Grants will award at least \$42.15 million from the FY 2019-2020 budget appropriation of \$60 million. This appropriation was based on projected total 2019-2020 quarterly Cap-and-Trade auction proceeds. Proceeds of the May 2020 auction fell short of projections due in large part to impacts of COVID-19. TCC is subject to Control Section 15.14 of the 2019 Budget Act, which only allows SGC to award 75% of the 2019-20 budget appropriation for TCC until final auction results are reconciled. Therefore, the final amount available is not known at this time but will be at least \$42.75 million. Of this amount, \$600,000 is available for Planning Grants and at least \$42,150,000 for Implementation Grants.

Round 3 Application Process

The Council adopted the Round 3 TCC Program Guidelines (Guidelines) on October 31, 2019. SGC and DOC released the Notice of Funding Availability (NOFA) on November 4, 2019. The TCC Implementation Grant application period closed on February 28, 2020. SGC received a total of four (4) TCC Implementation Grant applications, listed in Table 1, below. Each applicant requested \$28,200,000.

Table 1: TCC Round 3 Implementation Grant Applications

Lead Applicant	Proposal Name	Location
City of Oakland	Better Neighborhoods, Same Neighbors: An East Oakland Neighborhood Initiative	East Oakland
City of Riverside	Eastside Climate Collaborative	East Riverside
City of Richmond	Climate Smart Richmond: Power through Connections	Richmond (Iron Triangle, Santa Fe, and Coronado)
City of Stockton	Stockton Rising	South Stockton

Technical Assistance

TCC Staff hosted two in-person Round 3 Guidelines Workshops: one in Stockton on August 28, 2019, and one in Pomona on August 29, 2019. TCC Staff also hosted a Guidelines Webinar on August 30, 2019 for prospective applicants and partners unable to attend the in-person workshops. The Round 3 Guidelines Workshops and Webinar provided overviews of TCC Planning and Implementation Grants, new updates to the Guidelines, and information about the overall application process. SGC posted on its website the slides presented during the workshops along with a memo titled “TCC Implementation Grant Guidelines Proposed Changes.” In addition, TCC Staff also hosted an Application Webinar on November 14, 2019, offering an in-depth review of all components of the TCC application.

To help applicants from California’s most disadvantaged communities develop competitive applications, SGC provided Application Technical Assistance (TA), and made enrollment in it an eligibility requirement for all Implementation Grant Applicants. The firm Estolano Advisors coordinated a team of TA consultants to support TCC applicants in developing their project scope, calculating greenhouse gas emission reductions, and developing a complete application. In order to match potential applicants with TA providers, TCC Staff required prospective applicants to complete an online survey by November 18, 2019. Initially, six (6) interested applicants worked with the TA providers to review eligibility and threshold requirements and define their proposal components. Ultimately, four (4) applicants submitted comprehensive applications.

Application Review and Scoring

SGC evaluated all applications through a multi-stage process that included review by TCC Program Staff from SGC and DOC and members of an Interagency Review Panel. TCC Program Staff developed a scoring rubric based on the criteria listed in the TCC Guidelines and developed detailed instructions on how to assign scores. Panel members completed a holistic review of the applications, reviewing the quality of the overall vision and integration. Each application also undergoes a GHG scoring process.

In addition, members of the Review Panel and TCC Staff attended virtual site visits for each applicant in May 2020. Site visits included presentations from lead applicants, co-applicants, residents, and other stakeholders along with question-and-answer sessions. TCC Staff provided applicants with a list of questions two (2) days prior to the site visit.

After attending the site visits, Interagency Review Panel members sent their scores on the Objectives and Vision Section to the Program Staff. Interagency Review Panel reconvened for a day-long Final Deliberation meeting. To facilitate deliberation, Program Staff provided briefings on the proposed plans and projects, and presented preliminary scores, including an average of Panelist scores of the Objectives and Vision Section and proposed Staff score for Capacity, Transformative Plans, and Projects. Additional information on Application Review is available in Attachment B.

Final Application Scores

Table 2 shows summarized combined scores for each application. Attachment C shows complete scores for each applicant.

Table 2: Summary of final application scores

	Oakland	Riverside	Stockton	Richmond
Interagency Review Panel Score	153	142.2	135.2	120.9
GHG Reduction Score	6.8	12.6	18.8	18.6
TOTAL SCORE	159.8	154.8	154.0	139.5

Recommended Awards

TCC Round 3 Implementation Grant applications demonstrated substantial improvements compared to TCC Round 1 and 2 Implementation Grant applications. TCC Staff noted improvements in both the overall quality of applications, the strength of their proposed transformative plans and capital projects. TCC Staff emphasize that each of the submitted applications are transformational and worthy of funding, if funding were to become available.

Given funding constraints, TCC Staff recommend that the Council approve three (3) awards – one full award to the City of Oakland, and two partial awards to the City of Riverside and the City of Stockton. Some components of the City of Riverside’s application overlap with components that are included in the City’s application for funding in AHSC Round 5 (also on the Council’s June 25, 2020 agenda). Therefore, the recommended TCC Implementation Grant award to the City of Riverside is equal to the City’s TCC request (\$28.2 million) less the amount of funding for the overlapping projects recommended for the City under an AHSC award.

In addition, as the City of Stockton’s final score is lower than Riverside’s by only 0.8 points and there are remaining funds after Riverside’s partial award, TCC Staff recommend a partial award to the City of Stockton proposal in addition to any potential additional funding from 2019-2020 TCC budget appropriations.

Summary of Implementation Grant Applications

Applicant: Better Neighborhoods, Same Neighbors: An East Oakland Neighborhood Initiative

TCC Component	Applicant Information
TCC Request	\$28,200,000
Leverage	\$34,491,612
Co-Applicants	<ul style="list-style-type: none"> • Related CA/ACTS Community Development Corporation • East Bay Permanent Real Estate Collaborative • East Bay Regional Parks District • Black Cultural Zone Community Development Corporation • Oakland Parks and Recreation Foundation • Planting Justice • Higher Ground Neighborhood Development Corporation
Projects Proposed	<ul style="list-style-type: none"> • 95th and International Housing, Health, & Connectivity • Higher Ground Scraper Bike Team Bike Share and Youth Development • Community Greening • San Leandro Creek Urban Greenway • Planting Justice Aquaponics Farm and Food Hub

This proposal builds on a year-long, community-led process supported by a 2018 TCC Planning Grant that resulted in a partnership between the East Oakland Neighborhood Initiative (EONI) and the City of Oakland. The Co-applicants Black Cultural Zone, Planting Justice, and East Bay Permanent Real Estate Collaborative, plan to collaborate in community engagement, displacement avoidance, and workforce development efforts, aiming to form a Small Business Alliance and stabilize housing through Accessory Dwelling Unit (ADU) housing production, while creating jobs in construction, community greening, and bike maintenance. The applicant demonstrated strong community engagement in developing the TCC proposal's vision for transformation and proposes a robust community oversight process. The Displacement Avoidance Plan proposes policies to address displacement risk in several areas including affordable housing protection and production, and neighborhood stabilization and wealth-building.

Applicant: Eastside Climate Collaborative

TCC Component	Applicant Information
TCC Request	\$28,200,000
Leverage	\$29,508,984
Co-Applicants	<ul style="list-style-type: none"> • Wakeland Housing and Development Corporation • Riverside Transit Authority • GRID Alternatives • Santa Ana Watershed Project Authority • Tree People • Riverside County Economic Development Agency • Riverside Community Health Foundation • Community Settlement Association • University of California Riverside
Projects Proposed	<ul style="list-style-type: none"> • Entrada Housing Project • Pedestrian & Bicycle Mobility Enhancements • Vine Street Mobility Hub Expansion • Energy for All: Solar Installations • Water-Energy Community Action Network • Eastside Greening

The Eastside Climate Collaborative aims to create a prosperous, green, and climate-resilient community based on the established working history of the stakeholder group. The proposal includes well-integrated projects that support local development plans and leverages regional investment. The community engagement plan would feature a workgroup for project partners

and community representatives and a Resident Leadership Academy (RLA). The Workforce Development Plan secures local hiring on TCC projects while supporting emerging pathway programs in construction, solar installation and sustainable agriculture. Lastly, the proposal supports displacement avoidance efforts in the City through community education, redress support through the development of small business support networks and workshops, and the adoption of pro-housing policies.

Applicant: Stockton Rising

TCC Component	Applicant Information
TCC Request	\$28,200,000
Leverage	\$17,794,296
Co-Applicants	<ul style="list-style-type: none"> • Public Health Advocates • Rising Sun Center for Opportunity • San Joaquin Regional Transit District • Stockton Public Works Department • GRID Alternatives • Edible School Yard Project
Projects Proposed	<ul style="list-style-type: none"> • Miner Avenue Complete Streets • Zero-Emission Bus Acquisition • Climate Careers Energy • Stockton Energy for All • Climate Careers Water • Urban Forest Renovation • Cafeteria Remodel

The City of Stockton and partners put forward a vision that builds on Stockton’s TCC Planning Grant awarded in 2018, which resulted in the Sustainable Neighborhoods Plan adopted by the City Council. Community engagement builds on relationships of local non-profits to host community meetings, hold annual events, train community liaisons, along with youth leadership programs. The applicant proposes strong workforce development plan tied to TCC funded projects including a pre-apprenticeship pipeline for youth employment in trades; training in tree planting and maintenance and solar installation; workforce transition for incarcerated individuals; and a bus maintenance mechanic apprenticeship. The City of Stockton would not use TCC funds for the Displacement Avoidance Plan but cites multiple enacted policies that would safeguard the community against displacement.

Applicant: Climate Smart Richmond: Power through Connections

TCC Component	Applicant Information
TCC Request	\$28,200,000
Leverage	\$23,955,850
Co-Applicants	<ul style="list-style-type: none"> • Groundwork Richmond • GRID Alternatives • Mercy Housing California
Projects Proposed	<ul style="list-style-type: none"> • Richmond Wellness Trail • Bosque Del Barrio • Harbour Way Complete Streets • Hacienda Apartments • Solar and EV Charging for Low-Income Families

The City of Richmond proposed an integrated vision for transformation through transit connectivity and greening but could have strengthened the partnerships and stakeholder involvement in the collaborative stakeholder structure, community engagement, and workforce development plans. Providing more detailed workplan and budgets along with documentation required by the Guidelines could also improve any future application.

Attachment D provides a more detailed overview of each application.

Next Steps

Following the Council's TCC Round 3 Implementation Grant awards decision, TCC Staff will enter into a Post-award Consultation phase with award recipients to refine the grant agreements and all accompanying attachments to comply with administrative, statutory, and TCC Program requirements. Awarded applications will be subject to review and awardees required to make modifications to align with program requirements, Interagency Review Panel recommendations, and Council direction. All requested documentation and changes should be finalized within six (6) months after the Council makes awards, and grant agreements executed by the end of 2020. 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.

TCC Program Guidelines forbid award recipients from developing new projects during Post-award Consultation. Any project modifications are subject to the TCC Post-Award Review Policies.

TCC Program Staff will also provide feedback on areas for improvement to the City of Richmond, which is not recommended for funding in TCC Round 3. Staff will also explore connecting the City of Richmond with other State agencies with the potential to fund elements of the application.

Council Recommendation:

TCC Program Staff recommend that the Council award one (1) full Transformative Climate Communities (TCC) Program Round 3 Implementation Grant to the City of Oakland and two (2) partial awards to the City of Riverside and the City of Stockton as described in this staff report.

Should the Council agree with Staff's recommendation, the following language is suggested:

“I move that the Council approve Fiscal Year 2019-2020 Transformative Climate Communities Program Implementation Grants pursuant to TCC Staff recommendations, making a \$28.2 million award to the City of Oakland - Better Neighborhoods, Same Neighbors: An East Oakland Neighborhoods Initiative, a[n] \$9.08 million award to the City of Riverside - Eastside Climate Collaborative, and a[n] award of at least \$4.86 million to the City of Stockton – Stockton Rising, to be increased to the full amount available based on final Department of Finance reconciliation of 2019-2020 cap-and-trade auction proceeds. Approval of this motion directs TCC Staff to begin the post-award consultation period with awardees to finalize project requirements pursuant to this staff report and TCC Program policies and to make technical amendments to funding availability as additional information becomes available.”

Attachments:

- Attachment A: Final Application Scores
- Attachment B: Application Summaries and Grant Conditions
- Attachment C: Application Review Process
- Attachment D: Applications Overview

Attachment A: Grant Conditions

City of Oakland: Better Neighborhoods, Same Neighbors: An East Oakland Neighborhoods Initiative

Grant Conditions & Areas for Improvement to Finalize with TCC Staff:

- Provide additional details on work plans and budgets, and cost-supporting documentation.
- Provide more detailed plans and commitment on the long-term operations and maintenance plans for the projects.
- Modify the bicycle leasing program details to be consistent with State requirements.
- Develop more detailed implementation plans for the tree-planting design phase, outreach plan, and training plan.
- Strengthen the link to career pathways in the Workforce Development Plan and funded projects.
- Provide target training and job placement figures and develop committed partnerships for job placement.
- Revise the Partnership Agreement to include all partners responsible for implementation.

City of Riverside: “Eastside Climate Collaborative”

Grant Conditions & Areas for Improvement to Finalize with TCC Staff:

- Provide more details on the specific planned activities for the implementation of the Transformative Plans.
- Workforce Development Plan to include a plan for recruiting project residents and overcoming barriers to engagement, in addition to a more detailed curriculum and job placement plan.
- Provide a long-term economic development and local job-creation strategy for the Project Area.
- Include targets for the type or number of activities planned (focus groups, community conversations, etc.) and the number of residents to participate in Resident Leadership Training academies in the Community Engagement Plan.

- Submit potential negative impacts of the TCC project implementation and the contingency plans for projects that are missing that information in the application.

City of Stockton: “Stockton Rising”

Grant Conditions & Areas for Improvement to Finalize with TCC Staff:

- Work with TCC staff to revise transformative plans and proposed projects to match requested amount with available funds
- Diversify community engagement activities to ensure that all community members have access to information, such as door-knocking campaigns and focus groups.
- Include a formal process to collect feedback from the community and define how this feedback will be incorporated into future activities under the grant.
- Update the Collaborative Stakeholder Structure to include representatives from non-partner community-based organizations and small businesses.
- Revise the Displacement Avoidance Plan to include small businesses policies that are related to identified risks.
- Provide clear timeline and resources dedicated to new displacement avoidance activities included in the plan.
- Provide more details on the requested maintenance cost for the existing 13,000 trees, including the condition of the current urban canopy, types of existing trees, and tree mortality. Pass a resolution to commit long-term resources after the end of the grant term to maintain the urban canopy.
- The “Cafeterias as Places for Learning” project needs to demonstrate support from the School District both for implementation of the project and long-term maintenance. Include programming components to showcase increased access to food for project area residents.

Attachment B: Application Review Process

All TCC Implementation grant applications undergo a two-part review process, outlined below.

TCC Program Staff Review

Completeness Check: TCC Program Staff reviewed the submitted application materials for completeness. Staff notified applicants if their applications were incomplete and allowed applicants six (6) business days make corrections. Applicants typically have two (2) business days to correct completeness issues, but SGC extended the timeline for Round 3 to accommodate workplace transitions associated with COVID-19. Review Panel members received all application materials, including new and updated documents.

Threshold Review: TCC Program Staff conducted reviews of the program threshold requirements outlined in the TCC Guidelines. This included reviewing applications for eligible project areas, readiness, supporting documentation, financial and management capacity, and eligibility of the Projects and Transformative Plans.

Capacity, Transformative Plans, and Projects: TCC Program Staff, in collaboration with subject matter experts from other State agencies, reviewed all Capacity, Transformative Plans, and Projects to evaluate their feasibility and compliance with the TCC Guidelines. Using the scoring rubric, TCC Staff provided the Interagency Review Panel with preliminary suggested scores for the Transformative Plans and Projects sections along with evaluation. TCC Program Staff did not make final scoring determinations.

Interagency Review Panel

TCC Program Staff invited reviewers from seven (7) agencies and departments to participate in the 11-member Interagency Review Panel. The Interagency Review Panel included members from:

- California Department of Housing and Community Development
- California Department of Public Health
- California Environmental Protection Agency
- California Natural Resources Agency
- Governor's Office of Planning and Research
- California State Transportation Agency

- California State Treasurer's Office

Interagency Review Panel members attended a training session to understand TCC program goals and the review process. Each Interagency Review Panel member reviewed all four applications, as well as a document summarizing Program Staff evaluations of the applicants' capacity to implement, and their Transformative Plans and Projects. Prior to the site visits, the Interagency Review Panel convened to coordinate around the goals of each site visit and the major questions applicants needed to clarify.

GHG Scoring

SGC requires all TCC Implementation Grant applicants to identify at least three (3) projects with quantifiable GHG emission reductions that would be ready at the time of application. In addition, TCC requires at least half of the funding requested to support projects that would result in 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) points for total GHG reductions from all quantifiable projects. The applicant with the highest GHG reduction estimate received full points in each category, and the others received points relative to the highest-scoring applicant. 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 for each application, and CARB staff reviewed them. The table below shows the final GHG scores for each applicant. Based on the reduction estimates, scores were allocated proportionally for each application.

Table: Round 3 TCC Implementation Grant Applicant Final GHG Scores

Top 3 Quantifiable Projects (10 Points)	Stockton Scores	Richmond Scores	Riverside Scores	Oakland Scores
Total GHG Emission Reductions (MTCO2e)	19,747	23,354	9,660	8,749
Relative % (Based on top score)	88%	100%	41%	37%
Points	8.8	10	4.1	3.7

All Quantifiable Projects (10 Points)	Stockton Scores	Richmond Scores	Riverside Scores	Oakland Scores
Total GHG Emission Reductions (MTCO2e)	28,432	24,474	24,179	8,749
Relative % (Based on top score)	100%	86%	85%	31%
Points	10.0	8.6	8.5	3.1

Attachment C: Final Application Scores

The scores reflect final scores assigned by the Interagency Review Panel.

Application Component	Score Available	Oakland	Richmond	Riverside	Stockton
COMPLETE SCORING CRITERIA	200	159.8	139.5	154.8	154.0
OBJECTIVES AND VISION	40	24.5	33.9	29.6	36.2
<i>I. Vision for Transformation</i>	<i>20</i>	<i>17.0</i>	<i>16.7</i>	<i>16.2</i>	<i>16.2</i>
1. Vision Statement has been designed to meet the needs of the Project Area and achieve the TCC Program Objectives.	5	4.2	3.6	3.9	4.3
2. Strategies have been selected to effectively address the Vision Statement.	3	2.5	2.9	2.5	2.5
3. Projects and Transformative Elements are integrated to maximize benefits to the Project Area.	5	3.7	4.1	3.7	3.2
4. Proposed Projects demonstrate they provide benefits to priority populations as defined by CARB Priority Population Benefit Criteria Tables. Refer to the Priority Population Benefit Criteria Tables, accessible here: www.arb.ca.gov/ccl-resources	2	2.0	1.9	2.0	1.8
5. 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.	5	4.6	4.3	4.0	4.3
<i>II. Greenhouse Gas Emissions Reductions</i>	<i>20</i>	<i>6.8</i>	<i>18.6</i>	<i>12.6</i>	<i>18.8</i>
1. 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	3.7	10	4.1	8.8

Application Component	Score Available	Oakland	Richmond	Riverside	Stockton
2. GHG Emission reduction estimates for all projects with CARB Quantification Methodology.	10	3.1	8.6	8.5	10
CAPACITY	30	27.5	21	28.5	27
<i>I. Financial</i>	<i>10</i>	<i>9</i>	<i>8</i>	<i>9.5</i>	<i>9</i>
1. Lead Applicant demonstrates the experience, financial stability and capacity to manage program funds from multiple sources.	4	4	4	4	4
2. Co-applicants demonstrate financial stability to manage program funds from multiple sources.	4	3	2	3.5	3
3. The Proposal includes funding that exceeds the 50 percent (50%) leverage requirement.	2	2	2	2	2
<i>II. Management and Organization</i>	<i>10</i>	<i>9</i>	<i>8</i>	<i>10</i>	<i>10</i>
1. Lead Applicant demonstrates organizational capacity to implement the TCC Proposal (e.g. has experience managing similar programs and/or long-term grant implementation)	4	4	4	4	4
2. Co-applicants demonstrate the experience and organizational capacity to support Lead Applicant in implementation of the TCC Proposal.	4	3	2	4	4
3. 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
<i>III. Collaborative Stakeholder Structure</i>	<i>10</i>	<i>9.5</i>	<i>5</i>	<i>9</i>	<i>8</i>
1. Lead Applicant and Co-applicants have established work history, sustained community engagement around climate change, and/or	3	3	2	3	3

Application Component	Score Available	Oakland	Richmond	Riverside	Stockton
experience working with one or more of the following areas: disadvantaged communities, housing and community development, economic development, environmental, and public health issues.					
2. 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	4	1	3	3
3. A signed Partnership Agreement for the Collaborative Stakeholder Structure that includes all components listed in Section II.A.	3	2.5	2	3	2
TRANSFORMATIVE ELEMENTS	75	63	42.5	54	52
<i>I. Community Engagement</i>	<i>30</i>	<i>25</i>	<i>15</i>	<i>22</i>	<i>22.5</i>
1. Residents and key stakeholders were meaningfully involved in the development of the Vision Statement and selection of Strategies and Projects in the Proposal.	6	6	4	4	6
2. 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	2	3.5	3
3. Community Engagement Plan present an inclusive	6	5	4	4.5	3.5

Application Component	Score Available	Oakland	Richmond	Riverside	Stockton
process to receive feedback from the community.					
4. Community Engagement is tied to a governance structure that presents the ways in which the community concerns at large will be taken into consideration.	6	6	2	6	6
5. Work Plans include clear timelines, discrete tasks, and detailed deliverables. Budgets have adequate detail and demonstrate financial feasibility.	6	4	3	4	4
<i>II. Displacement Avoidance (15 Points)</i>	<i>15</i>	<i>12</i>	<i>11</i>	<i>11</i>	<i>7</i>
1. Includes comprehensive description of displacement vulnerability among existing households and small businesses.	3	3	3	3	2
2. Proposal includes programmatic activities for implementing of previously adopted policies that avoid displacement of existing households and small businesses.	4	3	3	3	2
3. Proposal includes activities to promote the adoption of new policies to avoid displacement that align with risks identified in vulnerability assessment.	4	3	3	3	2
4. Work Plans include clear timelines, discrete tasks, and detailed deliverables. Budgets have adequate detail and demonstrate financial feasibility.	4	3	2	2	1
<i>III. Workforce Development and Economic Opportunities (20 Points)</i>	<i>20</i>	<i>16</i>	<i>9</i>	<i>12</i>	<i>15.5</i>
1. Explain how the Workforce Development and Economic Opportunities Plan will fund training that leads to career pathways and high-quality jobs	6	6	3	4	6

Application Component	Score Available	Oakland	Richmond	Riverside	Stockton
for residents of the Project Area and individuals with employment barriers.					
2. 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.	6	4	1	3	4.5
3. Work Plans include clear timelines, discrete tasks, and detailed deliverables. Budgets have adequate detail and demonstrate financial feasibility.	8	6	5	5	5
<i>IV. Climate Adaptation and Resiliency (10 Points)</i>	<i>10</i>	<i>10</i>	<i>7.5</i>	<i>9</i>	<i>7</i>
1. Proposal describes the climate change risks and exposures within the Project Area.	2	2	2	2	2
2. Proposal analyzes the impact of climate change risks and exposures on both the community and built environment.	2	2	1	2	1
3. Proposal describes process to identify and prioritize actions for addressing risks for vulnerable populations and to increasing resiliency of proposed infrastructure projects.	3	3	2.5	2	2
4. Proposal describes process to identify and prioritize actions to increase resiliency of proposed infrastructure projects using local planning documents and/or the CARB co-benefits calculator.	3	3	2	3	2
PROJECTS	50	40.5	35.7	38.5	35.0
<i>I. Project Design and Feasibility (30 Points)</i>	<i>30</i>	<i>24.0</i>	<i>22.5</i>	<i>24.5</i>	<i>22.0</i>

Application Component	Score Available	Oakland	Richmond	Riverside	Stockton
1. Projects have been designed to meet the community needs. This includes, but is not limited to, appropriate scope, scale, components, etc.	5	4.0	4.5	4.0	4.1
2. Work Plans include clear timelines, discrete tasks, and detailed deliverables. Budgets have adequate detail and demonstrate financial feasibility.	15	11.4	9.8	11.5	9.3
3. 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	8.2	9.0	8.6
<i>II. Implementation (20 Points)</i>	20	16.5	13.2	14.0	13.0
1. Projects address climate adaptation and resiliency goals for the Project Area.	5	4.5	3.7	3.8	2.9
2. Projects provide multiple community benefits to the Project Area (e.g., education, ongoing engagement, economic opportunities).	5	4.2	3.8	3.7	3.9
3. 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	3.8	2.0	2.7	3.1
4. Projects include clear plans for long-term operations and maintenance, including coordination with appropriate responsible parties.	5	4.0	3.7	3.8	3.1
<i>PRO-HOUSING POLICY INCENTIVE</i>	5	5	5	5	5
<i>I. Pro-Housing Policy Incentive (5 Points)</i>	5	5	5	5	5
Project Area jurisdiction has adopted at least two policies	5	5	5	5	5

Application Component	Score Available	Oakland	Richmond	Riverside	Stockton
from Pro-housing Policies listed in Appendix D.					



Attachment D: Applications Overview

Better Neighborhoods, Same Neighbors: An East Oakland Neighborhood Initiative

Project Title: Better Neighborhoods, Same Neighbors: An East Oakland Neighborhood Initiative

Lead Applicant: City of Oakland

Co-Applicants: Related CA/ACTS Community Development Corporation, East Bay Permanent Real Estate Collaborative, East Bay Regional Parks District, Black Cultural Zone Community Development Corporation, Oakland Parks and Recreation Foundation, Planting Justice, Higher Ground Neighborhood Development Corporation

Grant Funds Requested: \$28,200,000

Leverage Funding: \$34,491,612

Project Area Size: 4.96 sq. mi.

Project Area Population & Demographics: The proposed TCC Project Area in East Oakland is comprised of six (6) neighborhoods with a total population of 41,566. The current ethnic breakdown is approximately 28% African American and 59% Latino, with significant shifts occurring over the last 10 years resulting in a higher percentage of Latinos and lower percentage of African Americans. The Project Area faces health risks due to disproportionate exposure to air pollution sources from industry, the I-880 freeway, and Port of Oakland. The Project Area residents also face economic challenges: 36% of families live below the poverty level; 36% homeownership rate; 39% of residents have no high school diploma.

Description: The six-neighborhood proposal builds on a year-long, community-led process that formed a partnership between the East Oakland Neighborhood Initiative (EONI) and the City of Oakland. The City is proposing a suite of Projects including a 55-unit affordable housing community for low-income renters, with 25% of the units designated for the unhoused population, that also includes a health clinic. The City proposes a bike share and youth education project that celebrates local art, culture, and promotes accessible transportation. The Planting Justice Aquaponics Farm and the San Leandro Creek Urban Greenway provide connectivity to two community assets: the MLK Shoreline Park and the Planting Justice nursery, which provides organic and health food and food-producing plants available to a community. 2,000 trees will be planted throughout the project area to promote healthier surroundings. Co-Applicants Black Cultural Zone, Planting Justice, East Bay Permanent Real Estate Collaborative plan to support each other in their community engagement, displacement avoidance, and workforce development efforts to form a Small Business Alliance and stabilize housing through Accessory Dwelling Unit (ADU) housing production, while creating jobs in construction, community greening, and bike maintenance and repair.

Climate Adaptation and Resiliency: Oakland faces multiple climate risks including heat, drought, coastal (bay) and urban floods, sea-level rise (SLR) and wildfires. For the Project Area in particular, located in the flatlands of Oakland, SLR is a significant climate threat. Combined sea level rise, groundwater flooding, and an urban heat island as a result of low tree canopy compounds health impacts.

The proposal includes urban greening to address the Project Area's urban heat island, as well as an affordable housing project to that helps improve transportation access, and further mitigate heat island effects with an onsite community garden and living walls.

TCC Funded Projects:

95th and International Housing, Health, & Connectivity (Equitable Housing and Neighborhood Development Strategy)

Quantifiable Project

The 95th and International housing project proposes to create 55 units of 100% affordable housing. Housing ranges from studios to 3 bedrooms all 100% affordable for persons with income levels that range between 20% to 50% of AMI and 25% of the units designated for homeless populations. The Project will also include 2,514 square feet of community serving space on the ground floor anticipated to be a community health clinic. Amenities will include community room, bike storage, laundry room, computer lab, tot lot, open space areas, and patios/balconies. The landscaping and green elements, including a community garden will be completed in partnership with Planting Justice, another Co-Applicant. The housing will have solar panels. Sustainable transportation improvements will include curb ramp improvements at two intersections and planted traffic circles at four intersections in the vicinity.

Higher Ground Scraper Bike Team Bike Share and Youth Development Project (Transit Access and Mobility Strategy)

Quantifiable Project

The Higher Ground / Scraper Bike Team (SBT) Bike Share and Youth Development Project proposes to create a permanent facility that stores, lends and repairs bikes at the Martin Luther King Branch of the Oakland Public Library (MLK Library Shed), and will train youth to encourage greater use of active transportation through bike education programming and access to the Scraper Bike lending program. The new bike share program includes the purchase and installation of two bike sheds for publicly accessible bicycle parking, 500 bicycles, and staff costs to develop infrastructure to operate and maintain program. The Project will also operate afterschool enrichment classes for elementary and middle schoolers on bike safety, bike repair and maintenance.

Community Greening (Urban Greening and Green Infrastructure Strategy)

Quantifiable Project

The Community Greening Project, led by Oakland Parks and Recreation Foundation (OPRF), will plant 2,000 trees in the Project Area through a combination of street trees and trees on privately owned properties. Trees will also be locally sourced from the Planting Justice nursery. The project will include a community planning process for developing the tree planting plan. The project will also fund a flood mitigation study to address another key climate vulnerability of the Project Area, sea level rise, in addition to urban heat island impacts.

San Leandro Creek Urban Greenway (Health and Well-Being Strategy)

Non-Quantifiable Project

The San Leandro Creek Urban Greenway is a 1.2-mile trail to be constructed by the Alameda County Flood District for active transportation, recreation, access to open space, and interpretive programming. The project proposes to fund additional park amenities and the Greenway's operation, which includes a full-time Park Ranger and a Naturalist. The project creates continuous and safe route access for the public with key community gateways including

connection to nearby schools, access to neighborhood and regional parks and to the Planting Justice nursery which provides produce to Sobrante Park residents.

**Planting Justice Aquaponics Farm and Food Hub (Health and Well-Being Strategy)
Non-Quantifiable Project**

The Aquaponics Farm and Food Hub project acquires a historic 3-acre nursery to build out an urban aquaponics farm that addresses the community's food-desert. The site aims to produce 100,000s lbs. of organic produce, create 27 living-wage jobs, and serve youth education, health/wellness, community development, and business incubation programming. The farm demonstrates climate-emergency farming; resistant to drought, fire, air pollution and heat-bursts. Employment to Project Area residents will come from the considerable amount of demolition, toxic waste removal and abatement.

Leverage Projects: None identified.

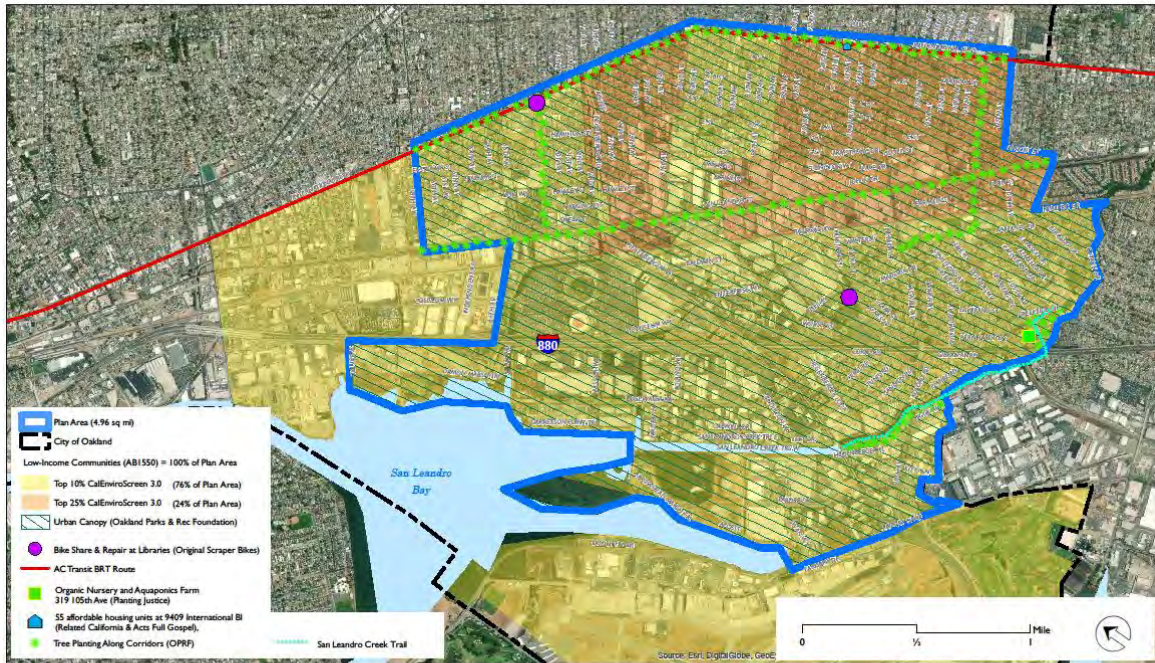
Community Engagement: The plan proposes to hire two community engagement staff, called "Community Builders", who will lead resident outreach and engagement including "Hard to Reach" individuals, businesses, entrepreneurs and artists, faith-based, community and cultural organizations and other Stakeholders. The plan proposed to establish a Small Business Alliance in order to cultivate a vibrant commercial corridor, support the Small Business Alliance, and seek input to establish a community benefits district to operate and maintain the San Leandro Creek Urban Greenway.

Workforce Development: The plan proposed to partner with long-standing employment trainers: Cypress Mandela Training Center (CMTTC), West Oakland Job Resource Center (WOJRC), and Merritt Community College in order to provide high-quality jobs in priority sectors: advanced manufacturing, health care, construction and others such as community greening and bike maintenance and repair. The proposal includes hiring a Career Navigator to recruit residents for jobs and conduct engagement to determine local staffing and training needs.

Displacement Avoidance: The plan proposes to implement a three-phase process to prevent residential and small business displacement in the project area, focusing on Protection, Stabilization, and Accessory Dwelling Unit (ADU) housing Production. EB PREC will hire two (2) full-time local Organizers & one (1) Project Manager to provide anti-displacement outreach, education, and organizing in the Project Area through door-knocking, housing cafes, workshops, community and house meetings, and presentations. The organizers will connect with a minimum of 100 residential contacts per week, totaling over 14,000 unique contacts, in an effort to connect them with tenant, workforce, and small business resources.

Collaborative Stakeholder Structure: The Collaborative Stakeholder Structure is referred to as the "TCC Stakeholder Committee" and includes a governing council with representation of 21 members, 9 of which will be comprised of the Lead Applicant and Co-applicants, and 12 of which will be comprised of representatives from the TCC Project Area communities. Community members of the Stakeholder Committee will be a resident or operate a business or organization with an address in the project area. The Stakeholder Committee's goal is to provide guidance and resources to ensure the projects funded by TCC are on track and outcomes are achieved or exceeded.

**Better Neighborhoods, Same Neighbors: An East Oakland Neighborhood Initiative
Project Area:**



Better Neighborhoods, Same Neighbors: An East Oakland Neighborhood Initiative

Transformative Climate Communities 2020

Climate Smart Richmond: Power through Connections

Project Title: Climate Smart Richmond: Power through Connections

Lead Applicant: City of Richmond

Co-Applicants: Groundwork Richmond, GRID Alternatives Bay Area (GRID), Mercy Housing California*

(*application initially included Trust for Public Land (TPL) as Co-Applicant but during the site visit the applicant stated that TPL will not participate in Co-Applicant capacity)

Grant Funds Requested: \$28,200,000

Leverage Funding: \$23,955,850**

(**amount reduced from original leverage stated at application \$39,594,817; removed ineligible leverage from the stand-alone leverage projects and Harbour Way Complete Streets)

Project Area Size: 2.07 sq. mi.

Project Area Population & Demographics: The Project Area consists of the neighborhoods of the Iron Triangle, Santa Fe, and Coronado, 54% of which is made up of census tracts within the top 10% of CalEnviroScreen 3.0. Approximately 57% of the population in the Project Area is Hispanic, 32 percent is African American, and 36 percent is under age 17 or over 65. The Average Median Income (AMI) for the three residential census tracts entirely within the Project Area is \$39,987. Altogether, the four census tracts that make up the project area are in the top 82nd percentile for linguistically isolated populations, 80th percentile for populations in poverty, and 77th percentile for cost-burdened households. The historic port and oil refining industries brought jobs but also environmental burdens of air and groundwater pollution and reduced natural space.

Description: The project area consists of three disadvantaged neighborhoods within the City of Richmond: Iron Triangle, Santa Fe, and Coronado. The project aims to boost these neighborhoods by providing affordable housing, encouraging active transportation, planting urban forests, and providing renewable energy. The project proposes to rehabilitate and renovate a 150-unit building to net-zero affordable housing for seniors; expand sidewalks and create safe bicycle lanes that will connect downtown Richmond, Richmond BART/Amtrak station, San Francisco Bay Trail, Richmond Ferry Terminal, and community amenities; plant urban forests throughout the project area to provide shade, cool the neighborhoods, and absorb stormwater; and provide renewable energy for low-income residents through a solar installation and EV program.

The community engagement plan will focus on reaching traditionally marginalized populations through door-to-door outreach, multilingual materials, presence at community events, and an engagement hub for community members to connect with projects. The workforce element utilizes the solar installation and urban greening projects as career training pathways for residents. The City will also implement 6 policies and programs to avoid displacement, including establishing a new Community Land Trust and technical assistance for small businesses.

Climate Adaptation and Resiliency: The applicant describes the main climate risks as sea level rise, flooding, and extreme heat. Sea levels are projected to rise by 23 inches by 2050 and 41 to 83 inches by 2100. A portion of the project area in the Santa Fe neighborhood is within the 100-

year flood plain and has several low-lying areas. Extreme heat days are also projected to double from 4 to 8 days by 2050. The proposal includes urban greening and forestry to address these potential issues.

TCC Funded Projects:

Richmond Wellness Trail (Transit Access and Mobility Strategy)

Quantifiable Project

For the transportation infrastructure element of the Richmond Wellness Trail project, the City of Richmond will create 1.9 miles of safe, shaded multi-modal trail. The design includes a separated cycle track, protected from traffic by stormwater planters, and on-street parking. The trail will link pedestrians and cyclists from the Richmond BART/Amtrak station to the Richmond Greenway, the San Francisco Bay Trail, and the Richmond Ferry Terminal. The trail will safely link residents to schools, stores, banks, and other community amenities. Solar powered streetlights will also be installed along the trail to ensure the path is well lit in the evenings as an added safety measure for pedestrians.

Richmond Wellness Trail (Urban Greening and Green Infrastructure Strategy)

Quantifiable Project

For the green infrastructure component of The Richmond Wellness Trail, the City of Richmond will add street trees, stormwater infrastructure, and vegetated buffers and medians to the proposed active transportation project. The primary source of labor will be from Groundwork Richmond's Green Corps which is a 3-year workforce development program for transitional and disadvantaged youth. The youth would receive paid training, mentoring, and educational opportunities to build their resumes.

Bosque Del Barrio (Urban Greening and Green Infrastructure Strategy)

Quantifiable Project

Led by Groundwork Richmond, the Bosque Del Barrio project aims to plant 3,000 trees within the project area, including 2,000 trees on city owned properties and the remaining 1,000 trees on private property. The primary source of labor will be from Groundwork Richmond's Green Corps which is a 3-year workforce development program for transitional and disadvantaged youth. The youth would receive paid training, mentoring, and educational opportunities to build their resumes.

Harbour Way Complete Streets (Transit Access and Mobility Strategy)

Quantifiable Project

The Harbour Way Complete Streets project, also led by the City of Richmond, will improve 2.3 miles of pedestrian paths by widening sidewalks, installing refuge islands and medians, painting high visibility crosswalks, improving railroad crossing safety, and provide traffic calming and improved traffic efficiency. The trail will connect neighborhoods within the project area to Downtown Richmond, Richmond Greenway, Richmond Ferry Terminal, and San Francisco Bay Trail.

Hacienda Apartments (Equitable Housing and Neighborhood Development Strategy)

Quantifiable Project

Mercy Housing California will renovate the Hacienda Apartments, a former affordable housing building, into an upgraded building complex for affordable senior housing. The three-acre project site is approximately two blocks from the Richmond BART Station and AC Transit bus stops. This project will build upon the existing 192,000 SF building and include a new 1,725 SF building entry and administrative wing, seismic upgrades, improved site security, upgraded

energy-efficient electrical and heating systems, improved circulation, landscape beautification, and rooftop solar.

Solar and EV Charging for Low-Income Families (Solar Installation and Energy Efficiency Strategy) Quantifiable Project

GRID Alternatives Bay Area (GRID) will install solar PV on 250 homes and install 125 electric vehicle chargers for low-income households in the Project Area. They will identify qualifying households, design the system, coordinate required permits, and facilitate system interconnection. GRID will also install 300 kW of solar on 1-4 multifamily affordable housing properties in the Project Area with paid local trainees.

Leverage Projects: Application identified 5 leverage projects, but none met the TCC Guidelines requirements for stand-alone leverage projects.

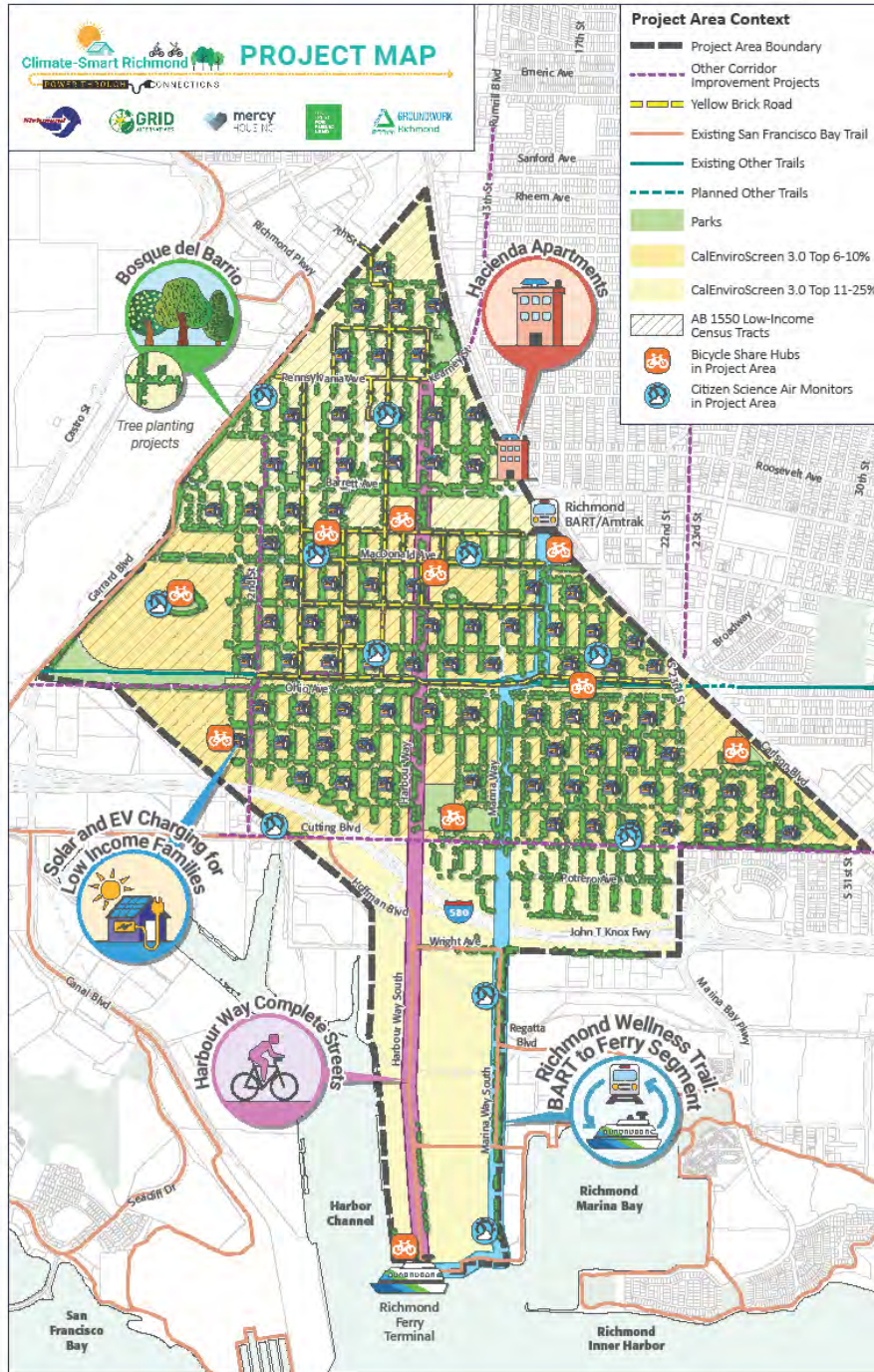
Community Engagement: The community engagement plan emphasizes meeting residents in their daily lives and encouraging participation in TCC grant activities and projects. The City of Richmond will lead the plan, which will include mailers, door-to-door outreach, and project-specific activities for feedback on design and amenities. The plan prioritizes engaging traditionally marginalized groups, including communities of color, unhoused persons, non-English speakers, and previously incarcerated individuals. The “TCC Community Workstation” will be established in the project area as a one-stop shop for partners and community members to participate in and learn about the project.

Workforce Development: This plan consists of two programs, run by the City of Richmond and GRID Alternatives, respectively. The *Expanded Richmond Workforce Development Program* will increase access to the workforce system for immigrant and English-language learner populations in the project area. Funding will support community-based organizations that are rooted in the culture and language of participants to provide multiple entry points to education, training, and employment. The *Richmond Solar Workforce Program* builds on GRID’s existing workforce development program to train project area residents for jobs in the installation of solar PV and related clean energy careers. Funding will support the recruitment, development and implementation of training experiences, including paid hands-on training courses and internships, evening skills building workshops, and direct employer connections.

Displacement Avoidance: The City of Richmond proposed policies and programs to address the vulnerabilities identified: housing pressure, small business retention and economic viability. These policies include a mix of tenant support and first-time homebuyer assistance focused on existing long-term residents, and the establishment of a Community Land Trust. The applicant also proposes small business prioritization policies and expanding business development training the Project Area.

Collaborative Stakeholder Structure: The City of Richmond is committed to community “power-building” in its relationship to residents and community organization. This philosophy includes engaging with community members and organizations to empower them to lead and take ownership over projects within their neighborhood. The Collaborative Stakeholder Structure includes project Co-Applicants and plans to include members of the community and organizations that have already been involved in initiating transformative change.

Climate Smart Richmond: Power through Connections Project Area:



Eastside Climate Collaborative

Project Title: Eastside Climate Collaborative

Lead Applicant: City of Riverside

Co-Applicants: Wakeland Housing and Development Corp, Riverside Transit Authority (RTA), GRID Alternatives, Santa Ana Watershed Project Authority, Tree People, Riverside County Economic Development Agency, Riverside Community Health Foundation, Community Settlement Association, The Regents of the University of California (UC Riverside)

Grant Funds Requested: \$28,200,000

Leverage Funding: \$29,508,984

Project Area Size: 2.59 sq. mi.

Project Area Population & Demographics: 72% of the Project Area in the East Riverside neighborhood is made up of census tracts within the top 10% of CalEnviroScreen. The Project area has a population of 35,516 and is 55.6% Hispanic, 15.4% White, 15.3% Asian/Pacific Islander, 10.3% African American, 0.3% Native American, and 3.3% is other/mixed race. The average annual household income is \$55,992 and the median household income is \$42,533. The community faces aging infrastructure, high poverty, low educational attainment, high unemployment rates, and airborne pollution and health issues being surrounded by three freeways.

Description: The Eastside Climate Collaborative project is designed to improve active and multimodal transportation options, develop an urban forest, and help residents reduce energy and water demand. The project proposes contributing funding to the 64-unit Entrada Housing Project that acts as the activity center of the proposal. The proposed pedestrian and bicycle infrastructure improvements include a protected bike lane, improved crosswalks along the main corridor, and a shaded solar walkway between the Entrada housing project and transit stations. The project also proposes funding construction of additional bus bays at the Vine Street Mobility Hub being developed near downtown Riverside, which connects with key regional transport and would provide project area residents with over 4,000 monthly commuter passes to encourage use of the Hub. The project would provide 100 low-income residents with rooftop solar installations, while another sub-project offers free replacement of turf lawns with xeriscaping for residents. Lastly, the project proposed planting street trees throughout the project area and distributing trees to residents to plant.

The workforce development plan would utilize Community Benefits Agreements to ensure local hiring on TCC projects, as well as developing training pathways in construction and sustainable agriculture. The community engagement workgroup would organize community conversation and surveys, while a Resident Leadership Academy would allow residents the chance to implement community projects. The displacement avoidance initiatives would include resident education, small business development services, and adoption of new policies to preserve and create housing.

Climate Adaptation and Resiliency: The Applicant described current and projected climate vulnerabilities in the project area that will be exacerbated by climate change, including extreme heat, drought, and air pollution issues. The application integrates climate adaptation and

resiliency throughout the projects, aiming to mitigate extreme heat and aid stormwater capture through planting an urban forest, to reduce resident utility burdens through solar installation and lawn replacement, and to promote active transportation to improve public health and reduce VMT. Overall, the project will ease resident vulnerability to extreme heat and utility costs while building resilience through natural and built infrastructure solutions.

TCC Funded Projects:

**Entrada Housing Project (Equitable Housing and Neighborhood Development Strategy)
Quantifiable Project**

Led by the nonprofit Wakeland Housing and Development Corporation, the Entrada Housing Project will create 64 units of affordable housing for households ranging between 30-60% of the area median (AMI). Units will range between one- and three-bedroom. For Sustainable Transit Infrastructure (STI) the project includes 640 linear feet of new safe and accessible walkways adjacent to the project. Wakeland has also committed to purchasing a total of 2,304 monthly transit passes, valued at \$100 each for a total value of \$230,400. These 2,304 passes equate to 1 monthly pass per AHD unit, for 3 years.

**Pedestrian & Bicycle Mobility Enhancements (Transit Access and Mobility Strategy)
Quantifiable Project**

The City of Riverside Public Works Department would build new and upgraded active transportation infrastructure in four main regions of the Project Area: 1) Park Avenue, adjacent to the existing Riverside Metrolink Station and proposed Vine Street Mobility Hub; 2) University Avenue, a major thoroughfare that bisects the Project Area from East to West; 3) Chicago Avenue, the gateway to the proposed Entrada Affordable Housing Development; and 4) Linden Avenue, a major thoroughfare that connects the Project Area to the western edge of the UC Riverside campus. Proposed infrastructure improvements include class IV bike lanes with cool pavement, high visibility crosswalks, new pedestrian signals, advanced signal detection, bus stop enhancements, parklets, murals, pedestrian lighting, and a solar shaded walkway.

**Vine Street Mobility Hub Expansion (Transit Access and Mobility Strategy)
Quantifiable Project**

The Vine Street Mobility Hub expansion proposes to use TCC funding to construct additional bus bays at the Vine Street Mobility Hub, which is being developed on the western edge of the project area. The Vine Street Hub project is presented a transit-oriented development center, with connections to key local and regional transit. As part of the project, lead entity Riverside Transit Authority (RTA) will partner with Wakeland (the developer of Entrada Housing Project) to distribute 4,356 CommuterLink monthly passes over three years to project residents. RTA will also conduct education to train residents on available multimodal transit options to encourage use of the new Hub. As the project is in design phase, it is unclear exactly how many additional bus bays or features would be constructed with TCC grant funds.

**Energy for All – Solar Installations (Solar Installation and Energy Efficiency Strategy)
Quantifiable Project**

The Energy for All project led by GRID Alternatives Inland empire, plans to install 410kW on 100 single-family homes of low-income residents in the project area. It is estimated that this project would generate 16.8 kWh of electricity, reduce 5,800 tons of greenhouse gas emissions, and reduce resident electricity bills by 35-75% for a total combined savings of \$3 million (all based on 25-year product lifecycle). These systems will be installed and maintained at no cost to the homeowners with a 10-year labor and equipment warranty to support long-term maintenance.

Water-Energy Community Action Network (Water Efficiency Strategy) Non-Quantifiable Project

The Santa Ana Watershed Project Authority will offer around 100 single-family homes with no-cost replacement of turf lawns with 'water-wise' landscaping (xeriscaping), including efficient drip emitters. The project will conduct outreach through Riverside Public Utilities fliers. Eligible homes must have a lawn with existing irrigation, and homeowners would be given a choice of design. It is estimated that reducing water use on 100,000 square feet would save 4.4 million gallons of water per year (equivalent to 13.5 acre-feet).

Eastside Greening (Urban Greening and Green Infrastructure Strategy) Quantifiable Project

The Eastside Greening project proposes to plant 1,000 street trees in the project area and to distribute 500 5-gallon shade trees and 500 5-gallon fruit trees to residents to plant in their yards. The lead entity, Tree People emphasizes community engagement and plans to host project 'kick-off' events to solicit input for the street tree planting locations, and to engage 3,000 volunteers through tree planting and tree care days. At 150 events throughout the project period, shade and fruit trees are given to residents who complete a 15-minute training on proper tree planting and care, sign a pledge to plant and care for their tree, and work with TreePeople to review satellite maps and identify suitable planting locations.

Leverage Projects: None identified.

Community Engagement: The Riverside Community Health Foundation (RCHF) will lead the Community Engagement Plan (CEP), which will include a Community Engagement Workgroup to facilitate community engagement activities and a Resident Leadership Academy (RLA) for residents develop community leadership skills. The Workgroup would have about 15 members, including a representative from each of the project partners and three community members. The group is intended to provide a connection between community members and project partners and to solicit feedback through focus groups, community conversations, interviews and community events. The RLA includes a multi-week curriculum for participants to learn about topics such as climate and community leadership. During the final weeks, participants design and implement an education and outreach project in their communities.

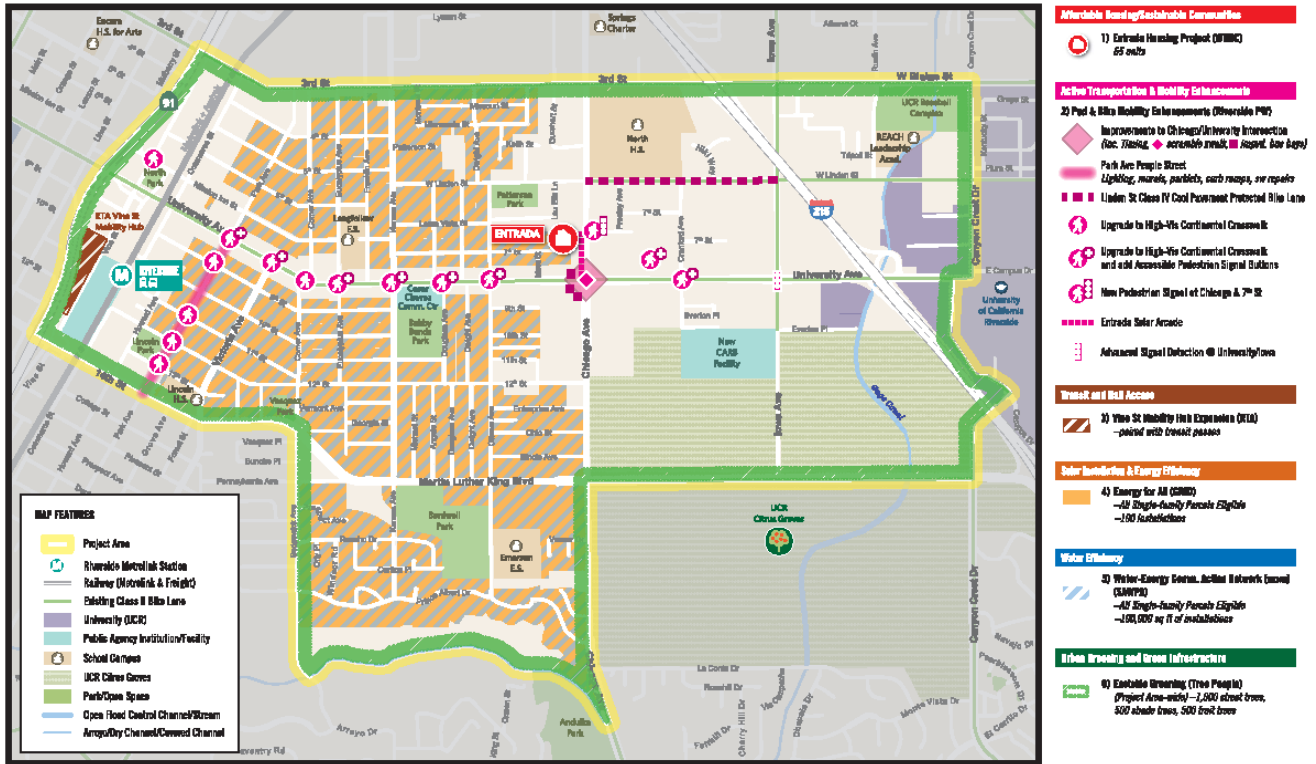
Workforce Development: The County of Riverside Economic Development Agency designed this plan to create workforce training opportunities in four pathways: pre-apprenticeships into the building trades, residential construction, solar installation, and sustainable agriculture. Each of these fields was identified for its alignment with TCC project goals and growing demand in the region. The trainings being offered in those fields are the Building Industry Association (BIA)-certified Construction Training (resulting in certificates, tools and construction code book), GRID Solar Installation Training (resulting in an Installation Basics Training Certificate), the NextGen Farmer Training (resulting in a Professional Certificate in Sustainable Agriculture), and the Multi-craft Core Curriculum Pre-Apprenticeship Training (resulting in the industry-recognized MC3 Certificate).

Displacement Avoidance: The Plan, led by the nonprofit Community Settlement Association, proposes four main displacement avoidance tasks of Community Outreach and Education, Affordable Housing Preservation and Production, Business Stabilization Monitoring, and Community Redress Assistance. The DAP is aligned with the City's 2018 Housing First Plan to promote infill development and affordable housing. Community education will include town hall meetings and educational workshops on affordable housing and small business development. The City is pursuing two policies for the Production of Affordable Housing; a program for the

Preservation of Affordable Housing; and a program for Displacement Avoidance. The lead entity is also coordinating with the City Economic Development team on small business support programs, and will lead outreach to business, coordinate with a Small Business Alliance, and offer a business development course in coordination with the Inland Empire SBDC.

Collaborative Stakeholder Structure: The CSS will include representatives from each of the project partners and from the community, who will be invited to participate from existing Eastside neighborhood groups, the small business community, and the community in general. There are discussions with the school district to appoint student representatives as well. The CSS establishes workgroups for each Strategy to meet monthly on project implementation, to discuss concerns, and integrate transformative elements. The proposed workgroups include Sustainable Housing, Active Transportation, and Low-Carbon Transportation, and workgroups for the Transformative Plans, each with its own organizational structure and facilitated by a project partner.

Eastside Climate Collaborative Project Area:



EASTSIDE CLIMATE COLLABORATIVE
 CITY OF RIVERSIDE | TCC GRANT APPLICATION ROUND 3 | FEBRUARY 2020
 PROJECTS MAP

Stockton Rising

Project Title: Stockton Rising

Lead Applicant: City of Stockton

Co-Applicants: Public Health Advocates, Rising Sun Center for Opportunity, San Joaquin Regional Transit District, GRID Alternatives, Edible School Yard Project

Grant Funds Requested: \$28,200,000

Leverage Funding: \$17,794,296

Project Area Size: 5.01 sq. mi.

Project Area Population & Demographics: South Stockton is a diverse, economically disadvantaged population of over 28,000 residents. The population of the Project Area is 67.4% Hispanic, 6.3% White, 10.9% African American, 0.4% Native American, and 12.7% Asian American. The Project Area was subject to redlining and displacement of historic neighborhoods, such as Manila, and the residents face health, pollution, and poverty challenges as a result of historic marginalization and institutional barriers. 93% of the Project Area is made up of census tracts within the top 10% of CalEnviroScreen.

Description: Building on Stockton's TCC Planning Grant awarded in 2018 and the resulting Sustainable Neighborhood Plan adopted by the City Council, the City is proposing a suite of projects to improve community health and the environment in the project area. The TCC proposal would improve a ten-block thoroughfare of the Miner Avenue in downtown to a complete street, plant 2,000 new trees and maintain its existing tree canopy, purchase 4 new zero emission buses, provide solar to 100 households, and provide energy and water efficient appliances devices to 1,625 households. Several community-based organizations would partner to engage the community through community meetings, annual events, and training community liaisons and youth leaders. The workforce development plan proposes pre-apprenticeship pipelines for youth employment in trades, workforce transition programs for formerly incarcerated individuals, and training programs tied to the TCC funded projects.

Climate Adaptation and Resiliency: The applicant identifies drought, extreme heat, and inland flooding as main climate change risks. To address extreme heat, the applicant proposed solar, energy efficiency, and urban canopy projects to increase resiliency. The applicant also argues that giving access to public transportation would provide an alternative to walking during extreme heat to increase community resiliency. The applicant also proposes water efficiency projects that would increase resiliency during drought.

TCC Funded Projects:

Miner Avenue Complete Streets Project (Transit Access and Mobility Strategy) Quantifiable Project

By turning Miner Avenue, a ten-block auto-dominated thoroughfare into a complete street, the Stockton Rising coalition aims to reduce GHG emissions and improve connectivity to transit centers and access to economic opportunities for South Stockton residents. The project will reduce the vehicle travel lanes from four to two lanes, remove on-street parking to create bike lanes, fix sidewalks, and add a canopy cover to improve safety and public health. The City of

Stockton will lead the project and views the Miner Avenue Complete Streets project as a catalyst for investment along the corridor and the surrounding area, as several infill sites have been identified.

Zero-Emission Bus Acquisition (Transit Access and Mobility Strategy)

Quantifiable Project

In the Project Area's Sustainable Neighborhood Plan, reducing harmful vehicle emissions was identified as the top transportation-related issue. This project led by the San Joaquin Regional Transit Agency (RTD) aims to address this priority through the acquisition of four zero-emission buses and supporting equipment. RTD currently operates seventeen electric buses, and the deployment of four additional zero-emission buses will support their efforts to improve connectivity, reduce congestion, lower neighborhood noise pollution, and decrease GHG emissions.

Climate Careers Energy (Solar Installation & Energy Efficiency Strategy)

Quantifiable Project

Rising Sun Center for Opportunity's ("Rising Sun") Climate Careers program will hire local youth (ages 15-22) from the City of Stockton to install energy-saving devices in residents' homes, while also providing resources and education regarding energy efficiency. The youth will install Tier 2 Power Strips and LED Lights. Local contractors will be hired to install refrigerators and water heater blankets.

Stockton Energy for All (Solar Installation & Energy Efficiency Strategy)

Quantifiable Project

GRID Alternatives will install 378 kilowatts (kW) of solar photovoltaic systems on approximately 108 income-qualified households in owner-occupied single-family housing in the Downtown and South Stockton region of the City of Stockton. Using leverage funds, GRID will also complete roof repair, electrical main service panel upgrades, and EV charging infrastructure for some single-family homes. The project will also install 243 kW of solar photovoltaic panels on two multi-family affordable housing buildings. The project aims to lower future resident utility bills and includes the cost of warranty in the proposed budget.

Climate Careers Water (Water Efficiency Strategy)

Quantifiable Project

The project led by Rising Sun Center for Opportunity will create 125 season employment opportunities for Project Area youth, ages 15-22, installing water-saving devices and providing water efficiency education for Project Area residents. The aim is to provide job experience and career pathways for the youth while also helping to lower residential utility bills as the majority of the Project Area are very low and low-income households. The combined total annual savings of water would be 12,498,433 gallons through the installation of: 250-bathroom aerators, 375 kitchen aerators, 250 showerheads, 450 dishwashers, and 450 toilets.

Urban Forest Renovation Project (Urban Greening & Green Infrastructure Strategy)

Quantifiable Project

The City of Stockton in partnership with Fathers & Families of San Joaquin and PUENTES propose four major activities under this project: removal of stumps and re-planting of trees at approximately 2,000 locations, maintaining the 13,062 existing trees in the project area in addition to the newly planted trees, training formerly incarcerated community members in the tree services and arboriculture field and offering arboriculture training to residents, and piloting large capacity tree wells.

**Cafeteria Remodel (Health & Well-Being Strategy)
Non-Quantifiable Project**

Edible Schoolyard Project in partnership with the Stockton Unified School District's Facilities and Nutrition Departments and local organic farms would remodel cafeterias at Edison High School, Hazelton Elementary, McKinley Elementary, and Huerta Elementary. Cafeterias would be remodeled to foster a culture of care, inclusivity, belonging, and learning as well as provide regular healthy food education for children and adults. The remodel would introduce design elements such as graphics, interactive prompts and manipulatives, paint colors, and multipurpose furniture into the cafeteria. Cafeterias will be designed with the school community, students, and families using design thinking sessions and community meals to garner feedback.

Leverage Projects: None identified.

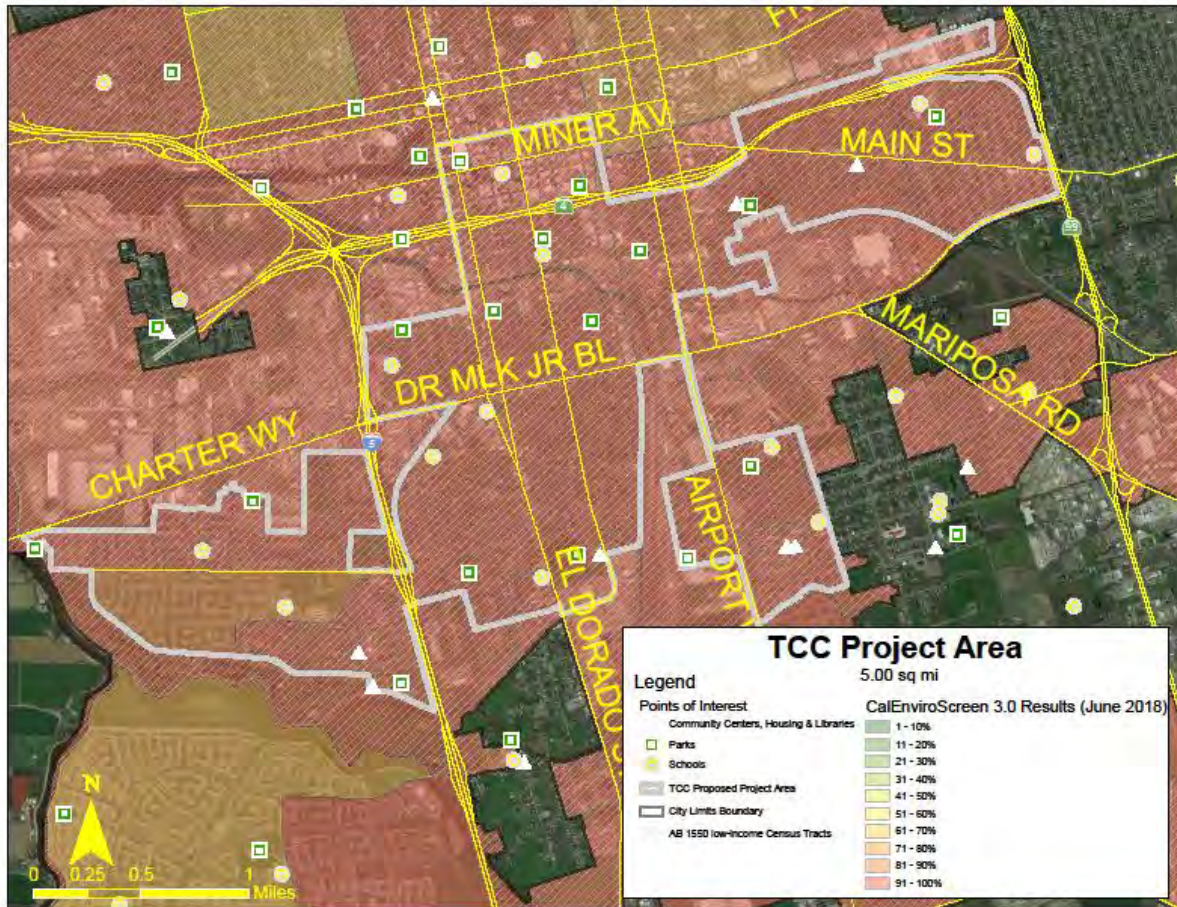
Community Engagement: The plan proposes to engage the community through hosting community meetings (bi-monthly Community Coalition meetings centered on residents) and annual events (annual block party and annual summit). The plan also proposes to train 10 community liaisons 55 youth leaders. Public Health Advocates would lead the project in partnership with Little Manila Rising, Fathers & Families of San Joaquin, Catholic Charities Diocese of Stockton, and the City of Stockton.

Workforce Development: The plan includes several training programs directly linked to the proposed TCC Funded Projects: training in tree planting and maintenance, solar installation training, and a bus maintenance mechanic apprenticeship program. The plan also includes pre-apprenticeship pipes for youth employment in trades and workforce transition programs for incarcerated individuals. Rising Sun Center for Opportunity would lead the project in partnership with several other partners, including several TCC Partners.

Displacement Avoidance: The plan does not propose using TCC funds to pursue new displacement avoidance policies or programs for existing households and small businesses but plans to amplify existing policies. The applicant presented multiple recently enacted policies that will safeguard the community against displacement (AB 1482, fee waiver and exemption programs for affordable housing developments, and preferential bidding ordinances and micro loan programs for small businesses).

Collaborative Stakeholder Structure: The stakeholder structure includes three working groups (Capital Strategies, Community Engagement Plan Coalition, and Workforce Development and Economic Opportunity Plan Coordination) with decision-making power that each include a representative to the overall Stockton Rising Steering Committee. The structure also includes a separate Community Coalition that would receive resident feedback and share updates on the project implementation and would serve as an advisory body to the three working groups and Steering Committee.

Stockton Rising Project Area:



June 15, 2020

Subject: Transformative Climate Communities Program: Round 3 Planning Grant Recommendations

Reporting Period: June 2020

Staff Lead: Saharnaz Mirzazad, TCC Program Manager

Recommended Action

Staff recommend the Council award \$600,000 of FY 2019-2020 GGRF funding to the top three (3) scoring proposals for the Transformative Climate Communities (TCC) Planning Grant Program.

Summary

This Staff Report summarizes California Strategic Growth Council's TCC Planning Grant Program, the Round 3 Application Process, and staff recommendations for awards. Attachments include final scores, proposal summaries, maps, and deliberation summaries.

In Round 3, the TCC Planning Grant Program received 10 applications from the Central Valley, Southern California, Coastal, and Inland Regions. Of the 10 applications, TCC Program Staff (Program Staff) recommend that three (3) jurisdictions receive planning grants of \$200,000 each. Grantees will complete two-year grant terms.

SGC will require the awarded applicants to address issues identified during the application review and post-award consultation process prior to executing grant agreements.

Background

The purpose of the TCC Planning Grant program is to prepare communities to apply for future TCC Implementation Grants or funding from other programs that align with the TCC Program's objectives. Planning activities should focus on responding to planning issues or priorities that directly benefit low-income and disadvantaged communities per CalEnviroScreen 3.0. This may

include evaluating or updating local policies or codes; completing fiscal impact analyses; preparing climate action and adaptation plans; conducting community engagement; or planning for workforce development and economic opportunities. Planning activities must also be consistent with the State's Planning Priorities, identified in Section 65041.1 of the Government Code. Planning Priorities focus on promoting infill development and equity by rehabilitating, maintaining, and improving existing infrastructure; protecting, preserving, and enhancing environmental and agricultural lands and natural and recreational resources; and encouraging location and resource efficient new development.

Round 3 Application and Review Process

The Council adopted the Round 3 TCC Program Guidelines (Guidelines) on October 31, 2019. The Notice of Funding Availability (NOFA) released on November 4, 2019 called for applicants to submit planning grant applications by February 28, 2020. The NOFA also indicated that \$600,000 was available for up to three (3) planning grant awards of \$200,000 each. TCC Program Staff hosted Round 3 Guidelines and Application Workshops and provided technical assistance to applicants as needed.

Program Staff received a total of 10 planning grant applications in response to the Round 3 solicitation. A complete list of applicants appears in Attachment A, Application Summaries and Maps.

All applications underwent the following review process:

- **Completeness Check:** Program Staff reviewed the applications for any missing or incomplete materials.
- **Interagency Panel Review:** Interagency reviewers scored proposals according to a common scoring rubric developed by Program staff. Each application was reviewed by at least three reviewers.
- **Review Deliberations:** Following the application review, Program Staff and Interagency Review Panel members presented a high-level overview of each application during deliberation. After deliberation, the individual Interagency Review Panel members' scores were averaged to determine the final score for each application out of a possible 100 points.

Table 1: Final Round 3 TCC Planning Grant Application Scores

Jurisdiction (Lead Applicant, if different from jurisdiction)	Final Average Score
City of Porterville (Porterville Unified School District)	86.3
City of San Diego (Environmental Health Coalition)	84.0
City of Pomona	78.5
City of San Diego (Groundwork San Diego)	74.9
City of Corcoran	73.3
City of Parlier	72.7
City of South Gate	69.2
Gateway Cities Council of Governments	67.7
City of Allensworth (Cal Poly Corporation)	46.0
City of Brawley (Comite Civico del Valle)	42.0

Recommended Awards

TCC Program Staff recommends that the Council approve the top three scoring applications for funding at \$200,000 each. Each of the selected applications includes strong partnerships with local community groups and applicants clearly explained how those groups would be involved in the funded planning activities. The recommended applicants also explained how they would use the TCC Planning Grant funds to prepare for a TCC Implementation Grant (or similar funding programs) and why their project area would be an ideal candidate for transformation with the support of implementation dollars.

Award Recommendation 1

Porterville Unified School District: “Climate Action Plan for Porterville Schools – Creating Opportunities: Changing Lives”

- Recommended Award: \$200,000
- Summary: The Porterville Unified School District (PUSD) will partner with several local government and nonprofit partners to develop a 10-year ‘Climate Action Plan for Porterville Schools.’ The Plan will include the development of a climate action program to reduce pollution and GHG emissions by 80% from school buildings, transport, and

operations (based on 1990 emissions baseline). The proposal includes strong institutional commitment and educational components, including paid high school interns to lead the community engagement plan.

Award Recommendation 2

Environmental Health Coalition, San Diego: “Tierra, Cultura y Salud: A Plan to Protect and Preserve Our Barrio Logan”

- Recommended Award: \$200,000
- Summary: In San Diego, the Environmental Health Coalition, a local nonprofit, will work with residents, nonprofits, and the City to conduct community engagement and planning for the Barrio Logan and Logan Heights neighborhoods. Planning efforts will focus on affordable housing, including site feasibility studies and community land trust discussions; urban greening plans throughout the project area; and climate-resilience education and engagement through local cultural centers.

Award Recommendation 3

City of Pomona: “Pomona ACTS (Activated for Community Transformation & Sustainability)”

- Recommended Award: \$200,000
- Summary: The City of Pomona and local partners will facilitate planning activities around expanding clean, convenient, and affordable transportation options and affordable housing. Planning for future projects will also include feasibility of clean energy options such as community based solar, single family and multifamily solar installation, and power purchase agreements. Future projects will be consistent with Pomona’s General Plan, Specific Plans for its major corridors and historic downtown, an Active Transportation Plan, and a Green Plan.

Appendix A includes a summary of the deliberation discussion for each application, including those not recommended for award.

Next Steps

Following approval by the Council, TCC Program Staff will enter a Post-award Consultation phase with each awardee. During this phase, Program Staff will work with the awardee to refine

the submitted application materials to ensure they follow all statutory, administrative, and TCC Program requirements. Awarded applications are subject to modifications based on input from the Council and/or application reviewers. Program Staff will work with awardees during this phase to develop a grant agreement and review grant administration procedures.

Council Recommendation

Staff recommend the Council award \$600,000 of FY 2019-2020 GGRF funding to the top three (3) scoring proposals for the Transformative Climate Communities (TCC) Planning Grant Program.

Should the Council agree with staff's recommendation, the following language is proposed:

“I move that the Council approve Fiscal Year 2019-2020 Transformative Climate Communities Program Planning Grants pursuant to TCC Staff recommendations, making awards of \$200,000 each to Porterville Unified School District, Environmental Health Coalition, and the City of Pomona. Approval of this motion directs TCC Staff to begin the post-award consultation period with awardees to finalize project requirements pursuant to this staff report and TCC Program policies.”

Attachments

Attachment A: Application Summaries and Maps

Attachment A: Application Summaries and Maps

Applicant: Porterville Unified School District

Planning Grant Application Name: “Climate Action Plan for Porterville Schools – Creating Opportunities: Changing Lives”

Co-Applicants: City of Porterville, Tulare County Association of Governments (TCAG), Porterville Pathways Foundation, Porterville P8 Initiative, Porterville College, Center for Transportation and the Environment (CTE), Climate Action Pathways for Schools (CAPS), Strategic Energy Innovations (SEI), and Safe Routes Partnership

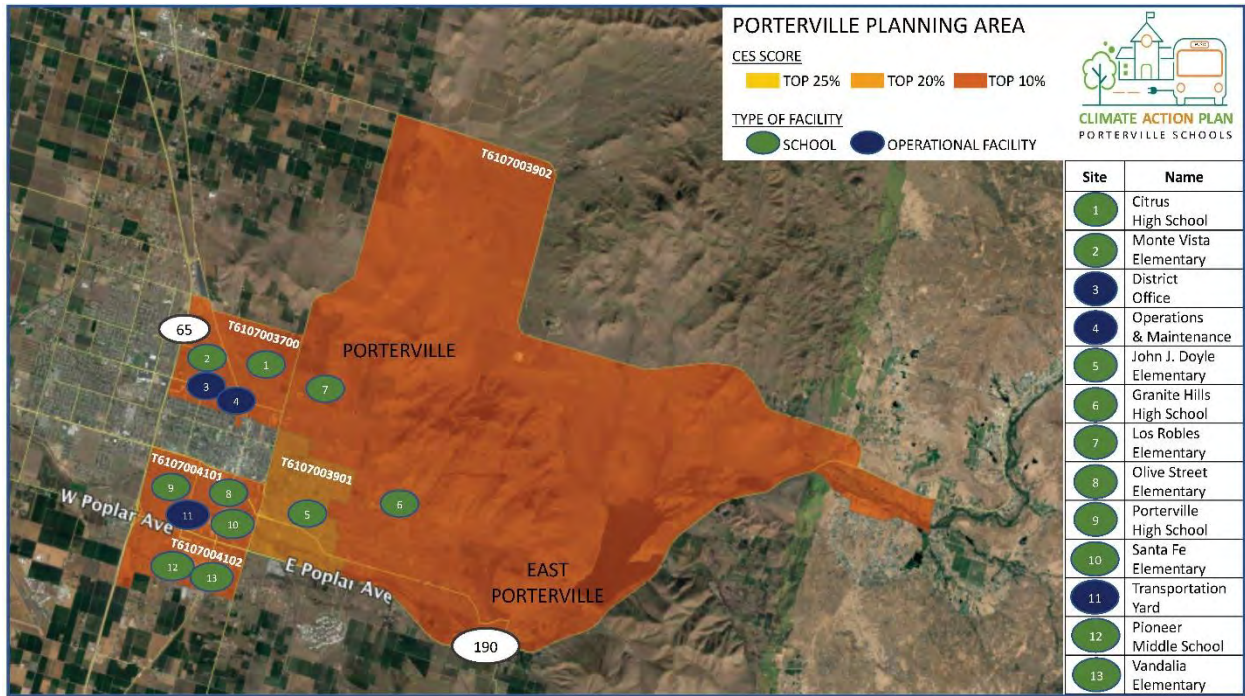
Total Request: \$200,000

Summary of Proposal: The Porterville Unified School District (PUSD) is seeking a planning grant to develop a 10-year Climate Action Plan (Plan) for Porterville Schools. The Plan will generate a roadmap for the school communities to reduce pollution, improve local environmental health, and tackle the challenge of climate change. Specifically, the Plan will include the development of a climate action program to reduce pollution and GHG emissions by 80% from school buildings, transport, and operations (based on 1990 emissions baseline). This includes the goal that every student will get an opportunity to get to and from school with zero-pollution and/or zero-GHG emissions transportation. The Plan will also focus on engaging students through the already established “Pathways Program”. The planning area encompasses five census tracts (within the top 25% DAC), ten schools (7,796 students), and three PUSD sites (1,475 employees). The proposed planning grant will focus on:

- *Community Engagement:* To influence Plan development, a survey of the school communities will be led by high school students, employing eight student interns, four from their Academy of Engineering and Multimedia, and four from their Technology Academy.
- *Leverage Funding:* Expectations are that the Plan will help identify between \$10 and \$25 million in leverage to help meet the emissions reductions, public health and educational goals.
- *Workforce Development and Economic Opportunities:* Involvement in Plan development will provide work-based learning opportunities for students.

Summary of Deliberation Discussion: The proposal features strong partnerships and a unique approach to understand and address community needs through a Climate Action Plan for Porterville Schools. The proposal comprehensively addresses energy and transportation while integrating student education and workforce development. The Interagency Review Panel concluded the applicant demonstrated a well-organized planning process and high capacity to implement the grant.

Porterville Planning Area Map



Applicant: Environmental Health Coalition

Planning Grant Application Name: “Tierra, Cultura y Salud: A Plan to Protect and Preserve Our Barrio Logan”

Co-Applicants: City of San Diego, Chicano Federation (CF), Logan Avenue Consortium (LAC), Barrio Logan Association (BLA), Chicano Park Museum & Cultural Center (CPMCC), and the Urban Corps of San Diego (Urban Corps).

Total Request: \$200,000

Summary of Proposal: The Environmental Health Coalition is applying for a planning grant to fund community engagement and plan development for the San Diego neighborhoods of Barrio Logan and Logan Heights. The planning efforts will focus on:

- *Affordable Housing:* Development feasibility of affordable housing at the Metro Theater and Chicano Federation buildings. Partners will also research the feasibility of a community land trust for the area to create new rental and ownership opportunities for vulnerable residents.
- *Green Spaces:* Development of an urban greening vision for tree plantings throughout the planning area, particularly focusing on the development of a linear park on Boston Avenue. This is anticipated to help meet air quality goals, mitigate the heat island effect, and provide public health benefits to residents.
- *Environmental Health:* Development of an environmental justice program for the new Chicano Park Museum and Cultural Center that will educate families on climate-resiliency opportunities.

Planning activities will also include research by project partners on other potential funding sources to complement future project implementation.

Summary of Deliberation Discussion: The proposal will develop a coordinated environmental health planning initiative with diverse, grassroots community representation. The plan emphasizes community visioning around affordable housing, green space, and environmental health to preserve local culture while improving the built and natural environment. The Interagency Review Panel scored this application high due to clear vision presented for planning process and implemented by strong partnership of local community-based organizations.

Environmental Health Coalition Planning Area Map



Applicant: City of Pomona

Planning Grant Application Name: “Pomona ACTS (Activated for Community Transformation & Sustainability)”

Co-Applicants: CHERP Locally Grown Power, GRID Alternatives, Clean and Green Pomona

Total Request: \$200,000

Summary of Proposal: The Pomona ACTS proposal was developed through a working group of community-based organizations, city officials and public agency representatives. The proposed planning area encompasses the historic downtown and transit center, three mixed-use corridors, ten parks, and several diverse neighborhoods. Pomona ACTS has four main goals: 1) increasing renewable energy production; 2) decreasing reliance on automobiles; 3) enhancing ecosystem services through urban greening; and 4) creating living-wage work opportunities for project area families.

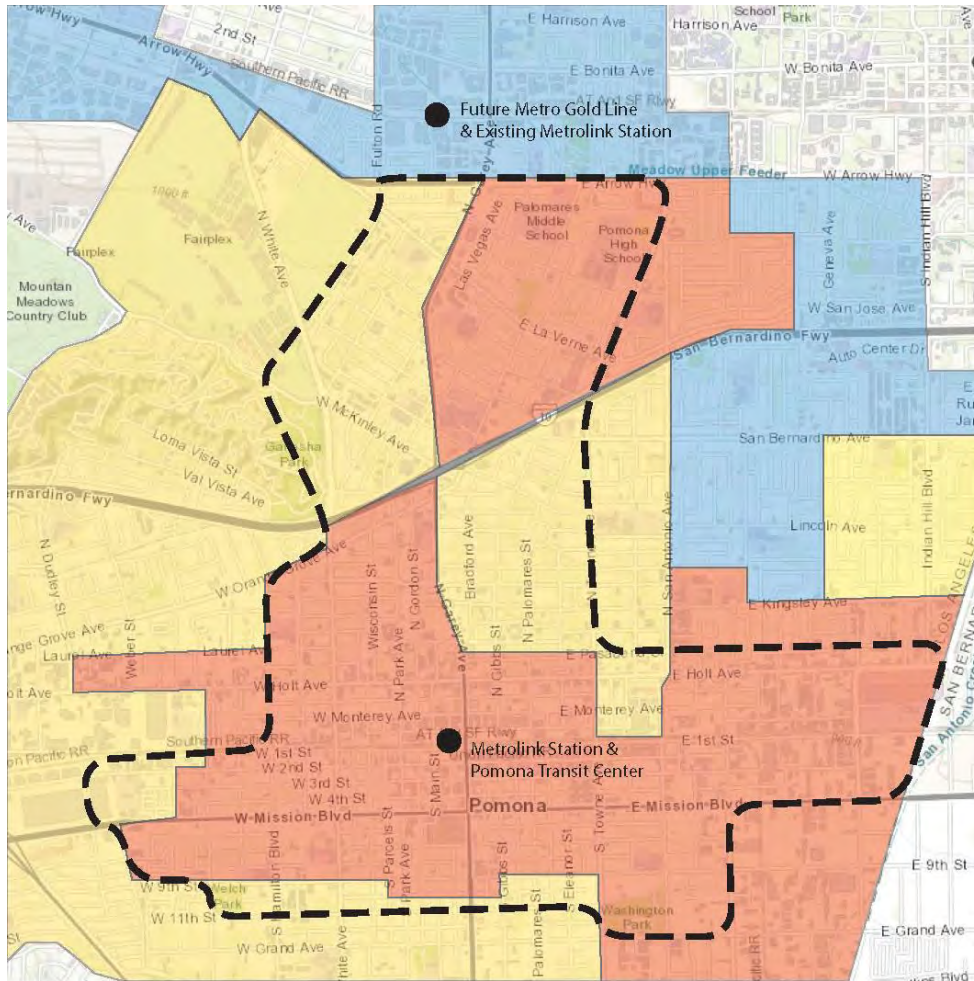
To achieve those goals, planning activities will focus around expanding clean, convenient, and affordable transportation options and affordable housing. Planning for future projects will also include feasibility of clean energy options such as community based solar, single family and multifamily solar installation, and power purchase agreements. In addition to identifying potential projects, Pomona ACTS targets three transformative elements:

- *Community Engagement:* Conducting four community workshops, and prioritizing youth engagement and translation for local residents
- *Workforce Development and Economic Opportunities:* Developing training opportunities for solar panel assembly and solar array installation
- *Leverage Funding:* Securing additional funds for affordable housing and transportation infrastructure

Beyond the City and Co-Applicants, other partner organizations include Day One, and San Gabriel Valley Conservation Corp.

Summary of Deliberation Discussion: The proposal will lead a comprehensive community engagement process to identify greenhouse gas-reducing projects that provide local economic benefits. The project was preparing for an implementation grant application, but their revision to a planning grant application resulted in a well-organized and prepared proposal that will position the applicant for further funding opportunities.

Pomona Planning Area Map



Pomona TCC Planning Grant Project Area

- Top 10% DAC
- Top 25% DAC
- Low-Income (AB 1550)



Applicant: Groundwork San Diego

Planning Grant Application Name: “The Green Initiative in Southeastern San Diego”

Co-Applicants: City of San Diego, Bayview Community Development Corporation, Grid Alternatives, Project New Village, and San Diego Urban Sustainability Coalition

Total Request: \$199,998.60

Summary of Proposal: Groundwork San Diego’s proposal focuses on Southeastern San Diego and seeks to create a resident-driven plan for climate-ready transformation. Engagement will occur through community events, presentations to Planning Area organizations, including neighborhood planning groups and faith-based institutions, and a door-to-door canvassing campaign. Three analysis’ will be conducted in order to develop the climate-ready plan:

- *The Good Food District (GFD) Analysis:* The Applicant will conduct a project analysis and design for a grocery store with a community garden, workforce development/education center, and affordable housing to address food dessert concerns.
- *Electric Vehicle Infrastructure Study:* The Applicant will conduct an EV rideshare and infrastructure study, virtual power plant feasibility study, workforce development study, alternative transportation study and energy retrofit analysis of existing affordable housing units in the Planning Area.
- *Community Needs Assessment:* The Applicant will conduct a community needs assessment to gather input from residents and determine the top priority projects for the neighborhoods, through community meetings, community surveys, and the expansion of a Climate Ambassador’s Program.

Summary of Deliberation Discussion: This proposal would help develop partnerships with community-based organizations to engage residents in creative planning processes for environmental health. The applicant clearly understands the community and the connection between built environment and health outcomes. However, the Interagency Review Panel was not clear about how the proposed analysis directly responds to the community needs. The application could be strengthened by partnering with additional grassroots organizations to support the Community Needs Assessment and better integration of proposed planning activities.

Applicant: City of Corcoran

Planning Grant Application Name: “Corcoran Empowered”

Co-Applicants: Corcoran Joint Unified School District and Kings Area Rural Transit Agency

Total Request: \$200,000

Summary of Proposal: The City of Corcoran proposes to lay the foundation for future infrastructure projects and facility improvements in the Southwest and Northeast portions of the City. The City states that these areas are currently undergoing growth and are also the most pollution-burdened communities, according to CalEnviroScreen.

The City will develop a preliminary list of potential projects that focus on creating a more sustainable public transportation system; creating safer options for pedestrians and cyclists; reducing the urban heat island effect and minimizing water loss by evaporation; and promoting outdoor recreation. Potential projects will be consistent with the local Climate Action Plan, General Plan, and multiple Regional Plans (Transportation, Bicycle, and Electric Vehicle). They may include:

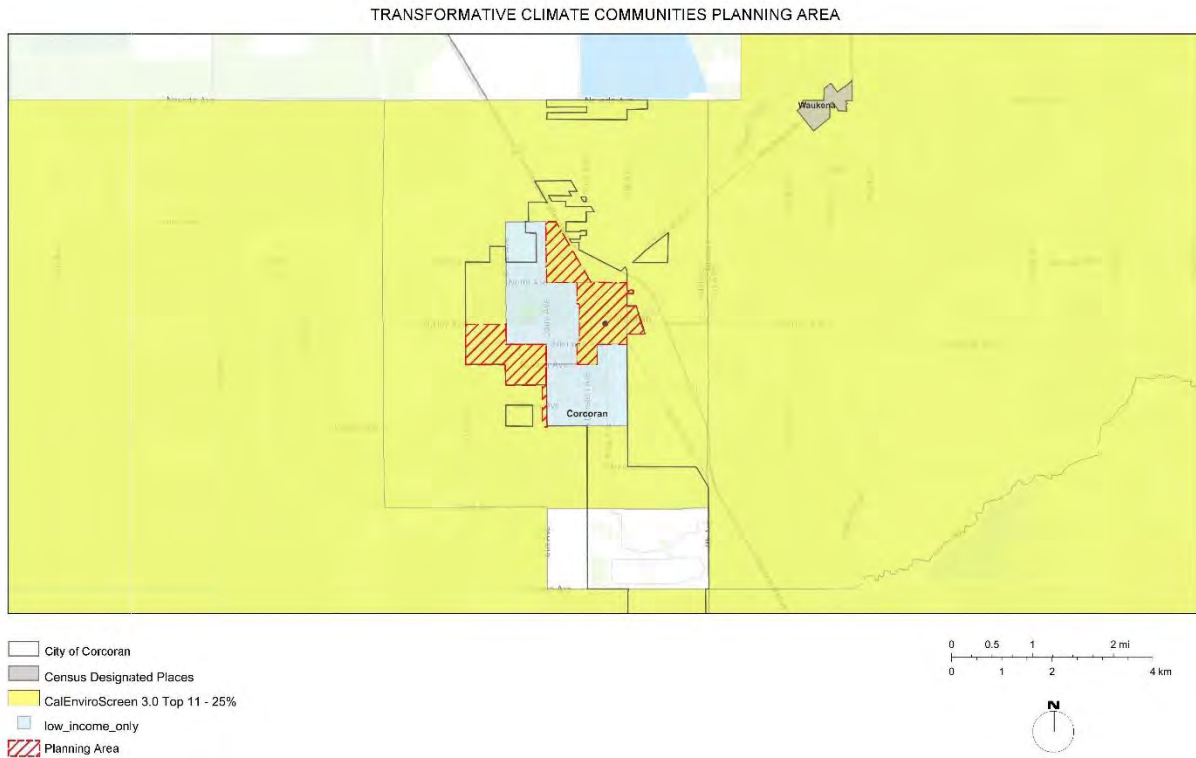
- Installing solar panels and free EV charging stations in publicly owned facilities/ROW;
- Revitalizing existing parks and expanding the urban canopy;
- Constructing a complete sidewalk network coupled with bike lanes, where feasible; and
- Undergrounding of the canal along Sherman Avenue and constructing a Class 1 shared-use path.

Projects will then be ranked based on feedback from two rounds of public outreach and a feasibility study from a third-party subcontractor.

In addition to increasing Community Engagement, the City will focus on securing additional Leverage Funds, and improving Climate Adaptation and Resiliency.

Summary of Deliberation Discussion: This proposal presents a clear planning process and specific community engagement activities to solicit feedback on sustainable transportation and planning projects. However, the engagement process described is somewhat passive and there is limited meaningful involvement from CBOs or residents in the proposal. Reviewers were also concerned with the planning area, which is non-contiguous and located in areas identified for planned growth, but that are currently vacant. This raised questions of planning area eligibility and whether the planning grant would adequately serve priority populations and current residents.

Corcoran Planning Area Map



Applicant: City of Parlier

Planning Grant Application Name: “Parlier Forward”

Co-Applicants: Parlier Unified School District, Central Valley Communities That Care, Parlier Downtown, United Health Centers, Cops Building Bridges

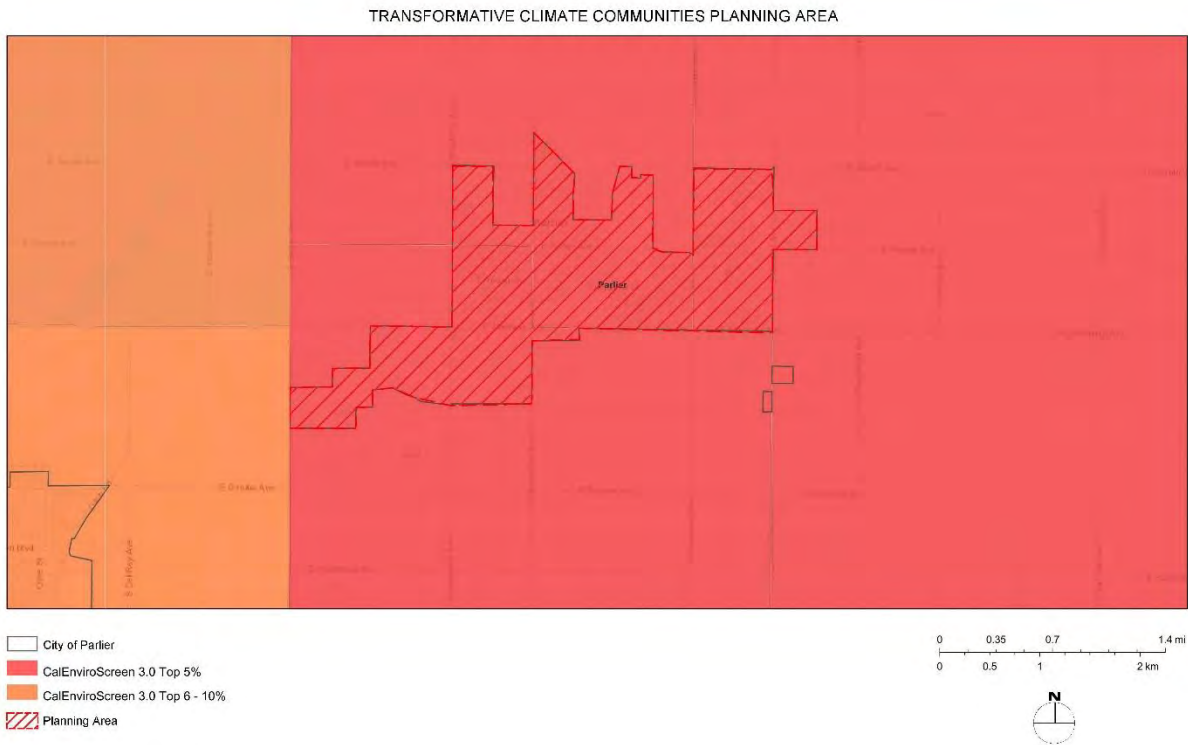
Total Request: \$200,000

Summary of Proposal: The “Parlier Forward” project proposal is mainly based on community planning around the development of a shared-use path in the growing north-central area of the City. The goal is for the path to provide recreational space and a safe route for children to take to school. The proposal presents this shared-use path as a physical and conceptual center for urban greening and multimodal transportation in Parlier, as it would connect with existing shared-use paths in the City and be developed as part of a broader planning effort for low-carbon transportation systems.

The proposal builds upon the City’s Downtown Revitalization Plan attempts to improve existing infrastructure downtown and create a more livable neighborhood. This project aims to engage the community around those efforts and to integrate climate considerations, such as urban greening and solar shading, into the community visioning process. The plan proposes to focus on reaching populations not typically engaged in these efforts by holding public meetings and workshops at various times and locations to be accessible to different populations, as well as in-person and digital community outreach and resident surveys.

Summary of Deliberation Discussion: The proposal would provide clear community engagement mechanisms around multimodal transportation through community input on a shared-use path. The proposal includes good partnerships and a focus on environmental health and safe transportation for residents. However, the Interagency Review Panel concluded the application lacks clarity on how the project advances other TCC goals or if the planning process would leave room for further projects or activities beyond the shared-use path.

Parlier Planning Area Map



Applicant: City of South Gate

Planning Grant Application Name: “Micro Transit & Mobility Study”

Co-Applicants: Gateway Cities Council of Governments

Total Request: \$157,000

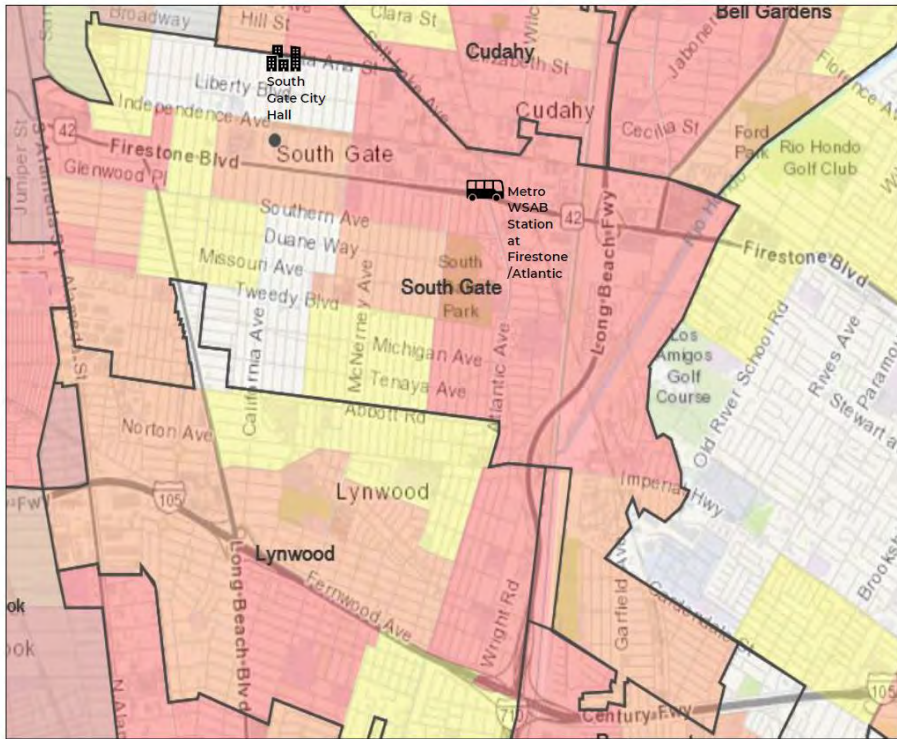
Summary of Proposal: The City of South Gate proposes a micro transit and mobility study with the goal of creating a Bicycle, Pedestrian, and Local Transit Connectivity Implementation Plan. The proposed study would analyze City bike lane connectivity to local transit systems and the development of first and last-mile strategies, with an emphasis on connectivity to the future Metro West Santa Ana Branch transit station in the planning area. The study would take place over 6 months and include a review of traffic, multimodal, land use, and health and equity conditions, and will include community engagement workshops.

The project aims to develop strategies that would improve user experience of multi-modal transportation options and community assets such as City parks and the LA River. Increasing alternative modes of transportation would aid residents with transit access and improved recreational and exercise opportunities, and reduce air pollution and carbon emissions by reducing the use of cars. In addition, the study will examine the alternative transportation infrastructure improvements needed to improve economic opportunity for residents: to attract businesses and visitors to the City, increase job opportunities and access for current residents, and foster a shared economic development between South Gate and surrounding cities.

Summary of Deliberation Discussion: The proposal would provide key transportation planning activities in the City of South Gate in the greater Los Angeles region. The project would allow applicants to identify transit and mobility projects for future funding. However, the Interagency Review Panel was concerned about the limited scope of the proposal to only focus active transportation and did not fully address the TCC transformative elements.

South Gate Planning Area Map

South Gate Planning Area Map



- Incorporated Places
- CalEnviroScreen 3.0 Top 11 - 25%
- Census Designated Places
- CalEnviroScreen 3.0 Top 5%
- CalEnviroScreen 3.0 Top 5%
- CalEnviroScreen 3.0 Top 25%
- CalEnviroScreen 3.0 Top 6 - 10%
- AB1550 Low Income Communities

Applicant: Gateway Cities Council of Governments

Planning Grant Application Name: “Complete Streets Community Engagement Process: Artesia and Lakewood/Rosemead Corridors”

Co-Applicants: Los Angeles County

Total Request: \$200,000

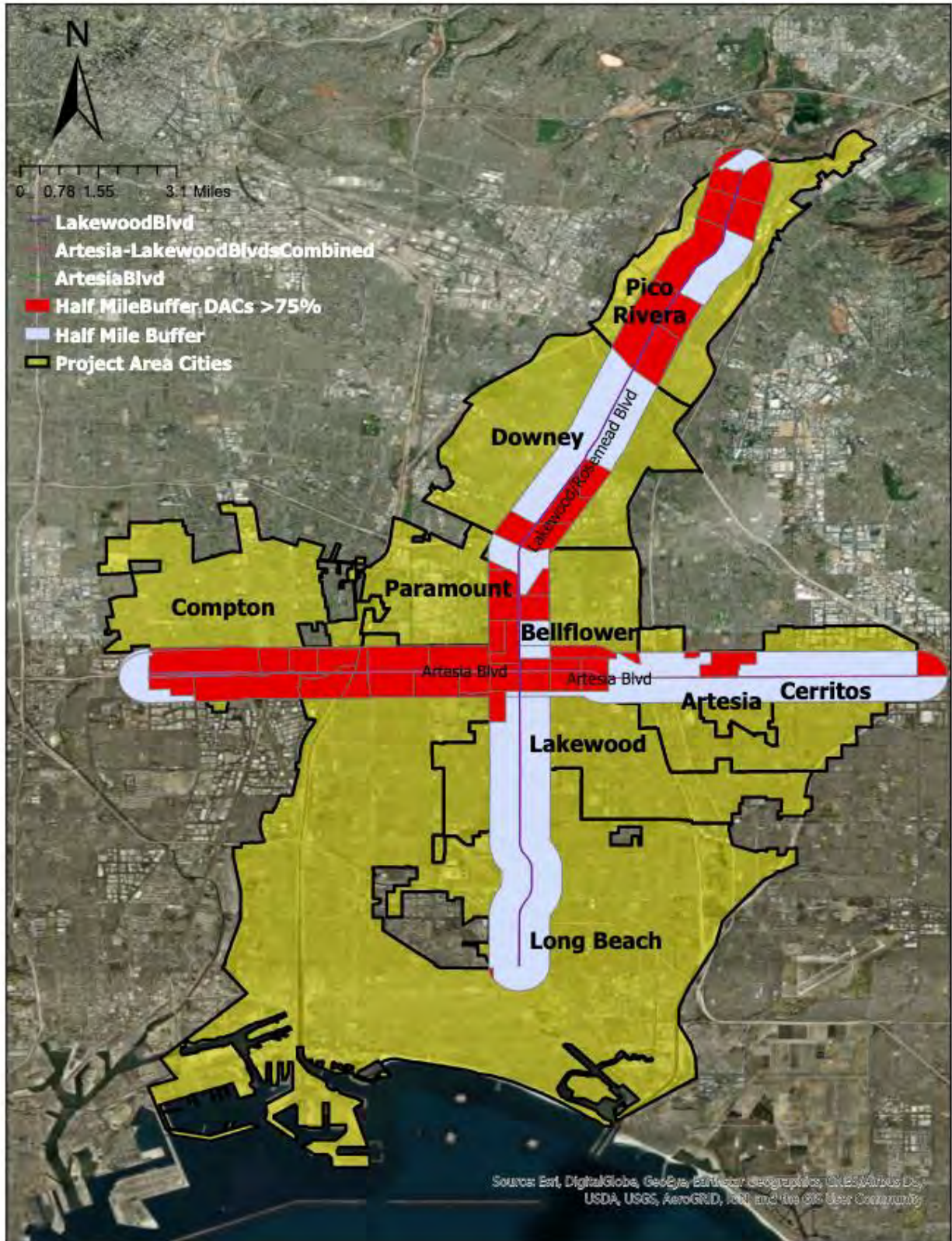
Summary of Proposal: Gateway Cities Council of Governments (GCCOG) proposes a community engagement process and feasibility analysis to identify the priority complete streets improvements along two contiguous transit corridors. The study would further develop the corridors’ existing master plans:

1. *Lakewood/Rosemead Boulevard Master Plan and Complete Streets Evaluation (2019)*
2. *Artesia Boulevard Complete Street Master Plan Evaluation Report (2017)*

The community engagement process would use the GCCCOG Public Engagement Toolkit that has been used in previous climate planning efforts, such as the Climate Action Plan Framework. A community outreach specialist would conduct a total of 21 workshops (3 engagement events each in 7 focus areas) to hear community priorities. Complete streets improvements included in the existing master plans include multimodal connectivity, greening improvements, compact land use, and natural infrastructure. The project would culminate in final recommendation reports to the cities on the priority complete streets improvements to implement for each focus area.

Summary of Deliberation Discussion: The proposal would engage residents along key routes to envision complete streets projects aligned with local plans and initiatives. The plan would be led by a Council of Governments with the unique position to coordinate the project with local governments and residents. However, the Interagency Review Panel would recommend stronger involvement of community-based organizations in future applications. Additionally, the TCC Program Staff and Interagency Review Panel found the proposed planning area to be ineligible, as it included census tracts that were not ranked in the top 25% of CalEnviroScreen rankings.

Gateway Cities COG Planning Area Map



Applicant: Cal Poly Corporation (on behalf of California Polytechnic State University)

Planning Grant Application Name: “Climate Change, Capacity Building, and Strategic Planning in Allensworth, CA”

Co-Applicants: Center on Race, Poverty & the Environment

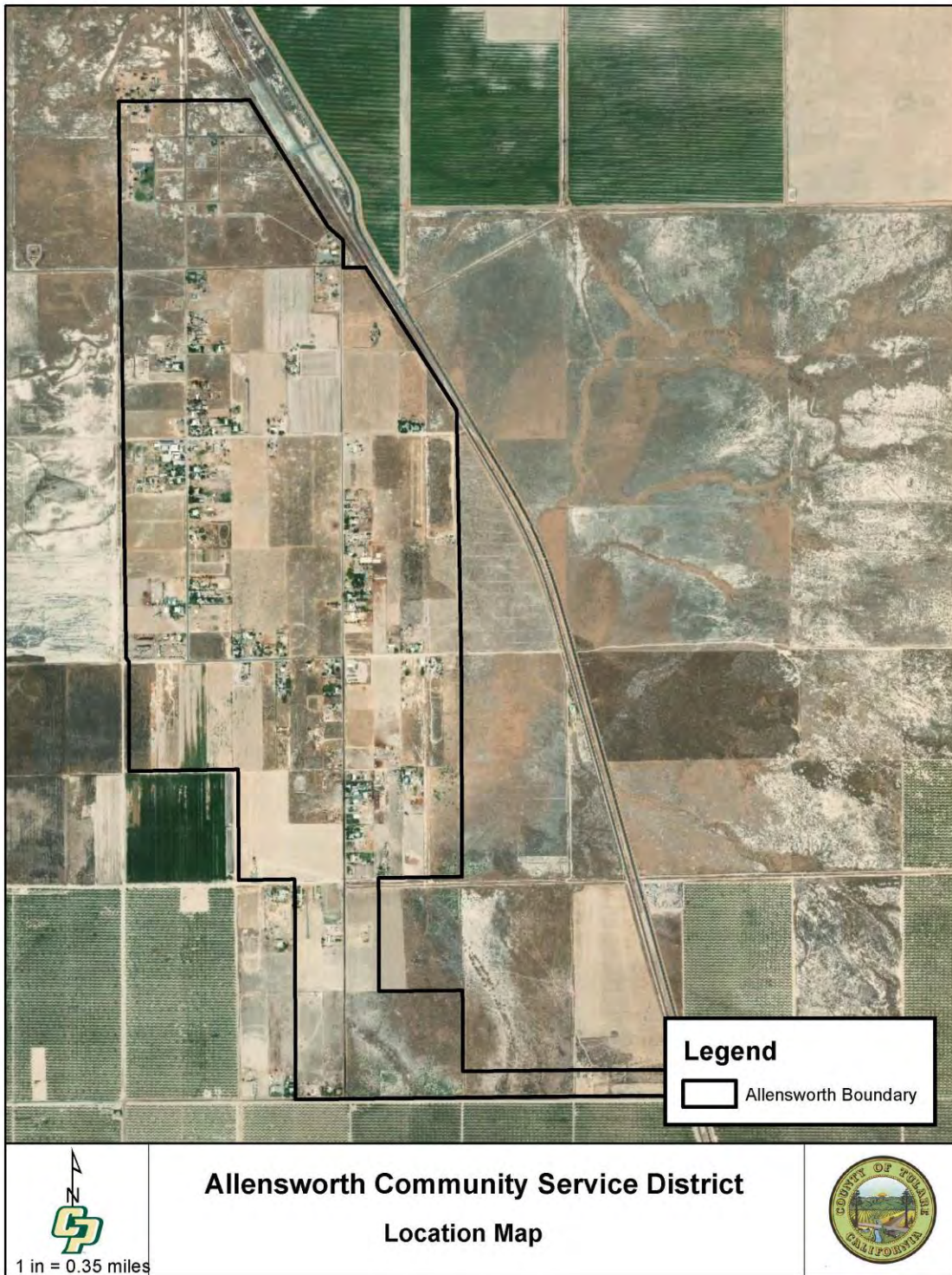
Total Request: \$196,325.00

Summary of Proposal: This project proposes to develop a strategic plan for the Allensworth Community Services District (CSD) in Tulare county. The Allensworth CSD project area has 513 residents. Of these residents, one third of are not US citizens, only 173 are 18 or over, and 44.6% live below the poverty line. The proposed planning process would consist of 19 community meetings over two years for the planning team to learn the residents’ lived experiences with climate and to help the community identify and prioritize its planning needs. The plan would include an “Initiation” phase for the project team would seek to build trust the Allensworth community, and key stakeholders, a 15-month “formulation” phase for community meetings and identification of issues, culminating in a “Plan Development” phase.

However, as the project is proposed by the Cal Poly Corporation, a nonprofit organization representing the California Polytechnic State University, and the Center on Race, Poverty & the Environment, the proposal does not meet applicant eligibility requirements. Though a contact for the Lead Applicant has suggested the University might qualify as a ‘public’ institution, this application does provide any evidence of jurisdictional agency in the proposed project area or interest from the community in the development of the proposal.

Summary of Deliberation Discussion: This proposal was found to be an ineligible application with no public agency with land use authority among its applicants.

Allensworth Planning Area Map



Applicant: Comite Civico del Valle, Inc.

Planning Grant Application Name: “Clean Brawley Initiative”

Co-Applicants: Imperial Air Pollution Control District

Total Request: \$199,867.46

Summary of Proposal: Proposed planning activities build upon models currently being used by Comite Civico del Valle and the Imperial Air Pollution Control District who are currently working collaboratively to implement an Assembly Bill (AB) 617 grant in the designated Imperial communities. The Planning grant seeks to find solutions for some community-identified concerns such as idling of heavy-duty vehicles in residential areas and issues of toxic sites.

The Planning Grant proposal focuses on community engagement through holding public workshops and input on plan design. The Applicant is seeking community input to establish a report and develop a community consensus on the best available solutions.

Summary of Deliberation Discussion: This proposal would engage the community around air quality and environmental health concerns. However, the proposal did not demonstrate a clear vision and the exact activities being proposed are unclear. The Interagency Review Panel thought this proposal lacked clarity and connectivity with TCC program objectives.

Brawley Planning Area Map

