

CALIFORNIA CLIMATE INVESTMENTS

In 2012, the Legislature established the Greenhouse Gas Reduction Fund (GGRF) or California Climate Investments Program (CCI), to distribute the state's portion of the cap and trade proceeds. Cap and trade funds must be invested to further state greenhouse gas reduction goals and be equitably distributed to disadvantaged communities. The funds are proposed by the Governor and approved by the Legislature. Spending priorities are outlined in the Investment Plan, developed by Air Resources Board and the Department of Finance, and submitted to the Legislature every three years. The current Plan calls for investments in three areas:

TRANSPORTATION AND SUSTAINABLE COMMUNITIES

- Reduce GHG emissions through the development of state-of-the-art systems to move goods and freight, vehicle technology and infrastructure, biofuels and efficient, low-carbon public transportation.
- Reduce GHG emissions through integrated land use planning and the development of sustainable infrastructure projects—including, but not limited to, transportation and housing.

CLEAN ENERGY AND ENERGY EFFICIENCY

- Reduce GHG emissions through energy efficiency, and the development, transmission, storage and use of clean and renewable energy.

NATURAL RESOURCES AND WASTE DIVERSION

- Reduce GHG emissions associated with water use and supply, land and natural resource conservation and management, forestry and agriculture.
- Reduce GHG emissions through increased in-state diversion of municipal solid waste through waste reduction, recycling, composting and reuse.

These investments have other important goals that go beyond lower GHG emissions. They must also:

- Benefit California's most disadvantaged communities,
- Increase rural community participation, and
- Maximize benefits to public health, the environment and the economy.

Local governments that engage their residents and identify how community goals support the state's funding plan goals will be more competitive for climate funding to invest in strengthening the health and vitality of their communities.

CREATING A FOUNDATION FOR FUNDING

Today, local officials and staff are finding it increasingly beneficial to engage public health experts, community leaders and residents as the broad health and economic impacts of land use planning have become more apparent. There are a number of existing planning processes that can be used to meaningfully engage the public. These processes can build collaboration and provide a strong foundation for successful climate funding applications.

REGIONAL TRANSPORTATION PLANS/ SUSTAINABLE COMMUNITY STRATEGIES

To ensure effective engagement, each Metropolitan Planning Organization (MPO) develops a Sustainable Communities Strategy Public Participation Plan. The goal of the Plan is to encourage the active participation of a broad range of stakeholder groups in the planning process.

GENERAL PLANS

SB 1000 requires general plans to include additional health and equity objectives and policies either in an Environmental Justice Element or integrated throughout the plan. Disadvantaged communities must be prioritized, and there must be objectives and policies to promote engagement in the decision making process.

RESOURCES TO SUPPORT HEALTHY, PROSPEROUS AND SUSTAINABLE COMMUNITIES

Visit www.ca-ilg.org for more information on the following topics:

- Climate Change Investments
- San Joaquin Valley Health
- Community Engagement in Planning
- SB 375



www.lung.org/california



Promoting Good Government at the Local Level

www.ca-ilg.org/ValleyInvestments

INVESTING IN COMMUNITY HEALTH AND PROSPERITY



PLANNING IMPACTS ON PUBLIC HEALTH

Planning decisions have public health impacts. The same land use strategies that make communities healthier by improving air quality, community design and transportation options can also help communities address climate change issues and better prepare for its negative impacts. Cap and trade funding can have the following positive outcomes:

CLEANER AIR

Community planning that offers residents healthier, safer opportunities for walking, biking and transit can reduce air pollution as residents drive less. The San Joaquin Valley remains home to some of the most difficult air pollution challenges in the United States, with some residents facing over 100 unhealthy air days each year. For the 550,000 Valley residents with asthma, traffic pollution can be a real burden.

IMPROVED PUBLIC HEALTH

Mixed-use communities designed around transit, walking and cycling reduce greenhouse gas emissions, air pollution, as well as traffic injuries, cancers, lung and heart disease, obesity, diabetes, and other chronic health conditions. People who live in mixed-use and walkable communities have a 35 percent lower risk of obesity.

AFFORDABLE, HEALTHY TRANSPORTATION OPTIONS

Investing to revitalize downtowns, town centers and other existing neighborhoods with walkable, vibrant spaces can improve health while reducing development costs. Because many infill areas already have needed infrastructure in place, these developments can avoid costly infrastructure expenses while supporting healthier communities.

REDUCED HOSPITAL SPENDING

The failure to meet federal air quality standards in California led to 33,000 hospital admissions and emergency room visits, and cost the state \$193 million over three years without accounting for additional medical costs for chronic problems caused by air pollution, such as asthma and lung disease. In the San Joaquin Valley, asthma hospitalizations cost over \$130 million in 2014, according to the California Department of Public Health's California Breathing program.

CLIMATE CHANGE INVESTMENT PROGRAM FUNDING BY PLACE TYPES

CLIMATE INVESTMENTS SUPPORT VIBRANT COMMUNITIES

State climate change programs, including those funded by the Cap and Trade Program, are required to reduce greenhouse gas emissions. This is accomplished through investments in clean air, energy, water and transportation infrastructure, transportation systems upgrades, affordable housing, community amenities, agricultural operations and preservation and the development of ecosystem services. These investments provide local governments opportunities to improve the quality of life, health and economic prosperity of their communities.

PLACE TYPES

- Region
- City and Neighborhood
- Rural Community and Small Town
- Agricultural
- Working Landscapes and Natural Resource Land

COMMUNITY BENEFITS

Investments should result in benefits for all community residents and make local and regional services and amenities accessible and available to all neighborhoods.

- Clean Air & Water Improvements** - improvements in air and water quality
- Access to Jobs and Resources** - options to walk, bike, take transit and otherwise access services, amenities, education and employment
- Community Health** - reduction in respiratory, cardiac and other chronic and obesity-related diseases
- Safety** - reduction in traffic injuries and crime
- Reduced Costs to Community Resident** - lower health, energy and transportation costs
- Vital Community** - revitalized downtowns, town centers and neighborhoods through public and private investments
- Strengthening Working and Natural Landscapes** - supports and preserves agricultural and grazing lands, open space and ecosystem services



REGION

Caltrans	Active Transportation Program	\$10M+
DWR/CDFA	Agricultural Water Use Efficiency & State Water Efficiency and Enhancement Program	\$6M
CALFIRE	Forest Health Restoration	\$25M
HSR	High Speed Rail	25% Cont.
Caltrans	Low Carbon Transit Operations Program	5% Cont.
CARB	Low Carbon Transportation	\$363M
CALSTA	Transit and Intercity Rail Capital Program	\$135M/10% Cont.
CalRecycle	Waste Diversion Program	\$40M
CDFW	Wetlands and Watershed Restoration	\$2M



CITY/NEIGHBORHOOD

SGC	Affordable Housing and Sustainable Communities Program (AHSC)	25% Cont.
HSR	High Speed Rail	\$140M
CSD	Low Income Weatherization Program	25% Cont.
CALFIRE	Urban and Community Forestry Program	\$20M
CNRA	Urban Greening Program	\$15M
Caltrans	Low Carbon Transit Operations Program	\$80M
ARB	Active Transportation Program	5% Cont.
CARB	Low Carbon Transportation	\$10M+
CalRecycle	Woodsmoke Reduction Program	\$363M
	Low Carbon Transportation	\$5M
	Waste Diversion Program	\$363M
		\$40M



RURAL COMMUNITIES /SMALL TOWNS

CARB	Low Carbon Transportation	\$363M
CSD	Woodsmoke Reduction Program	\$5M
SGC	Low Income Weatherization Program	\$20M
	AHSC Rural Innovation Project Area (RIPA)	10% AHSC Funds
Calrecycle	Transformation Climate Communities	\$140M
Caltrans	Waste Diversion Program	\$40M
	Active Transportation Program	\$10M+
CALFIRE	Low Carbon Transit Operations Program	5% Cont.
	Forest Health Restoration	\$25M



AGRICULTURAL LAND

SGC	The Sustainable Agricultural Lands Conservation Program (SALC)	20% Cont.
CDFA	Transformation Climate Communities	\$140M
	Dairy Methane Program	\$50M
	Agricultural and Energy and Operations Efficiency Program	\$8M
	Alternative and Renewable Fuels Program	\$3M
	Healthy Soils Program	\$8M



WORKING LANDSCAPES/NATURAL RESOURCE LAND

Caltrans	Active Transportation Program	\$10M+
CDFW	Wetlands and Watershed Restoration	\$27M
CALFIRE	Forest Health Restoration	\$49M
SGC	Transformation Climate Communities	\$140M

* These figures are based on information from the Air Resources Board found here: www.arb.ca.gov/cc/capandtrade/auctionproceeds/final_expenditure_table_revised_10-6.pdf