City of Beverly Hills CAAP Funding and Financing Pathways

The following matrix outlines funding and financing tools available for the three priority measures included in the City of Beverly Hills’ Climate Action and Adaptation Plan (CAAP). While the tools discussed are not exhaustive, they are either commonly used tools and newly available tools vetted for applicability provided the City’s capabilities and constraints. It is critical to note that the tools and mechanisms included are those that the City as a municipality can support and implement to procure funds and financing, not for the private realm to utilize. For example, subsidies provided by the City to the private residential owner for building retrofits for electrification is not a funding tool as used in this exercise.

It is common for measures and actions to utilize a mix of funding or financing mechanisms. To help develop and effective funding or financing strategy, it is important for the City to prioritize measures/actions based on long-term targets as well as coordinate with mid- to long-term capital planning efforts and budget processes. Each funding tool and financing mechanism should be considered for its revenue potential, cost burden to the payer, legal context, administrative complexity, and approval requirements.

The tools are categorized as: Taxes, Fees, Private Involvement, Grants, Assessments, and Bonds. Each tool includes a brief discussion on key implementation benefits and drawbacks. Key considerations are also noted for the City of Beverly Hills.

To identify potential funds and financing for the priority measures in the CAAP, the user can search for the measure/action name under the first column of the Funding-Financing Pathways sheets.
Enhanced Infrastructure Finance Districts (EIFDs) are an example of Tax Increment Financing. Costs eligible for EIFD financing include construction, acquisition and rehabilitation costs, as well as planning and design expenses. An EIFD can pay for maintenance, routine repairs and operations. However, an EIFD cannot acquire or sell property itself, and cannot use eminent domain, but can finance acquisition of property by others.

**Case Studies**

**Key Benefits**
- Allows cities to use revenue from development to maintain existing infrastructure, such as roads and sidewalks.
- Helps fund infrastructure projects that benefit the whole community.
- Provides a stream of revenue that can be used to fund sustainable development projects.
- Can help communities achieve urban sustainability goals.

**Key Drawbacks**
- May require voter approval.
- Can be complex to implement.
- Requires ongoing maintenance.

**Typical Municipal Uses and Applications**
- Complete Streets Plan; bikeways to key city locations
- Development of public transit systems
- Implementation of a rainy season storage program
- Expansion of EV charging stations
- Development of clean energy programs

**Key Considerations and Notes**
- Requires new development / major redevelopment to manifest resilience at a meaningful scale.
- May be used for community infrastructure like roads within given area.
- Can be used for property owners to voluntarily allocate increment to the district.

**Sources**
- California Energy Commission
- https://centurycitybid.com/home.html
- https://www.environmentalcommission.ca.gov/2011/05/10/clean-energy-transition-california-energy-transition/
**Beverly Hills Priority CAAP Guidance and Considerations**

**Funding and Financing Pathways**

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<th>Beverly Hills Priority CAAP</th>
<th>Guidance and Considerations</th>
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<tr>
<td><strong>Goals</strong></td>
<td>1. Implement transportation infrastructure projects for Complete Streets Plan (e.g., sidewalks and bike lanes) and other projects that improve accessibility. This includes initiatives that support sustainable transportation options such as electric vehicles and bike-sharing systems.</td>
</tr>
<tr>
<td><strong>Projects</strong></td>
<td>2. Enhance public transit options, including bus rapid transit and light rail projects, to improve reliability and frequency. This includes projects that support the development of new transit lines and the expansion of existing ones.</td>
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<tr>
<td><strong>Funding</strong></td>
<td>3. Develop a comprehensive transportation plan that outlines the goals and objectives for transportation improvements in the city. This includes developing a transportation demand management strategy to reduce congestion and improve travel times.</td>
</tr>
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</table>

**Funding Sources**

- **Federal and State Grants:** Funding from federal and state transportation grants is available for transportation infrastructure projects. These grants include programs such as the Bipartisan Infrastructure Law and the Federal Transit Administration's Small Starts Program.
- **Community Redevelopment Grants:** Funding from community redevelopment programs is available for transportation infrastructure projects that improve economic development and quality of life in the city. These grants include programs such as the Urban Development Action Grant (UDAG) and the State Revolving Fund (SRF).
- **Private Sector Funding:** Funding from the private sector is available for transportation infrastructure projects that align with the city's transportation goals. This includes funding from transportation companies and private investors.

**Considerations**

- **Environmental Impact:** Transportation infrastructure projects can have significant environmental impacts, including increased greenhouse gas emissions and increased traffic congestion. It is important to consider these impacts and take steps to mitigate them. 
- **Public Engagement:** Transportation infrastructure projects can have significant impacts on the community, including changes to travel patterns and changes to the urban landscape. It is important to engage the public in the planning process to ensure that the projects meet the needs of the community. 
- **Funding Availability:** Transportation infrastructure projects require significant funding, and it is important to consider all available funding sources to ensure that the projects can be completed. 

**Sources**

- Beverly Hills City Website: transportation.berkeley.ca.gov
- California Department of Transportation: http://www.dot.ca.gov
- City of Berkeley: http://www.berkeley.ca.gov
- California Pollution Control Financing Authority: http://www.cpcfa.ca.gov
- California State Transportation Agency: http://www.dot.ca.gov
### Mobility

**Purpose:** Develop a clean fuel transportation plan for the city. Plan to expand EV charging stations and clean gas (hydrogen) stations for the city.

**Beverly Hills Priority CAAP Category:** Mobility on Demand

**Funding Category:** Discretionary Grant Program

**Funding Tools:** Formula grant

**Who Pays?** Federal

**Who Manages the Project?** Federal

**Specific Funding Pathway:** Statewide Transportation Planning

**Sample Case Studies:**

- Federal
  - **Key Benefits:**
    - Increase in local public transit ridership
    - Improved air quality
    - Reduced congestion
  - **Key Challenges:**
    - Limited funding
    - Resistance to change

- State
  - **Key Benefits:**
    - Improved accessibility for low-income households
    - Increased economic development
  - **Key Challenges:**
    - Limited public participation
    - Lack of political will

**Typical Municipalities and Intervention:**

- **Funding Sources:**
  - Federal
    - Formula grants
  - State
    - Gasoline tax
  - Local
    - Bond issuance

**Who Pays?**
- Federal
- State
- Local

**Who Manages the Project?**
- Federal
- State
- Local

**Key Considerations and Notes:**

- **Mitigation and Air Quality (CMAQ) Program:** Eligible recipients are providers of public transportation, including public transit agencies, state/local government DOTs, and federally recognized Indian tribes. The program is designed to help states and local governments implement new public transportation projects for Complete Streets Plan; bikeways to key city locations;

**Sources:**

- Federal Transit Administration (FTA) www.transit.dot.gov
- U.S. Department of Transportation (DOT) www.dot.gov
- U.S. Department of Energy (DOE) www.energy.gov
- U.S. Environmental Protection Agency (EPA) www.epa.gov
Building and Energy: Implementing creative incentives to promote early adoption before mandatory requirements before 2025

- Funding and Sources
  - State, Local, Private Sources
  - City of Sacramento, Sacramento Clean Energy
  - Local, Private Sources
  - City of Sacramento, Sacramento Clean Energy

- Key Benefits
  - Supports early adoption of energy efficiency measures, reducing future energy costs for customers.
  - Enables customers to benefit from preferential treatment in energy efficiency programs.

- Key Drawbacks
  - Customers may need to pay upfront costs for energy upgrades.
  - Future energy savings may not offset initial costs for some customers.

- Typical Municipalities and Projects
  - Beverly Hills
  - Los Angeles
  - San Diego

- Key Considerations and Notes
  - Requires careful planning and coordination with customers to ensure success.
  - May require additional funding from state or local governments.

Case Studies

1. GoGreen Financing: Beverly Hills, CA
   - Description: Energy efficiency programs
   - Key Benefits: Reduced energy costs, improved building performance, enhanced customer satisfaction.
   - Key Drawbacks: Initial costs for customers, potential cash flow impact.
   - Typical Municipalities: Los Angeles, San Diego, Beverly Hills.

2. California Public Utilities Commission (CPUC)
   - Description: Energy efficiency programs
   - Key Benefits: Lower energy costs, reduced greenhouse gas emissions, improved building performance.
   - Key Drawbacks: Initial costs for customers, potential cash flow impact.
   - Typical Municipalities: California, United States.

3. Energy Efficiency Programs
   - Description: Energy efficiency programs
   - Key Benefits: Reduced energy costs, improved building performance, enhanced customer satisfaction.
   - Key Drawbacks: Initial costs for customers, potential cash flow impact.
   - Typical Municipalities: California, United States.
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<th>Specific Funding Pathway</th>
<th>Sample Case Studies</th>
<th>Key Benefits</th>
<th>Key Drawbacks</th>
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<th>Key Considerations and Notes</th>
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</tr>
</thead>
</table>
| Mobility
| Implement new energy infrastructure projects for Complete Streets Plan i.e. Improvements to key city locations |
| | | | Local & State Governments | | Beverly Hills is receiving grant funding for this project through its partnership with Southern California Association of Governments (SCAG) | City- Public Works Department and SCAG | Metropolitan Community Health Program and others as they arise | Case by case and only for one project as a time | | Uber, Lyft, etc. | Case study for energy efficiency measures in multifamily housing and infrastructure based on past awards |
| Mobility
| Implement new energy infrastructure projects for Complete Streets Plan i.e. Improvements to key city locations |
| | | | GRANT | | Metro agency funding | Metro Los Angeles County Metropolitan Transportation Authority | CAAP | Metro LA’s Metro: Implementation of priority infrastructure projects for Complete Streets Plan i.e. bikeways to key city locations | Metro LA’s Metro: Implementation of priority infrastructure projects for Complete Streets Plan i.e. bikeways to key city locations | | | |
| Mobility
| Improve bike infrastructure for the light rail |
| | | | Metro | | Metro agency funding | Metro Los Angeles County Metropolitan Transportation Authority | Bike-to-Train Program | Metro LA’s Metro: Implementation of priority infrastructure projects for Complete Streets Plan i.e. bikeways to key city locations | Metro LA’s Metro: Implementation of priority infrastructure projects for Complete Streets Plan i.e. bikeways to key city locations | | | | |
| Mobility
| Implement new E-Bike Program and Incentive EV Building Charging program |
| | | | Consumer Rebate | | Website review program to encourage people to buy E-bikes plus additional incentives for those who live in low income neighborhoods | California Resources Board (California EPZ) | CAAP | E-Bike access to global network for City leadership on best practices for alternative mobility | Metro LA’s Metro: Implementation of priority infrastructure projects for Complete Streets Plan i.e. bikeways to key city locations | | | | |
| Mobility
| Improve bike infrastructure for the light rail, implementation of priority energy infrastructure projects for Complete Streets Plan i.e. Improvements to key city locations |
| | | | Metro | | Metro agency funding | Metro Los Angeles County Metropolitan Transportation Authority | Call for Projects | Metro LA’s Metro: Implementation of priority infrastructure projects for Complete Streets Plan i.e. bikeways to key city locations | Metro LA’s Metro: Implementation of priority infrastructure projects for Complete Streets Plan i.e. bikeways to key city locations | | | | |
| Mobility
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| Buildings
| Implement new and retrofitted building projects (as defined by California Building Code) - Implementing City-Code, implementing creative incentives to promote early adoption before mandatory requirements before 2027 |
| | | | Utility Discount | | Energy Savings Assistance Program | State | CaliforniaPublic Utilities Commission | Support small businesses through their own incentive programs which are monitored by larger grant programs | | | | | CaliforniaPublic Utilities Commission and others as they arise | Case study for energy efficiency measures in multifamily housing and infrastructure based on past awards |
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| Implement new and retrofitted building projects (as defined by California Building Code) - Implementing City-Code, implementing creative incentives to promote early adoption before mandatory requirements before 2027 |
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**Source:** [https://beverlyhills.org/departments/publicworks/transportation/casag](https://beverlyhills.org/departments/publicworks/transportation/casag)
Beverly Hills Priority CAAP Measures and Resources

**Funding and Financing Pathways**

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<tr>
<td>Buildings and Energy: New Building and Remodel (50% remodel) Decarbonization Plan - Implementing City Code, Implementing creative incentives to promote early adoption before mandatory requirements before 2027</td>
<td>State/Regional Assistance</td>
<td>State Building Initiative for Low Emissions Development (BILD)</td>
<td>State</td>
<td>Local</td>
<td>California Energy Commission</td>
<td>Up to $6 million, up to 17 year payback period and is based on estimated annual energy savings</td>
<td>No direct financial incentive for city</td>
<td>Incentivize multifamily development, builders/developers of low-income housing and non-profits</td>
<td>State California Public Utilities Commission</td>
<td>Urban areas with significant levels of existing energy inefficiency. Projects must achieve net positive energy balance.</td>
<td>State California Public Utilities Commission, State Building Initiative for Low Emissions Development (BILD)</td>
</tr>
</tbody>
</table>

**Beverly Hills Priority CAAP Measures and Resources**

- **Buildings and Energy:** Focus on new building and remodeling projects to promote energy efficiency.
- **Solid Waste:** Strategies for recycling and reducing waste.
- **Mobility:** Measures to improve public transportation and reduce vehicle emissions.

**Funding Sources:**
- **State Building Initiative for Low Emissions Development (BILD):** Provides financial assistance for energy-efficient buildings.
- **California Energy Commission:** Offers grants and incentives for energy efficiency improvements.

**Key Considerations:**
- **Rural Areas:** Funding and administration can be challenging due to limited resources.
- **Environmental Justice:** Ensuring projects are equitable and benefit all communities.

**Sources:**
- State California Public Utilities Commission, State Building Initiative for Low Emissions Development (BILD), State California Strategic Growth and Conservation Plan, State California Environmental Protection Agency (EPA).