

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 an 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.

Beverly Hills Priority CAAP Measures and Actions	Funding Category	Funding Tools	Who Pays?	Who Manages the Fund?	Specific Funding Pathway	Sample Case Studies	Key Benefits	Key Drawbacks	Typical Municipal Uses and Restrictions	Key Considerations and Notes	Sources
<p>Mobility: Implementation of priority infrastructure projects for Complete Streets Plan; bikeways to key city locations Measure T-2; Implement programs for public transportation that achieve 8% of public transportation mode share by 2030 and 12% by 2035; Develop a Clean Fuel Transportation Plan for the city- Plan is to expand EV charging station and clean gas (hydrogen) station for the City; implementation of public transit system (in feasibility study right now)</p> <p>Buildings and Energy: Implementing creative incentives to promote early adoption before mandatory requirements before 2023</p>	Tax Increment Financing	Tax Increment Financing (TIF)	Property Owners	City	Taxpayers - Property Owners	County of Los Angeles West Carson Enhanced Infrastructure Financing District (EIFD) - Southern California Association of Governments	Not subject to Proposition 13 limitations	Issuance of TIF bond requires 55% voter approval in district Requires redirecting future property tax revenue Dependent on anticipated increases in value; limited for highly built-out areas Requires district property owners to voluntarily allocate increment to the district	Infrastructure improvements and maintenance ex. roads and sidewalks	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 cannot pay for maintenance, routine repairs or operations, however. An EIFD cannot acquire or sell property itself, and cannot use eminent domain, but it can finance acquisition of property by others. Community Revitalization and Investment Authorities (CRIAs) provide new opportunities for the use of tax increment financing to address local governments' economic development needs. CRIA legislation poses additional limitations on the establishment of a CRIA when compared to other types of TIFs, due to the perception that redevelopment agencies lack transparency and accountability. Beverly Hills currently not using	TIF Primer 2017 (caled.org)
<p>Solid Waste: Develop compliance pathways and enforcement to comply with SB1383 requirements. Goal is to increase diversion away to landfills. Including Zero-Waste Plan</p>	Utility Rate Increase	Property-Related Fees: Water, stormwater, and wastewater fees	Residents and businesses	Utility Provider	Waste collection fees	Sacramento: City Council approves solid waste fee increase to help pay for new state composting requirements - City Express. (sacramentocityexpress.com)	Costs born by consumers and not city	Possible unfair burden on low-income residents	Could be put towards energy capture at waste facility and increase efficiency		Beverly Hills Courier - Solid Waste Rate Hike in Store for Beverly Hills in 2021
<p>Mobility: Implementation of priority infrastructure projects for Complete Streets Plan; bikeways to key city locations</p>	Fees	Developer impact fees	Developers, Property Owners	Municipal Planning Department	Developers, Property Owners	Development Impact Fees SF Planning	Can be used to ensure new development is resilient No voter approval required, not considered a tax under Prop. 26	Tied to market conditions which are often cyclical and difficult to forecast Requires new development / major redevelopment to manifest resilience at a meaningful scale	Can be used for necessary infrastructure like roads within given areas	SF Case: plan area impact fees predicted to raise \$255 million over 10 years with \$113 million of that being set aside for Complete Streets in designated neighborhoods. Other uses include transit, childcare program, open spaces, and program administration costs.	San Francisco Planning Guide to Impact Fees
<p>Mobility: Incentivize EV Bike Program and Incentivize EV building charging program; Develop a Clean Fuel Transportation Plan for the city- Plan is to expand EV charging station and clean gas (hydrogen) station for the City.</p> <p>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 2030, Existing Building Decarbonization Plan, Implementing City Code, Implementing creative incentives to promote early adopters before mandatory requirements by 2035, Incentivize to promote early adopters before mandatory requirements before 2035; Adopt energy and water benchmarking ordinance for commercial building for a certain square footage</p>	Private	Business Improvement Districts	Businesses, Consumers	City	Businesses, Consumers	Century City BID: https://centurycitybid.com/home.html	Useful for district-wide infrastructure that could benefit from economies of scale (e.g., stormwater infrastructure) Contributes private revenues to public or shared goods	Limited revenue generation Require contiguous boundaries	Public awareness campaigns and marketing, community walks, planning	Would require a great deal of community buy-in	The City of San Diego Economic Development Resources - Business Improvement Districts
<p>Buildings and Energy: New Building and Remodel (50% remodel) Decarbonization plan - i. Implementing City Code ii. Implementing creative incentives to promote early adoption before mandatory requirements before 2030 Existing Building Decarbonization Plan i. Implementing City Code ii. Implementing creative incentives to promote early adopters before mandatory requirements by 2035 iii. Incentivize to promote early adopters before mandatory requirements before 2035.</p>	Grants	California State: Building Electrification and Storage Program	State	Appears that the program is administered by the state Energy Commission which will grant funds directly to projects so likely won't require administration support from the city	State of California	Viejas Reservation was the first grant awarded under this program and largest program of its kind in a tribal jurisdiction: https://www.environmentalleader.com/2022/11/viejas-tribe-energy-storage-project-enhances-californias-energy-transition/		Program still under development as I was approved in April 2022, information missing	Building electrification and efficiency upgrades	The Building Electrification and Storage Program will provide incentives for the construction of all-electric market-rate residential buildings and installation of energy storage systems to encourage deployment of near-zero-emission building technologies.	California Electric Homes Program - CalEHP California Energy Commission
<p>Mobility: Incentivize EV Bike Program and Incentivize EV building charging program; Develop a Clean Fuel Transportation Plan for the city- Plan is to expand EV charging station and clean gas (hydrogen) station for the City.</p> <p>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 2030, Existing Building Decarbonization Plan, Implementing City Code, Implementing creative incentives to promote early adopters before mandatory requirements by 2035, Incentivize to promote early adopters before mandatory requirements before 2035; Adopt energy and water benchmarking ordinance for commercial building for a certain square footage</p>	Assessment	Assessment District	Property Owners	Municipality	Taxpayers - Property Owners	Emeryville CA and BART partnership to fund Emery-Go-Round Shuttle Service: https://live-scag.pantheonsite.io/funding-and-financing-tools-and-strategy/emery-go-round	Non-ad valorem amounts levied on a per parcel basis	An assessment can only be imposed if approved by a majority of property owners that respond to the mail-in form	Improvements that provide a direct and special benefit such as streets, sidewalks, curbs and gutters, water, sewer, gas electric, lighting, drainage or flood control facilities	The amount of the charge must correlate with the benefit that the property owners are anticipated to receive and the cost of the service provision. CBAs can be used to stipulate certain programs/initiatives for developers in an assessment district to uphold. BIDs are a type of assessment district	California State Treasurer's Guide

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Mobility: Implementation of priority infrastructure projects for Complete Streets Plan (i.e. bikeways to key city locations i.e. first and last mile infrastructure for MTA light Rail); Implementation of public transit system (in feasibility study right now); Incentivize EV Bike Program and Incentivize EV building charging program	Grants	Surface Transportation Block Grant (STBG) - Transportation Alternative Program	Federal	City- Planning Dept./Transit Authority	US DoT Federal Highway Administration - State's STBG apportionment		Directly eligible for cities. For TAP funds sub-allocated to urbanized areas with populations over 200,000, the metropolitan planning organization (MPO) representing the urbanized area(s) is responsible for selecting Transportation Alternatives Program (TAP) projects through a competitive process. - on- and off-road pedestrian and bicycle facilities - infra projects for improving non-driver access to public transportation - community improvement activities. -\$850M in funding	Competitive process and states and MPOs must all report annually to DOT on project applications and projects that are awarded TA Funding Reports should be made public	Active transportation projects (ex.	\$14.1B apportioned for FY2023 awardees	Bipartisan Infrastructure Law , Surface Transportation Block Grant (STBG) Fact Sheet Federal Highway Administration (dot.gov)
Mobility: Implementation of public transit system (in feasibility study right now)	Grants	Low-No Emission Vehicle Grant Program	Federal	City- Transportation Dept./Transit Authority	Federal Transit Administration (FTA)	Southeastern Pennsylvania Transportation Authority (SEPTA) to receive funds for infra upgrades to support its current battery electric bus fleet at maintenance facility in Philadelphia Funding amount \$4,300,000 out of the total \$129,956,625	Helps cities/transit agencies purchase ZEVs for transit	Intended for buses and other transportation vehicles, so would not cover other City fleet vehicles	Evs and charging infrastructure	This year's funding just announced in January 2023	FTA Low-No Emission Vehicle Grant Program
Buildings and Energy: New Building and Remodel (50% remodel) Decarbonization plan - i. Implementing City Code ii. Implementing creative incentives to promote early adoption before mandatory requirements before 2030 Existing Building Decarbonization Plan i. Implementing City Code ii. Implementing creative incentives to promote early adopters before mandatory requirements by 2035 iii. Incentivize to promote early adopters before mandatory requirements before 2035.	Grants	Energy Efficiency and Conservation Block Grants (EECBGs)	Federal	City- Planning/Permitting, Finance	2009 American Recovery and Reinvestment Act (ARRA)		70% allocated directly to cities, 30% allocated to states for distribution to smaller communities	Funding was released but there was a mismatch between number of jobs created and number of people trained; more analytical work is required to identify what job retraining is required by sector and geography and what job certifications are required.	Developing and implementing an energy efficiency and conservation strategy; - Conducting residential and commercial building energy audits; - Establishing financial incentive programs for energy efficiency improvements; - Developing and implementing energy efficiency and conservation programs for buildings and facilities; - Developing and implementing programs to conserve energy used in transportation (e.g. flex time for employees; satellite work centers; zoning guidelines or requirements that promote energy efficient development; infrastructure, such as bike lanes, pathways and pedestrian walkways; and synchronized of traffic signals); - Developing and implementing	Estimated application opening date, 1st Quarter of 2023	Department of Energy - Energy Efficiency and Conservation Block Grant Program What You Need to Know About the Energy Efficiency and Conservation Block Grant - National League of Cities (nlc.org)
Buildings and Energy: New Building and Remodel (50% remodel) Decarbonization plan - i. Implementing City Code ii. Implementing creative incentives to promote early adoption before mandatory requirements before 2030 Existing Building Decarbonization Plan i. Implementing City Code ii. Implementing creative incentives to promote early adopters before mandatory requirements by 2035 iii. Incentivize to promote early adopters before mandatory requirements before 2035.	Grants	Clean Energy and Sustainability Accelerator (CESA) under the CESA Act	Federal	CPCFA	Seed capital through federal appropriations (although it is independent from the government) CESA has state and local accelerators and the relevant one here is the California Pollution Control Financing Authority (CPCFA)		CESA to help state and local efforts to increase private sector funding to clean energy projects Current estimates for funding range from \$20B to \$100B Independent from any political influence and execution of proper governance by the Accelerator's management team and Board of Directors Very flexible in the types of eligible projects	Funds go through state-level green bank so there is extra level of administration to get through	Accelerate the transition to low-carbon technologies by addressing market barriers to developing and deploying clean technologies. Seek cost-effective solutions that reduce costs to society and allocate risks appropriately. Enable significant progress towards the state's policy goals including energy, air quality, and emissions goals. Consider opportunities across all sectors that can significantly reduce carbon emissions - such as renewable energy, energy efficiency, transportation, the water-energy nexus, and innovation. Avoid providing public support where private financing already does the job. Use public finance mechanisms where they are appropriate and efficient, rather than to address problems that	CPCFA administers loans directly to freight operators to upgrade their engines to lower emission options so city would no need to administer https://www.treasurer.ca.gov/cpcfa/	The Accelerator: Funding Our Clean Energy Future - Third Way https://www.treasurer.ca.gov/cpcfa/calcap/arb/index.asp
Mobility: Develop a Clean Fuel Transportation Plan for the city. Plan is to expand EV charging station and clean gas (hydrogen) station for the City.	Grants	Multimodal Projects Discretionary Grant (MPDG)	Federal	City and Region depending on project specs	Bipartisan Infrastructure Law, through US DOT	Example Applicant: Tulsa, OK (still not approved) Applied for enhancements to highway corridor a the intersection of I-44 and US-75 for pedestrian infrastructure, bridge rehab, road resurfacing to enhance local mobility https://oklahoma.gov/odot/progress-and-performance/federal-grant-awards/mpdg-grants/mpdg-2022/enhancing_safety_and_mobility_in_west_tulsa.html	Fund major projects that are too large or complex for traditional funding programs. Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. Expand transportation options in rural America and other underserved communities. Make transportation more sustainable and resilient.	Past recipients have all been mega projects, so Beverly Hills will need to compete	Major transportation infrastructure	\$2.9 billion of funding now available for major infrastructure projects through NOFO under Bipartisan Infrastructure Law No grant winners announced yet as it is so new	MPDG - Announcement US Department of Transportation

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Mobility: Develop a Clean Fuel Transportation Plan for the city- Plan is to expand EV charging station and clean gas (hydrogen) station for the City.	Grants	National Electric Vehicle Infrastructure Formula Program	Federal	State	Bipartisan Infrastructure Law, through US DOT		Funding to States to deploy EV charging infra To establish an interconnected network to facilitate data collection, access, and reliability	Funding goes to State not City	The acquisition, installation, and network connection of EV charging stations to facilitate data collection, access, and reliability Proper operation and maintenance of EV charging stations Long-term EV charging station data sharing	For each of FY22-26, after the set-aside listed above, sets aside 10% of NEVI Formula funding for grants to States and local governments that require additional assistance to strategically deploy EV charging infrastructure Funding is available for up to 80% of eligible project costs	Department of Energy - National Electric Vehicle Infrastructure (NEVI) Formula Program
Mobility: Develop a Clean Fuel Transportation Plan for the city- Plan is to expand EV charging station and clean gas (hydrogen) station for the City.	Grants	Discretionary Grant Program for Charging and Fueling Infrastructure (\$2.5 billion)	Federal	State	Bipartisan Infrastructure Law, through US DOT and Dept of Energy		To deploy publicly accessible EV charging infrastructure and other alternative fueling infrastructure along designated alternative fuel corridors.	At least 50 percent of this funding must be used for a community grant program where priority is given to projects that expand access to EV charging and alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.	EV charging infrastructure	State partnership with PG&E sending an initial \$56 million in funding to help install charging stations throughout the state, receiving up to \$384 million during the next five years *Funds go through State	Federal Funding Programs US Department of Transportation
Mobility: Implementation of priority infrastructure projects for Complete Streets Plan (i.e. bikeways to key city locations i.e. first and last mile infrastructure for MTA light rail); Implementation of public transit system (in feasibility study right now) ; Incentivize EV Bike Program and Incentivize EV building charging program	Grants	Flexible Funding Programs - Congestion Mitigation and Air Quality (CMAQ) Program - 23 USC 149 (Formula)	Federal	City- Transportation Planning	Federal Transit Administration (FTA)		For areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.		Example grant recipient: Port Authority of Allegheny (Pittsburg) got \$5.4M to expand/improve public transportation system specifically to expand bus routes, install/improve bus stop infrastructure, improve sidewalks https://www.bizjournals.com/pittsburgh/news/2022/02/10/port-authority-82-mil-federal-funds.html St Louis got \$1.8M to expand their streetcar line https://www.bizjournals.com/stlouis/news/2022/08/31/loop-trolley-approved-grant.html	Formula grants are based on apportionment tables that specify funding available to the nation's states, urbanized areas, and Tribal governments through FTA formula programs. The tables allow transit agencies and grant recipients to view the amounts for programs set by statutorily defined formulas so they can better plan and manage over the long term for new projects and address their repair backlogs. Each Formula grant has a set formula under which it is ensured that designated recipients receive the funds; this formula will further ensure that you are eligible for this grant. Also may be referred to as 'state-administered programs'.	DOT - Flexible Funding
Mobility: first and last mile infrastructure for MTA light rail	Grants	Mobility on Demand (MOD) Sandbox Program	Federal	City- Public Works, Transportation Planning	Federal Transit Administration (FTA)	Example Grantee: City of Palo Alto Fair Value Commuting Final Report (see link) sought to develop plan to increase access to public transit and reduce single occupancy vehicle use https://www.transit.dot.gov/sites/fta.dot.gov/files/2020-05/FTA-Report-No-0167.pdf	Sandbox allows communities to creatively leverage a range of mobility options from bike- and car-sharing systems to demand-responsive bus services. Integration of payment systems and different technologies. And to mitigate socio-economic disparities and advances racial equity.	Intended for major projects, so application would be major undertaking by City	Eligible activities include all activities leading to the demonstration of the innovative MOD and transit integration concept, such as planning and developing business models, obtaining equipment and service, acquiring/developing software and hardware interfaces to implement the project, and operating the demonstration.	"Eligible recipients are providers of public transportation, including public transit agencies, state/local government DOTs, and federally recognized Indian tribes. Each recipient must identify one or more strategic project partner(s) with a substantial interest and involvement in the project." https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program#:~:text=Eligible%20recipients%20are%20providers%20of,and%20involvement%20in%20the%20project.	Mobility on Demand (MOD) Sandbox Program FTA (dot.gov)
Mobility: Implementation of priority infrastructure projects for Complete Streets Plan; bikeways to key city locations Measure T- 2. Implement programs for public transportation that achieve 8% of public transportation mode share by 2030 and 12% by 2035; Develop a Clean Fuel Transportation Plan for the city- Plan is to expand EV charging station and clean gas (hydrogen) station for the City; Implementation of public transit system (in feasibility study right now)	Bonds	General Obligation Bonds	Local	City	Local government		Commonly used and applied Low-cost financing tool	Two-thirds voter approval for local GO Bond debt approval Must be used for debt financing for capital infrastructure, cannot be used for operational deficits	Dependent on debt capacity	The City may need to rely on bond measure and property tax for capital intensive CAP measure. To incorporate capital intensive work, City staff will need resource to correlate long-term capital plan with long-range financial planning. Currently, staff does not have expertise in forecasting financial impacts. As mentioned in key drawbacks, bonds cannot be used for operational deficits. Bonds are used to fund activities that support a public purpose, however. This may mean a municipality can determine what is included as a public purpose. San Francisco, for example, utilizes GO Bonds for affordable housing investments by private property owners and developers. Though other municipalities have concluded this method of using GO bonds is ineligible. Repayment of bonds are funded by the City's property taxes.	GENERAL OBLIGATION (GO) BONDS (ca.gov)
Mobility: Implementation of priority infrastructure projects for Complete Streets Plan; bikeways to key city locations Measure T- 2. Implement programs for public transportation that achieve 8% of public transportation mode share by 2030 and 12% by 2035; Develop a Clean Fuel Transportation Plan for the city- Plan is to expand EV charging station and clean gas (hydrogen) station for the City; Implementation of public transit system (in feasibility study right now)	Bonds	Green Bonds	Local	City	Local government	CPCFA Green Bonds (ca.gov)	Potential for social impact investor appeal Publicizes commitment of spending towards environmental purposes	Lack of standardization of what it means to be "green" Additional administrative requirements to report how investment is green Does not necessarily attract new or different investors from G.O. bonds Must be used for debt financing for capital infrastructure, cannot be used for operational deficits	Dependent on debt capacity	Cities such as Vancouver uses a Sustainability Bond Framework to align financing and investment activities with long-term environmental and social sustainability goals. Typically, the framework requires definition of eligible capital projects guided by green bond principles that are typically set by a consortium of banks or local government coalitions. Green Bonds may include projects related to renewable energy, energy efficiency, green buildings, climate change adaptation, etc. Social Bonds may include efforts to provide affordable access to infrastructure.	Vancouver, CA Sustainability Bond

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<p>Solid Waste: Develop compliance pathways and enforcement to comply with SB1383 requirements. Goal is to increase diversion away to landfills. Including Zero-Waste Plan</p> <p>Mobility: Implementation of priority infrastructure projects for Complete Streets Plan; bikeways to key city locations Measure T-2. Implement programs for public transportation that achieve 8% of public transportation mode share by 2030 and 12% by 2035. Develop a Clean Fuel Transportation Plan for the city. Plan is to expand EV charging station and clean gas (hydrogen) station for the City. Implementation of public transit system (in feasibility study right now)</p> <p>Buildings and Energy: Implementing creative incentives to promote early adoption before mandatory requirements before 2030</p>	Private	Public-Private Partnership (P3s)	Local, Private	City and private companies	Local government and private sources	<p>EVgo-Charging-Southside-Park.pdf (cityofsacramento.org) https://www.recology.com/success-stories/#government-partnership</p> <p>SoCalGas Partnership with South Coast Air Quality Management District to divert municipal waste from LA area for conversion into biofuel https://www.primewire.com/news-releases/socialgas-announces-the-commissioning-of-carbon-negative-waste-to-energy-technology-at-los-angeles-facility-301590243.html</p>	Rapid deployment of funds Potential for 100% of project costs to be covered by private partner	Can require extensive planning and negotiation	Infrastructure/projects that may support private business interests, such as transportation infrastructure or EV charging infrastructure, or waste reduction programming.	<p>Financing models where partners such as non-profits or regional coalitions pay upfront cost of climate or social interventions may be considered private-public partnership since the City as a back-end payer may incur the cost of investment when it repays the partner at a discount.</p> <p>Biofuel company Fulcrum diverts municipal waste to processing plant outside of cities like Chicago, Houston and Reno to convert into jet fuel but very new technology so so approach is not widespread yet</p>	<p>Primer-Public-Private-Partnerships.pdf (dbia.org) https://www.primewire.com/news-releases/fulcrum-bioenergy-completes-construction-of-the-sierra-biofuels-plant-301326178.html</p>	
<p>Solid Waste: Develop compliance pathways and enforcement to comply with SB1383 requirements. Goal is to increase diversion away to landfills. Including Zero-Waste Plan</p>	Grants	Local Conservation Corps Grant Program	State	Local/regional authority based on jurisdiction of program	State of California Department of Resources Recycling and Recovery	RichmondBUILD: awarded \$500k for a Brownfields job training program in partnership with EPA https://richmondstandard.com/richmond/2022/12/19/epa-awards-500k-grant-to-richmondbuild/	No letter of intent required. Grantees may request an advance of up to 25% of the total grant award subject to specific terms. Reimbursements may be requested monthly and must be fully documented.	Only 14 awards are expected statewide, which could result in a competitive pool of applications. Requires 25% matched funding.	The Local Conservation Corps (LCC) Grant Program provides grants to certified community conservation corps to serve youth 18-25 years of age with a 3 component program including job skills in recycling, education and career education. LCCs provide beverage container litter reduction programs, and waste tire, E-waste and used oil recycling-related services.	Estimated award per grant: \$1,853,285 – \$1,853,313	California's Local Conservation Corps (LCC)	
<p>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 2025</p>	Utility Fee	Tariff On-Bill Program	Utility, Private	Utility provider	3CE, Similar utilities in/by City	Research for implementation: "Towards an Accessible Financing Solution"	<p>Customer has no loan, no lien, and no debt with this transaction. Customer doesn't have to pay anything up front for the energy upgrade - utility just installs it first.</p> <p>When the utility recovers its costs, the charges end. And the charges to the customers also end if an upgrade fails and is not repaired, or if the customer moves, provided that the customer have maintained the upgrades.</p> <p>The impact has potential for equitable installation of building energy efficiency tools, reaching renters and low-income. Consumer credit underwriting criteria are not applicable.</p> <p>The improvements are linked to a site</p>	<p>There is not a standard way to ensure the selected upgrade leads to performance - so that means the utility's investment does need to be cost effective from the start.</p> <p>Applies burden for tracking progress of cost recovery.</p>	Needs coordination with city and utility	Also known as "Pay As You Save" where a the utility pays for the installation, and recovers its cost with a charge added to the customer's bill that is less than the estimated savings. The utility adopts a tariff for site specific investment and the cost recovery. It recovers those costs with a site-specific charge on the utility bill that is less than the estimated savings from the upgrades.	Clean Energy Works - Introduction to Inclusive Utility Investments	
<p>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 2026</p>	State Funds	State-run Private Capital Financing Programs; Private Capital Loans known as "GoGreen Financing", "GoGreen Home", "GoGreen Business", "GoGreen Multifamily"	California Alternative Energy & Advanced Transportation Financing Authority (CAEATFA); CHEEF	Local government admin hours needed	California Hub for Energy Efficiency Financing (CHEEF)	<p>Credit enhancement is the main benefit as it leverages private capital for energy efficiency. It includes lower rates, longer repayment terms, larger amounts of financing, and broader approval criteria.</p> <p>The program provides finance companies with credit enhancement, then companies offer better terms and approve wider group of customers. Contractors present financing options to their customers. Attractive financing allows more customers to start or complete deeper EE upgrades, and finally, customers reduce energy use with City and state making progress towards CAP goals.</p>	<p>Credit enhancement is the main benefit as it leverages private capital for energy efficiency. It includes lower rates, longer repayment terms, larger amounts of financing, and broader approval criteria.</p> <p>The program provides finance companies with credit enhancement, then companies offer better terms and approve wider group of customers. Contractors present financing options to their customers. Attractive financing allows more customers to start or complete deeper EE upgrades, and finally, customers reduce energy use with City and state making progress towards CAP goals.</p>	<p>The list of eligibility upgrades/building energy efficiency measures first required</p> <p>The loans are not given to those that do not have the cash flow to repay them - businesses or property owners must show proof of net positive cash flow over life of loan.</p> <p>Requires resource to manage the loan-loss reserve account at City.</p> <p>This program typically provides larger amounts of financing: GoGreen Home loan offers \$50,000 per loan, as opposed to only \$25-35,000 from market-rate product so this does not fund smaller projects.</p>	<p>Loan-loss reserve account set up for the state/local lender at a trustee bank, and when customers sign up for the program and are eligible, CAEATFA moves money from the GoGreen to their loss-reserve account, balance grows the more loans they enroll. Annually CAEATFA balance the accounts.</p>	<p>This program typically provides larger amounts of financing: GoGreen Home loan offers \$50,000 per loan, as opposed to only \$25-35,000 from market-rate product so this does not fund smaller projects.</p>	<p>This program typically provides larger amounts of financing: GoGreen Home loan offers \$50,000 per loan, as opposed to only \$25-35,000 from market-rate product so this does not fund smaller projects.</p> <p>As a background, the California Public Utilities Commission (CPUC) authorized the CHEEF to bring private capital into the energy efficiency marketplace and asked CAEATFA to be administrator. Cities such as Beverly Hills has the opportunity to join CHEEF and the GoGreen Financing Programs (there is the existing State-administered programs).</p>	GoGreen Financing
<p>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</p>	State; Local Government	Property Assessed Clean Energy Program	Property Owners; Taxpayers	Local government admin hours needed	U.S. Department of Energy; CaliforniaFIRST; Local Assessment District (to b set up by City)	<p>The unique characteristic of PACE assessments is that the assessment is attached to the property rather than an individual. Benefits include improved cash flow and no downpayment necessary. Interest payments could also be tax deductible.</p>	<p>Property owners provide the upfront fees for set-up and may be costly. This is also only available to property owners, not renters. If property owner volunteers to participate, being part of PACE assessed district can make things complicated when owners sell their home.</p>	<p>City must create a land-secured financing district or similar mechanism (see assessment district above) and manage the payment from property owners through annual tax bill which typically runs up to 10 to 20 years.</p>	<p>Loan based on lien on property, debt repaid through property taxes which can exist for commercial and residential properties. The local and state government provides a common foundation. Property owners who volunteer to participate in the common foundation pay the cost for energy improvements that are eligible on their property then can get cost recovered through a voluntary assessment with PACE. The term of repayment may be from 10 to 20 years through assessments that are paid as an addition to the owner's tax bills.</p> <p>The financing is provided for an assessment district or similar districts.</p>	Department of Energy - Property Assessed Clean Energy Programs		

Beverly Hills Priority CAAP Measures and Actions	Funding Category	Funding Tools	Who Pays?	Who Manages the Fund?	Specific Funding Pathway	Sample Case Studies	Key Benefits	Key Drawbacks	Typical Municipal Uses and Restrictions	Key Considerations and Notes	Sources
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	Grants/Technical Assistance	Building Initiative for Low Emissions Development (BUILD)	State	State	California Public Utilities Commission		the city can recommend builders to the program without actually having to administer anything themselves	No direct financial incentive for city	Incentivize multifamily developments that meet energy efficiency standards	builders/developers of low-income housing and housing non-profits are eligible	Department of Energy - BUILD Fact Sheet
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	Loans	California Energy Commission's Energy Conservation Assistance Act (ECAA)	State	City would have to manage how funds are used on local infrastructure	California Energy Commission		Low interest rate of 1%	Low funding amount per project	Lighting system upgrades. Pumps and motors. Streetlights and LED traffic signals. Energy management systems and equipment controls. Building insulation. Energy generation including renewable and combined-heat-and-power projects. Heating, ventilation, and air-conditioning equipment. Water and wastewater treatment equipment. Load-shifting projects, such as thermal Energy storage.	Up to \$3million, up to 17 year payback period and is based on estimated annual energy savings	California Energy Commission - Energy Conservation Assistance
Buildings and Energy: New Building and Remodel (50% remodel) Decarbonization plan – i. Implementing City Code ii. Implementing creative incentives to promote early adoption before mandatory requirements before 2030 Existing Building Decarbonization Plan i. Implementing City Code ii. Implementing creative incentives to promote early adopters before mandatory requirements by 2035 iii. Incentivize to promote early adopters before mandatory requirements before 2035.	Grant	Affordable Housing and Sustainable Communities Program	State	City would administer and coordinate with developers	California Strategic Growth Council	West Gateway Place Affordable Housing and Grand Gateway Transportation Infrastructure Project	Grant can be used for the construction of low-carbon and electric buildings as well as help address the low-income housing gap	The bulk of org's funds are reserved for transportation and specifically targeted at low-income so may be hard for BH to get	Energy efficient low-income housing	The SGC Iso provides technical assistance or early stages of planning for multifamily and TOD related projects	SGC - Resources
Solid Waste: Develop compliance pathways and enforcement to comply with SB1383 requirements. Goal is to increase diversion away to landfills. Including Zero-Waste Plan	Grants and Loans	CalRecycle Greenhouse Gas Reduction Grant and Loan Program	State	City	California Department of Resources Recycling and Recovery (California EPA)	Brentwood Garbage "juicer" https://eastcountytoday.net/brentwood-agrees-to-look-at-40-million-garbage-juicer-facility/	Loans can be used to enhance efficiency of collection service	Open to municipalities, waste facilities, stat agencies, schools, nonprofits so could be highly competitive	Upgrade recycling programs for organic and inorganic waste; "rescue" food from landfills for use in feeding people	"At least 35 percent of these investments are made in disadvantaged and low-income communities"	CalRecycle - Grants and Loans
Mobility: Converting buses and other city vehicles to EVs	Grant	Diesel Emissions Reduction Act	Federal	City/School District	Federal Environmental Protection Agency (EPA)		Could be used to help lower costs of replacing existing city fleet vehicles that are already at the end of their lifespan	only for converting diesel to electric	upgrading outdated fleets **Applications for all municipal programs except upgrading school buses just closed in late November of 2022**	Considering that many CA cities have already transitioned away from diesel there might not be much applicability for this	DOT Matrix: https://www.transportation.gov/ural/ev/toolkit/ev-infrastructure-funding-and-financing/funding-matrix DEEP Grant Page: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants#:~:text=The%20Diesel%20Emission%20Reduction%20Act,trough%20the%20State%20DER
Mobility: Implementation of priority infrastructure projects for Complete Streets Plan, bikeways to key city locations Measure T. 2. Implement programs for public transportation that achieve 8% of public transportation mode share by 2030 and 12% by 2035; Develop a Clean Fuel Transportation Plan for the city. Plan is to expand EV charging station and clean gas (hydrogen) station for the City; Implementation of public transit system (in feasibility study right now)	Local	Local Return Programs	Taxpayers	County	Los Angeles Metro	LA Metro Prop A and C	Local Return funds are allocated and distributed on a recurring manner (monthly or annually) to jurisdictions within the bounds of the fund manager (e.g., County or regional entity or Metro/Transit Agency or state). Allocations are based on a per capita basis. The fund is financed by voter-approved sale tax measures. It requires financing of eligible expenditures.	Local jurisdictions require a simple majority for approval with revenue legally dedicated to a specific purpose.	Improving bus service, funding transportation projects such as transit security and transit-related highway improvements, expansion of transit system service (rail), other discretionary transportation or transit projects	Funds are made available via regional programs that require oversight and management. Sample programs are the Metro Subregional Program. Recent measures in LA County, such as Measure M and Measure R, received strong support by county voters.	Funding and Resources - LA Metro