

# APPENDIX G

## Funding Sources

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**Table G-1** provides a list of potential funding sources for implementing the *2045 Los Angeles County Climate Action Plan (2045 CAP)*. Programs and funding sources for implementing greenhouse gas (GHG) emissions reduction programs are developing rapidly and may change substantially from year to year. These include but not limited to the various grant programs that fall under the umbrella of [California Climate Investments](#) (funded from cap-and-trade revenues), and organizations like Southern California Regional Energy Network (SoCalREN) that provide financial assistance for energy efficiency improvements to residents, businesses, and public agencies.

The State of California offers a [Funding Wizard](#) that let users search for grants and other funding sources, using keywords and sector-based searches (e.g., transportation, energy, solid waste, urban greening, local agriculture, urban development, waste management, and water). A similar resource is the [UpLift Resource Finder](#), which provides a searchable database of funding opportunities available to individuals, community groups, and local governments that are oriented toward benefits to disadvantaged communities. UpLiftCA was created by The Greenlining Institute in partnership with the California Climate Equity Coalition, comprising the Asian Pacific Environmental Network, Coalition for Clean Air, The Greenlining Institute, Public Advocates, and SCOPE.

**Table G-1: Potential Funding Sources to Support CAP Implementation**

PROGRAM	DESCRIPTION
<b>Federal Programs</b>	
Carbon Dioxide Transportation Infrastructure Finance and Innovation (CIFIA) Program	Administered by the U.S. Department of Energy, the CIFIA program extends loans and loan guarantees to support projects that involve the delivery of infrastructure (i.e., pipeline, shipping, rail, or other infrastructure) and associated equipment for the transportation of carbon dioxide. Eligible CIFIA projects must have project costs in excess of \$100 million, and while project proposals must be submitted by a public entity, contracts are with private entities through public-private partnership arrangements.
Energy Efficient Mortgages	The Federal Housing Administration (FHA) offers an Energy Efficient Mortgage (EEM) Loan program that helps current or future homeowners save money on their utility bills by enabling borrowers who might not otherwise qualify for conventional loans on affordable terms to finance energy efficient improvements with their FHA mortgage. Qualified homebuyers or homeowners are automatically pre-approved for an additional 5–15% of their approved loan to do energy-efficient repairs to their homes without adding to their debt-to-income ratios. The EEM program recognizes that an energy-efficient home will have lower operating costs, making it more affordable for the homeowner.
ENERGY STAR® Portfolio Manager®	Portfolio Manager is a free tool supported by U.S. EPA that measures a building's energy performance and compares it to other similar buildings. It allows building owners and managers to track energy use and verify improvements. Approximately 40% of U.S. commercial building space is benchmarked in Portfolio Manager—making it the industry-leading benchmarking tool.
Federal Infrastructure Investment and Jobs Act	<p>The Federal Infrastructure Investment and Jobs Act, passed in 2021, authorizes approximately \$550 billion in new federal investment in America's transportation, communication, and water infrastructure, with much of the funding geared toward the clean energy transition and to increasing resilience to climate change. The legislation includes the following:</p> <ul style="list-style-type: none"> <li>• \$39 billion of new investment to modernize transit and improve accessibility for the elderly and people with disabilities.</li> <li>• \$7.5 billion to build a national network of electric vehicle chargers.</li> <li>• \$73 billion for power infrastructure and the clean energy transmission.</li> <li>• \$110 billion for roads, bridges, and other major projects.</li> <li>• \$11 billion in transportation safety programs.</li> <li>• \$39 billion in transit modernization and improved accessibility.</li> </ul>
Federal Solar Investment Tax Credit	The federal residential solar energy credit is a tax credit that can be claimed on federal income taxes for a percentage of the cost of a solar PV system. The system must be placed in service during the tax year and generate electricity for a home located in the United States. In December 2020, Congress passed an extension of the investment tax credit, which provides a 26% tax credit for systems installed in 2020–2022 and 22% for systems installed in 2023. (Systems installed before December 31, 2019, were eligible for a 30% tax credit.) The tax credit expires starting in 2024 unless Congress renews it.
Federal Inflation Reduction Act	<p>The Inflation Reduction Act, signed into law in August 2022, includes nearly \$400 billion in climate-related funding and nearly \$370 billion in investments in disadvantaged communities, prioritizing projects that repurpose retired fossil fuel infrastructure and employ displaced workers. The Inflation Reduction Act builds on the initial climate funding opportunities passed into law in the Infrastructure Investment and Jobs Act to support projects across EV charging, power infrastructure, and climate resilience. This law includes the following:</p> <ul style="list-style-type: none"> <li>• Energy Cost Investments: <ul style="list-style-type: none"> <li>○ \$9 billion in consumer home energy rebate programs, focused on low-income consumers, to electrify home appliances and for energy efficient retrofits.</li> <li>○ 10 years of consumer tax credits to make homes energy efficient and run on clean energy.</li> <li>○ A \$4,000 consumer tax credit for lower/middle-income individuals to buy used clean vehicles, and an up to \$7,500 tax credit to buy new clean vehicles.</li> <li>○ \$1 billion grant program to make affordable housing more energy efficient.</li> </ul> </li> </ul>

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PROGRAM	DESCRIPTION
	<ul style="list-style-type: none"> <li>• American Energy Security and Domestic Manufacturing:                             <ul style="list-style-type: none"> <li>○ Production tax credits to accelerate U.S. manufacturing of solar panels, wind turbines, batteries, and critical minerals processing, estimated to invest \$30 billion.</li> <li>○ \$10 billion investment tax credit to build clean technology manufacturing facilities.</li> <li>○ \$500 million in the Defense Production Act for heat pumps and critical minerals processing.</li> <li>○ \$2 billion in grants to retool existing auto manufacturing facilities to manufacture clean vehicles.</li> <li>○ Up to \$20 billion in loans to build new clean vehicle manufacturing facilities.</li> <li>○ \$2 billion for National Labs to accelerate breakthrough energy research.</li> </ul> </li> <li>• Economy Decarbonization:                             <ul style="list-style-type: none"> <li>○ Tax credits for clean sources of electricity and energy storage, and approximately \$30 billion in targeted grant and loan programs for states and electric utilities to accelerate the transition to clean electricity.</li> <li>○ Tax credits and grants for clean fuels and clean commercial vehicles to reduce emissions from all parts of the transportation sector (see “Electric Vehicles Tax Credits [Inflation Reduction Act of 2022]”).</li> <li>○ Grants and tax credits to reduce emissions from industrial manufacturing processes, including almost \$6 billion for a new Advanced Industrial Facilities Deployment Program to reduce emissions from the largest industrial emitters.</li> <li>○ More than \$9 billion for federal procurement of American-made clean technologies, including \$3 billion for the U.S. Postal Service to purchase zero-emission vehicles.</li> <li>○ A \$27 billion clean energy technology accelerator to support deployment of technologies to reduce emissions, especially in disadvantaged communities.</li> <li>○ A methane emissions reduction program to reduce leaks from the production and distribution of natural gas.</li> </ul> </li> <li>• Environmental Justice:                             <ul style="list-style-type: none"> <li>○ \$3 billion for environmental and climate justice block grants to invest in community-led projects in disadvantaged communities and community capacity building centers to address disproportionate impacts related to pollution and climate change.</li> <li>○ \$3 billion for neighborhood access and equity grants to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.</li> <li>○ \$3 billion for grants to reduce air pollution at ports to support the purchase and installation of zero-emission equipment and technology at ports.</li> <li>○ \$1 billion for clean heavy-duty vehicles, like school and transit buses and garbage trucks.</li> </ul> </li> <li>• Farmers, Forestland Owners, and Resilient Rural Communities:                             <ul style="list-style-type: none"> <li>○ More than \$20 billion to support climate-smart agriculture practices.</li> <li>○ \$5 billion in grants to support healthy, fire-resilient forests, forest conservation, and urban tree planting.</li> <li>○ Tax credits and grants to support the domestic production of biofuels, and to build the infrastructure needed for sustainable aviation fuel and other biofuels.</li> <li>○ \$2.6 billion in grants to conserve and restore coastal habitats and protect communities that depend on those habitats.</li> </ul> </li> </ul>
Renewable Electricity Production Tax Credit	<p>The renewable electricity production tax credit is a per-kWh federal tax credit included under Section 45 of the U.S. tax code for electricity generated by qualified renewable energy resources. It provides a corporate tax credit of 1.3 cents/kWh for electricity generated from landfill gas, open-loop biomass, municipal solid waste resources, qualified hydroelectric, and marine and hydrokinetic (150 kilowatts or larger). Electricity generation from wind, closed-loop biomass, and geothermal resources results in a corporate tax credit of as much as 2.5 cents/kWh.</p>

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PROGRAM	DESCRIPTION
Low-Income Solar and Wind Investment Tax Credit	This investment tax credit is currently a 30% federal tax credit claimed against the tax liability of residential (under Section 25D) and commercial and utility (under Section 48) investors in solar energy property. The Section 25D residential investment tax credit allows homeowners to apply the credit to their personal income taxes. This credit is used when homeowners purchase solar systems and have them installed on their homes. In the case of the Section 48 credit, the business that installs, develops, and/or finances the project claims the credit.
Greenhouse Gas Reduction Fund	<p>The Inflation Reduction Act amended the Clean Air Act to create a new program: the Greenhouse Gas Reduction Fund. This first-of-its-kind program will provide competitive grants to mobilize financing and leverage private capital for clean energy and climate projects that reduce GHG emissions—with an emphasis on projects that benefit low-income and disadvantaged communities—and further the Biden-Harris Administration’s commitment to environmental justice. The Greenhouse Gas Reduction Fund provides \$27 billion to U.S. EPA for expenditure until September 30, 2024. This includes:</p> <ul style="list-style-type: none"> <li>• \$7 billion for competitive grants to enable low-income and disadvantaged communities to deploy or benefit from zero-emission technologies, including distributed technologies on residential rooftops;</li> <li>• Nearly \$12 billion for competitive grants to eligible entities to provide financial and technical assistance to projects that reduce or avoid GHG emissions; and</li> <li>• \$8 billion for competitive grants to eligible entities to provide financial and technical assistance to projects that reduce or avoid GHG emissions in low-income and disadvantaged communities.</li> </ul>
Energy-Efficient Commercial Buildings Tax Deduction	The Energy-Efficient Commercial Buildings Tax Deduction incentivizes designers to meet or exceed an agency’s energy reduction requirements for new and existing buildings. The Energy Policy Act of 2005 allows building owners to receive a tax deduction (codified in U.S. Code Title 26, Section 179D) for expenses incurred for qualified energy-efficient building investments. In government-owned buildings, the government may allocate this deduction to the person(s) primarily responsible for designing the improvements. The deduction may be taken in the year the energy-efficient improvements are placed in service.
Reconnecting Communities Pilot Program—Planning Grants and Capital Construction Grants	The <a href="#">Bipartisan Infrastructure Law</a> established the new Reconnecting Communities Pilot discretionary grant program, funded with \$1 billion over the next 5 years. It is the first-ever federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants, capital construction grants, and technical assistance to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.
Resilient and Efficient Codes Implementation	\$225 million for the Infrastructure Investment and Jobs Act to advance state and local jurisdiction efficiency and resilience of building energy codes, as well as provide long-term sustainability of measures and savings, and address equity, energy, environmental justice, and resilience priorities. Funding is appropriated for “eligible entities to enable sustained cost-effective implementation of updated building energy codes” through a competitive grant process over five years (Fiscal Years 2022 through 2026). Awardees eligible for this funding must include a relevant state agency, and priority will be given to teams that include strategic partnerships, such as a local building code agency, codes and standards developers, associations of builders and design and construction professionals, and many others. Projects must be tied to an updated building energy code, which includes any amendment or code update resulting in increased energy efficiency as compared to the previously adopted code.

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PROGRAM	DESCRIPTION
<p>Low Income Home Energy Assistance Program (LIHEAP)</p>	<p>LIHEAP is a federal program administered by the U.S. Department of Health and Human Services that provides assistance to eligible low-income households to manage and meet their immediate home heating and/or cooling needs. LIHEAP offers several services to help low-income households meet their home energy needs:</p> <ul style="list-style-type: none"> <li>• The Home Energy Assistance Program, which provides one-time financial assistance to help balance an eligible household's utility bill.</li> <li>• The Energy Crisis Intervention Program, which provides assistance to low-income households that are in a crisis situation, such as households receiving a 24- to 48-hour disconnect notice or service termination by their utility company, or households facing an energy-related crisis that could be deemed potentially life-threatening, such as a combustible appliance.</li> <li>• LIHEAP Weatherization, which provides free energy efficiency upgrades to lower monthly utility bills and improve household health and safety.</li> <li>• Energy budget counseling, and education on basic energy efficiency practices and instruction on the proper use and maintenance of installed weatherization measures.</li> </ul>
<p>Pollution Prevention (P2) Grant Program</p>	<p>P2 grants provide technical assistance to businesses to help them develop and adopt source reduction practices (also known as "pollution prevention" or "P2"). "P2" means reducing or eliminating pollutants from entering any waste stream or otherwise released into the environment prior to recycling, treatment, or disposal.</p>
<p>Source Reduction Assistance Grant Program</p>	<p>Source reduction assistance grants can support research, experiments, surveys, demonstration projects, education, and training related to source reduction approaches, which is also known as "pollution prevention" or "P2."</p>
<p>Justice40 Investments</p>	<p>Executive Order 14008, Tackling the Climate Crisis at Home and Abroad, established the Justice40 Initiative, which directs 40% of the overall benefits of certain federal investments—including investments in clean energy and energy efficiency; clean transit; affordable and sustainable housing; training and workforce development; the remediation and reduction of legacy pollution; and the development of clean water infrastructure—to flow to disadvantaged communities. Through the President's Inflation Reduction Act, Bipartisan Infrastructure Law, and the American Rescue Plan, federal agencies are making historic levels of investment to advance environmental justice.</p>
<p>Electric Vehicles Tax Credits (Inflation Reduction Act of 2022)</p>	<p>The Inflation Reduction Act of 2022 extends tax credits for EVs and establishes new tax credits for used EVs and commercial EVs:</p> <ul style="list-style-type: none"> <li>• Light Duty EV Tax Credit: Up to \$7,500 to switch to an EV, extended through 2032.</li> <li>• Used EV Tax Credit: For the first time, used EVs will be eligible for federal tax credits of up to \$4,000 or 30% of the sales price, whichever is lower. The sales price must be less than \$25,000 and the vehicle must be at least two years old.</li> <li>• Commercial EV and Fuel Cell EV Tax Credit: New tax credit available to businesses, up to 15% for plug-in hybrid EVs and up to 30% for EVs and fuel cell EVs. As of December 2022, the credit extends to commercial and tax-exempt entities, making government entities eligible to claim the credit. The credit is up to \$7,500 for vehicles under 14,000 pounds and up to \$40,000 for all other vehicles.</li> <li>• EV Charging Equipment Tax Credit: Federal tax credit on charging equipment in low-income or non-urban areas that has been extended through 2032. For individual/residential uses, the tax credit remains unchanged at 30%, up to \$1,000. For commercial uses, the tax credit is 6%, with a maximum credit of \$100,000 per unit.</li> <li>• Clean Heavy-Duty Vehicles: \$1 billion allocated to replace Class 6 and 7 heavy-duty vehicles with clean EVs. These rebates can be used for up to 100% of the costs for vehicles, infrastructure, training, and planning and technical activities to support electrification.</li> <li>• Diesel Emissions Reduction Act Program: \$60 million to fund grants and rebates that protect human health and improve air quality by reducing harmful emissions from diesel engines.</li> <li>• Domestic Manufacturing Conversion Grants: \$2 billion in cost-shared grants for domestic production of efficient hybrid, plug-in electric hybrid, plug-in electric drive, and hydrogen fuel cell EVs.</li> </ul>

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PROGRAM	DESCRIPTION
	<ul style="list-style-type: none"> <li>Advanced Technology Vehicle Manufacturing Program: \$3 billion to originate, underwrite, and service loans to eligible automotive manufacturers and component manufacturers to finance the cost of re-equipping, expanding, or establishing manufacturing facilities in the U.S. to produce Advanced Technology Vehicles and qualifying components.</li> <li>Advanced Manufacturing Production Credit: A long-term extension of this tax credit for investments in manufacturing facilities for clean energy technologies.</li> </ul>
<p>Moving Ahead for Progress in the 21st Century (MAP-21)</p>	<p>Federal funding through the MAP-21 program is administered through the state and regional governments. MAP-21 funding is administered through the California Department of Transportation, metropolitan planning organizations (the Southern California Association of Governments in Southern California), and regional transportation planning agencies (the Riverside County Transportation Commission in Riverside County). Most of the funding programs are transportation versus recreation oriented, with an emphasis on reducing auto trips and providing an intermodal connection. In most cases, MAP-21 provides matching grants of 50–100%.</p>
<p>Safe Routes to Schools</p>	<p>Safe Routes to Schools is an international movement focused on increasing the number of children who walk or bike to school by funding projects that remove barriers to doing so. These barriers include a lack of infrastructure and non-infrastructure projects, safety, and limited programs that promote walking and bicycling. In California, separate Safe Routes to School programs are available at both the state and federal levels, and both programs fund qualifying infrastructure projects.</p>
<p>U.S. Department of Energy (DOE)</p>	<p>The federal government, including DOE, provides grants and other financial incentives to local governments for renewable energy installations and alternative fuel vehicle and fueling infrastructure. Information regarding programs is available at <a href="http://www.grants.gov">http://www.grants.gov</a>.</p> <p>DOE’s Zero-Emission Transit Bus Tax Exemption exempts zero-emission transit buses from state sales and use taxes when the buses are sold to public agencies in California. Through the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project and Low Oxides of Nitrogen (NOx) Engine Incentives, CARB provides vouchers to eligible fleets to reduce the incremental cost of qualified electric, hybrid, or natural gas trucks and buses at the time of purchase. Vouchers are available on a first-come, first-served basis.</p> <p>The DOE Loan Programs Office provides loan guarantees for innovative clean energy projects, fossil projects, nuclear projects, and energy infrastructure reinvestment projects under the Title 17 Innovative Clean Energy Loan Guarantee Program, authorized by the Energy Policy Act of 2005. Title 17 helps eliminate gaps in commercial financing for energy projects in the United States that utilize innovative technology to reduce, avoid, or sequester greenhouse gas emissions. Projects for funding include the following:</p> <ul style="list-style-type: none"> <li><i>Renewable Energy and Efficiency Energy projects</i> finance catalytic, replicable, and market-ready renewable energy and efficient energy technologies with \$4.5 billion of available loan guarantees. Technology areas of interest include Advanced Grid Integration &amp; Storage; Drop-In Biofuels; Waste-to-Energy; Enhancement of Existing Facilities; and Efficiency Improvements.</li> <li><i>Advanced Fossil Energy projects</i> have the potential to reduce carbon emissions in hard-to-decarbonize sectors. Eligible projects can utilize any fossil fuel and may come from across the spectrum of production and use, including resource development, energy generation, and end use. The four technology areas of interest are Advanced Resource Development, Carbon Capture, Low-Carbon Power Systems, and Efficiency Improvements.</li> <li><i>The Carbon Dioxide Transportation Infrastructure program</i> offers access to capital for large-capacity, common-carrier CO<sub>2</sub> transport projects (e.g., pipelines, rail, shipping, and other transport methods).</li> </ul>
<p>U.S. Department of Housing and Urban Development</p>	<p>The Home Improvement Program supports the implementation of energy efficient upgrades to qualifying low-to-moderate income households in owner-occupied single-family homes. The program is funded by the U.S. Department of Housing and Urban Development through allocation of the HOME Investment Partnerships Program formula grants.</p>

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PROGRAM	DESCRIPTION
USDA Supplemental Nutrition Assistance Program-Education (SNAP-Ed)	SNAP-Ed is a federally funded grant program that supports evidence-based nutrition education and obesity prevention interventions and projects for persons eligible for SNAP through complementary direct education, multi-level interventions, and community and public health approaches to improve nutrition.
USDA Water & Waste Disposal Loan & Grant Program	This program provides funding for clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and stormwater drainage to households and businesses in eligible rural areas. Eligibility includes most state and local governmental entities, private nonprofits, and federally recognized tribes.
WaterSense	WaterSense is a voluntary partnership program sponsored by U.S. EPA and is both a label for water-efficient products and a resource for helping residents and businesses save water.
<b>State Programs</b>	
CAL FIRE	<p>The CAL FIRE Urban and Community Forestry Program focuses on the use of trees and associated vegetation to provide multiple-benefit solutions and to mimic the functions of natural forests in neighborhoods. CAL FIRE offers grants to eligible applicants on an annual basis, as funding permits. These grants are designed to assist communities in creating or implementing multi-benefit projects with a focus on GHG emissions and providing benefits to disadvantaged communities.</p> <p>The Urban and Community Forestry Grant is provided to communities and projects that achieve multiple objectives for community protection, including vegetation management, fire risk reduction, GHG reductions, and habitat improvement.</p>
California Air Resources Board (CARB)	<p>CARB offers several grants, incentives, and credits programs to reduce on-road and off-road transportation emissions. Residents, businesses, and fleet operators can receive funds or incentives depending on the program.</p> <ul style="list-style-type: none"> <li>• The California Vehicle Rebate Program provides up to \$7,000 for recipients to purchase or lease a new plug-in hybrid EV, battery EV, or fuel cell EV. The program prioritizes low-income recipients.</li> <li>• The Car Sharing and Mobility Options Program provides funding for bikeshare options in low-income areas.</li> <li>• The Carl Moyer Program provides funding to replace older heavy-duty diesel vehicles and equipment with cleaner technologies, primarily in environmental justice and low-income communities.</li> <li>• Clean Mobility Options Voucher Pilot Program funds zero-emission mobility projects such as carsharing, bikesharing, vanpooling, ride-on-demand services, and innovative transit services in disadvantaged communities.</li> <li>• The Bus Replacement Grant Program offers grants for the purchase of new zero-emission buses to replace old gasoline, diesel, compressed natural gas, or propane buses.</li> <li>• The Hybrid and Zero Emission Truck and Bus Voucher Incentive Project accelerates commercialization by providing point-of-sale vouchers to make advanced vehicles more affordable.</li> <li>• The Clean Vehicle Assistance Program provides grants and affordable financing to help California residents with gross household incomes less than or equal to 400% of the federal poverty level to purchase a new or used hybrid vehicle or EV.</li> <li>• The Clean Cars 4 All Program (formerly known as the Enhanced Fleet Modernization Plus-Up Program) helps get lower-income consumers into cleaner technology vehicles by retiring their older, higher-polluting vehicles and upgrading to cleaner vehicles. Participants also have the option to replace their older vehicles for alternative mobility options such as public transit passes or electric bicycles.</li> <li>• The Clean Off-Road Equipment Voucher Incentive Project promotes the purchase of clean technology over internal combustion options, targeting commercial-ready off-road products that have not yet achieved a significant market foothold.</li> <li>• The \$1 billion Proposition 1B Goods Movement Emission Reduction Program is a partnership between CARB and local agencies, air districts, and seaports to quickly reduce air pollutant emissions and health risks from freight movement along California's trade corridors.</li> </ul>

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PROGRAM	DESCRIPTION
	<ul style="list-style-type: none"> <li>• The Lower-Emission School Bus Program provides funds to purchase new buses to replace old, high-emitting public school buses.</li> <li>• The Air Quality Improvement Program (AB 118) is a voluntary incentive program administered by CARB to fund clean vehicle and equipment projects, research on biofuels production, and the air quality impacts of alternative fuels, and workforce training.</li> <li>• CARB provides the Low Carbon Transportation Investments and Air Quality Improvement Program which provides mobile source incentives to reduce GHG, criteria pollutant, and toxic air contaminant emissions through the deployment of advanced technology and clean transportation in the light-duty and heavy-duty sectors.</li> </ul>
California Climate Investments (CCI)	<p>CCI uses proceeds from the cap-and-trade program to facilitate comprehensive and coordinated investments throughout California to further the state’s climate goals. Through funding from the state’s Greenhouse Gas Reduction Fund, CCI offers the following incentive programs:</p> <ul style="list-style-type: none"> <li>• The California Vehicle Rebate Program provides funding for recipients to purchase or lease a new plug-in hybrid EV, battery EV, or fuel cell EV.</li> <li>• The Clean Vehicle Assistance Program provides grants and affordable financing to help low-income Californians purchase a new or used hybrid vehicle or EV.</li> <li>• Various programs promote clean energy and energy efficiency.</li> </ul>
California Department of Community Services and Development	<p>The Low Income Weatherization Program supports owners and residents to lower their utility costs, save energy, and reduce GHG emissions from multifamily properties. This program is funded by the California Department of Community Services and Development and covers approximately 30–100% of energy efficiency upgrade costs for low-income residents in disadvantaged communities. The program also provides free property assessments, design assistance, and contractor coordination.</p>
California Department of Conservation	<p>The Multibenefit Land Repurposing Program funds groundwater sustainability projects that reduce groundwater use, repurpose irrigated agricultural land, and provide wildlife habitat. The program seeks to increase regional capacity to repurpose agricultural land to reduce reliance on groundwater while providing community health, economic well-being, water supply, habitat, and climate benefits.</p>
California Department of Fish and Wildlife (CDFW)	<p>CDFW implements a number of programs to support green infrastructure, parks, urban forestry, and agriculture, and ultimately reduce GHG emissions:</p> <ul style="list-style-type: none"> <li>• Funding opportunities for multi-benefit ecosystem restoration and protection projects under both Proposition 1 and Proposition 68. Funding focuses on planning, implementation, and acquisition projects across multiple priorities.</li> <li>• The Wetlands Restoration for Greenhouse Gas Reduction Program, which restores wetland ecosystems to provide essential services to California’s people, wildlife, and fish. Wetlands have high carbon sequestration rates that can sequester carbon for decades. This program is part of CCI.</li> </ul>
California Department of Motor Vehicles	<p>California’s Motor Vehicle Registration Fee Program provides funding for projects that reduce air pollution from on- and off-road vehicles. Eligible projects include purchasing alternative fueled vehicles and developing alternative fueling infrastructure. Grant funding and distribution information is available from local air districts and on the program’s website.</p>
California Department of Resources Recycling and Recovery (CalRecycle)	<p>CalRecycle grant programs allow jurisdictions to assist public and private entities in management of waste streams. Incorporated cities and counties in California are eligible for funds. Program funds are intended to:</p> <ul style="list-style-type: none"> <li>• Reduce, reuse, and recycle all waste;</li> <li>• Reduce landfill disposal of organics, including food waste;</li> <li>• Encourage development of recycled-content products and markets; and</li> <li>• Protect public health and safety and foster environmental sustainability.</li> </ul>



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PROGRAM	DESCRIPTION
	<p>The Recycling Market Development Zone Program combines recycling with economic development to fuel new businesses, expand existing ones, create jobs, and divert waste from landfills. This program provides attractive loans, technical assistance, and free product marketing to businesses that use materials from the waste stream to manufacture their products and are located in a zone.</p> <p>The Farm &amp; Ranch Solid Waste Cleanup and Abatement Grant Program provides funding to help cleanup and prevent illegal dumping on “farm and/or ranch” property. Funding includes reimbursement for administrative, recycling/disposal (tires), equipment, material, and personnel costs.</p>
<p>California Department of Transportation (Caltrans)</p>	<p>Caltrans offers funding programs to support implementation of bicycle and pedestrian infrastructure:</p> <ul style="list-style-type: none"> <li>• The Active Transportation Program funds bike and pedestrian infrastructure projects, educational and promotional efforts, safe routes to school projects, and active transportation planning. The state awards half of the funds through a competitive grants process. Forty percent goes to metropolitan agencies to distribute and 10% goes to rural areas. At least 25% of all funds must benefit residents in disadvantaged communities.</li> <li>• Sustainable Communities Grants are issued to encourage local and regional planning that furthers state goals related to sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.</li> <li>• The Strategic Partnerships Grants help to identify and address statewide, interregional, or regional transportation deficiencies on the state highway system in partnership with Caltrans. This program also funds transit-focused planning projects that address multimodal transportation deficiencies.</li> <li>• Transportation Development Act Article 3 (SB 821) funding, also known as the Local Transportation Fund, is used by cities for the planning and construction of bicycle and pedestrian facilities.</li> </ul>
<p>California Department of Food and Agriculture (CDFA)</p>	<p>CDFA’s Alternative Manure Management Program provides financial assistance for the implementation of non-digester manure management practices to help reduce GHG emissions. The Fertilizer Research and Education Program funds research and education to advance the environmentally safe and agronomically sound use and handling of fertilizing materials.</p>
<p>California Energy Commission (CEC)</p>	<p>The CEC funds both the California Capital Access Program and the CALeVIP program, which provide incentives for installation of vehicle charging infrastructure.</p> <p>The Southern California Incentive Project, part of CALeVIP, offers rebates of up to \$70,000 per DC fast EVSE installation at new sites and 75% of total project costs, and up to \$40,000 per DC fast EVSE installation at replacement or make-ready sites. Installations in disadvantaged communities are eligible for rebates for 80% of the total project cost, up to \$80,000 per DC fast EVSE, regardless of installation site type.</p> <p>The California Capital Access Program provides small business borrowers and lenders incentives to finance the design, development, purchase, and installation of EV charging stations in California.</p> <p>The CEC’s Clean Transportation Program (also known as Alternative and Renewable Fuel and Vehicle Technology Program) invests up to \$100 million annually to support innovation and accelerate the development and deployment of advanced transportation and fuel technologies. The CEC is also the primary funder of the state’s advanced microgrid projects, and to date has dedicated \$84.5 million in matching funding to develop 20 projects across the state.</p> <p>The CEC provides loan programs through the Energy Conservation Assistance Act (ECAA) that support energy efficiency and energy generation projects.</p> <ul style="list-style-type: none"> <li>• The ECAA-Ed program provides zero-interest-rate loans to public school districts, charter schools, county offices of education, and state special schools.</li> <li>• The ECAA Low-Interest Loans program provides 1%-interest loans to local governments, special districts, public colleges and universities, public care institutions, and public hospitals for energy retrofits and some new construction projects.</li> </ul>

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PROGRAM	DESCRIPTION
California Natural Resources Agency	<p>The California Natural Resources Agency offers a variety of grant and loan programs within its departments and conservancies:</p> <ul style="list-style-type: none"> <li>• The Urban Greening Grant Program funds projects that reduce GHG emissions by sequestering carbon, decreasing energy consumption, and reducing vehicle miles traveled.</li> <li>• The Environmental Enhancement &amp; Mitigation Program funds projects that contribute to mitigation of the environmental effects of transportation facilities. These include urban forestry projects designed to offset vehicular CO<sub>2</sub> emissions.</li> <li>• The Urban Green Infrastructure Program provides funding for multi-benefit green infrastructure investments in or benefiting disadvantaged or severely disadvantaged communities.</li> </ul>
California Public Utilities Commission (CPUC)	<p>CPUC administers several programs to incentivize electrification, reduce GHG emissions, and support lower income households:</p> <ul style="list-style-type: none"> <li>• \$200 million for the Technology and Equipment for Clean Heating and Building Initiative for Low Emissions Development programs, to cut carbon emissions in buildings and low-income households from fossil fuel combustion.</li> <li>• The California Solar Initiative provides incentives to low-income customers installing solar PV systems and to all utility customers installing solar water heating systems. The California Solar Initiative has a Single-family Affordable Solar Homes Program, managed by GRID Alternatives, that provides qualified low-income homeowners fixed, upfront, capacity-based incentives to help offset the upfront cost of a solar electric system.</li> <li>• The Self-Generation Incentive Program provides incentives to support existing, new, and emerging distributed energy resources, with rebates for qualifying distributed energy systems installed on the customer's side of the utility meter. Qualifying technologies include wind turbines, waste-heat-to-power technologies, pressure reduction turbines, internal combustion engines, microturbines, gas turbines, fuel cells, and advanced energy storage systems.</li> <li>• A \$1 billion investment has been made over five years for the statewide Transportation Electrification Program to help accelerate EV adoption, with 70% of the funds to go toward charging for medium- and heavy-duty vehicles and 30% to go toward light-duty charging at or near multiunit dwellings. The program offers rebates for customer-side (“behind-the-meter”) EV infrastructure investments at commercial, industrial, and residential sites beginning in 2025 and provides higher rebates for projects in underserved, disadvantaged, and tribal communities.</li> <li>• The California Alternate Rates for Energy (CARE) program offers up to 35% discounts on electric bills and a 20% discount on natural gas bills for qualifying lower-income households.</li> <li>• The Family Electric Rate Assistance Program offers an 18% discount on electricity bills for households whose income slightly exceeds CARE allowances.</li> </ul>
California State Board of Equalization	<p>Section 73 of the California Revenue and Taxation Code allows a property tax exclusion for qualifying new solar installations, meaning that property taxes will not increase for individuals if they install solar on their property. This tax exclusion was set to expire in 2016, but is now extended through January 1, 2025.</p>
California Department of Housing and Community Development (HCD) Local Early Action Planning (LEAP) Grant	<p>The LEAP Program provides over-the-counter grants complemented by technical assistance to local governments for the preparation and adoption of planning documents and process improvements that:</p> <ul style="list-style-type: none"> <li>• Accelerate housing production.</li> <li>• Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.</li> </ul> <p>Increasing the availability of affordable homes statewide is critical to bettering the quality of life of all Californians and to ending homelessness. In the 2019–20 Budget Act, Governor Gavin Newsom allocated \$250 million for all regions, cities, and counties to do their part by prioritizing planning activities that accelerate housing production to meet the identified needs of every community. With this allocation, HCD established the LEAP Program with \$119 million for cities and counties. LEAP provides one-time grant funding to cities and counties to update their planning documents and implement process improvements that will facilitate the acceleration of housing production and help local governments prepare for their sixth-cycle Regional Housing Needs Assessment much like the SB 2 Planning Grants.</p>

**Table G-1: Potential Funding Sources to Support CAP Implementation**

PROGRAM	DESCRIPTION
California State Transportation Agency	<p>The Transit and Intercity Rail Capital Program was created by SB 862 to provide grants from the state’s Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems. The aim is to reduce GHG emissions by reducing congestion and vehicle miles traveled throughout California.</p> <p>The 2023 program includes approximately \$1.3 billion for seven projects in the six-county SCAG region, to improve regional transportation and reduce GHG emissions, congestion, and vehicle miles traveled. The funding includes \$600 million for the East San Fernando Valley Transit Corridor, part of the Los Angeles County Metropolitan Transportation Authority transit network.</p>
Energy Upgrade California	<p>Energy Upgrade California is a statewide program that educates California residents about opportunities to manage energy use, identify clean-energy options, and find rebates and incentives to increase energy-efficiency. The program is supported by CPUC, the CEC, various utilities, regional energy networks, community choice aggregations, businesses, nonprofits, and local governments. The Gateway Cities Energy Leader Partnership offers assistance in understanding this program and finding contractors that can assess and complete projects that are funding-eligible. Funding is provided by investor-owned energy utility customers under the auspices of CPUC and the CEC.</p>
Strategic Growth Council (SGC)	<p>SGC’s Affordable Housing and Sustainable Communities Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces GHG emissions. Funding for the program is provided by the state’s Greenhouse Gas Reduction Fund.</p> <p>The Transformative Climate Communities Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California’s most disadvantaged communities. Funded by California’s Cap-and-Trade Program, the Transformative Climate Communities Program empowers the communities most affected by pollution to choose their own goals, strategies, and projects to enact transformational change—all with data-driven milestones and measurable outcomes.</p> <p>SGC’s Urban Greening Grant Program funds urban greening projects and plans that reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits. These funds assist entities in developing a master urban greening plan that will ultimately result in projects to help the state meet its environmental goals and the creation of healthy communities. These funds also assist entities to preserve, enhance, increase or establish community green areas such as urban forests, open spaces, wetlands and community spaces (e.g., community gardens).</p>
<b>Regional Programs</b>	
Clean Power Alliance (CPA)	<p>The CPA is the community choice aggregation serving local businesses and residents in greater Los Angeles County. CPA offers a variety of programs and funding sources geared toward local renewable energy generation and storage as well as demand response management. Since October 2022, customers in unincorporated Los Angeles County are receiving 100% renewable energy – wind, solar, geothermal – from CPA, compared to the 50% clean energy previously received. And most of the renewable energy is produced in California.</p> <p>The Powershare program offers income-qualified customers in under-resourced communities with discounted 100% renewable energy.</p>
Property Assessed Clean Energy (PACE) programs	<p>PACE programs offer financing of energy-efficient upgrades for different types of residential, commercial, and industrial properties. With the PACE framework, local governments provide initial funds for the installation of energy-efficient projects and renewable-energy systems. The property owner then repays the loan over a period of time. The Home Energy Renovation Opportunity program is an energy-efficient financing program designed specifically for residential upgrades where the loan becomes part of the property assessment and is repaid through property taxes.</p>

**Table G-1: Potential Funding Sources to Support CAP Implementation**

PROGRAM	DESCRIPTION
<p>Proposition A Local Return transit fund</p>	<p>Approved by voters in November 1980, Proposition A is a half-cent sales tax dedicated to transportation funding and was the first of its kind to address transportation challenges in Los Angeles County. Proposition A has funded transportation projects, improved bus service, initiated plans for a rail system that continues to be expanded today, and helped subsidize fares. The Proposition A expenditure plan includes three categories: 25% to Local Return programs, 35% to rail development, and 40% to discretionary.</p>
<p>South Coast Air Quality Management District (SCAQMD)</p>	<p>For the year 2018, AB 617 provided SCAQMD with \$10.7 million in funding to develop community emissions reduction plans, conduct community monitoring and analysis, and implement best available retrofit control technology for facilities in the cap-and-trade program. With the passage of AB 617, SCAQMD expects to receive \$107.5 million in new funding for eligible projects under the Carl Moyer Program, to replace older heavy-duty diesel vehicles and equipment with cleaner technologies, primarily in environmental justice and low-income communities.</p> <p>SCAQMD and the Mobile Source Air Pollution Reduction Review Committee provide Clean Transportation Funding to support a variety of emissions reduction programs including the Replace Your Ride Program and the Residential Electric Vehicle Charging Incentive Program. SCAQMD provides a variety of financial incentives to reduce emissions through the Vehicle and Engine Upgrade Programs, which include grants for incremental funding, subsidies, or vouchers, with many designed to promote voluntary introduction of new technologies on an accelerated schedule.</p> <ul style="list-style-type: none"> <li>• The Heavy-Duty Zero Emission Vehicle Replacement Grant offers grants for the replacement or repower of eligible Class 7 and 8 heavy-duty vehicles with low NOx vehicles.</li> <li>• The Goods Movement Emission Reduction Program (Proposition 1B Program) provides funding for projects that reduce emissions from goods movement operations near ports, railyards, distribution centers, and roads with high truck traffic.</li> </ul> <p>SCAQMD offers multiple rebates to incentivize installation of alternative fuel infrastructure and energy efficient upgrades, and improve air quality within the region.</p> <ul style="list-style-type: none"> <li>• The Clean Fuels Fund provides grants for the installation of alternative fuel infrastructure, expediting the transition of gasoline- and diesel-powered vehicles to those that operate on cleaner burning alternatives such as natural gas.</li> <li>• The Electric Lawn Mower Rebate Program offsets the costs of purchasing an electric lawn mower. Participants can purchase a new electric lawn mower, turn in their old gasoline lawn mower to an approved dismantler for permanent destruction, and then receive a rebate based on the purchase price of the new electric lawn mower.</li> <li>• The CLEANair Furnace Rebate Program, implemented by the Electric &amp; Gas Industries Association, provides rebates to residents who purchase and install a compliant furnace that meets the SCAQMD Rule 1111 NOx emission limit.</li> </ul>
<p>Southern California Association of Governments (SCAG)</p>	<p>SCAG provides a variety of services to assist local jurisdictions with implementing bicycle infrastructure and to encourage the community to use active modes of transportation.</p> <ul style="list-style-type: none"> <li>• The Sustainable Communities Program provides direct technical assistance to jurisdictions to complete planning and policy efforts that enable implementation of the RTP/SCS.</li> <li>• SCAG’s Go Human program is a community outreach and advertising campaign with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. This program is funded by grants from the California Office of Traffic Safety, the California Active Transportation Program, the Mobile Source Air Pollution Reduction Review Committee, and other local sponsors. The program encourages active transportation through education, advocacy, information sharing, and events.</li> </ul>
<p>Metropolitan Water District of Southern California (MWD)</p>	<p>SoCal Water\$mart program is a partnership between MWD and its 26 member agencies including West Basin Municipal Water District, to fund home and business rebates.</p>
<p>Southern California Edison (SCE)</p>	<p>SCE’s Charge Ready Program assists businesses, government organizations, and property owners with deploying the infrastructure and equipment necessary to support EV charging stations at their multi-family buildings, public sector, or business locations. The program includes rebates for EVSE installation, as well as technical assistance. Rebate amounts vary, and sites located in disadvantaged communities are eligible for additional rebates.</p>

**Table G-1: Potential Funding Sources to Support CAP Implementation**

PROGRAM	DESCRIPTION
	<p>The Charge Ready Transit Bus pilot program. designed specifically for transit agencies, provides financial assistance for bus charging stations and supporting electrical infrastructure.</p> <p>SCE offers the following tools and resources that enable residential customers and businesses to manage costs, reduce energy usage, and get payment assistance:</p> <ul style="list-style-type: none"> <li>• The Energy Savings Assistance program is available to certain homeowners and renters who receive electric services through a residential meter and have an SCE account.</li> <li>• For businesses, SCE offers Continuous Energy Improvement, a free consulting service.</li> <li>• The Mobile Home Upgrade program offers no-cost energy conservation evaluations by an energy specialist to identify opportunities for energy reduction and savings on electricity bills. The program also offers energy efficiency installations and improvements and is available to mobile homes or mobile home communities that have an active SCE service account.</li> <li>• The Direct Install Program for businesses to reduce energy costs. Under this program, businesses receive an energy efficiency evaluation and installation of energy efficient equipment including LED lights, fluorescent lighting, hi-bay lighting, refrigeration, and LED signs.</li> <li>• SCE offers special electric vehicle Time-of-Use rate plans that offer reduced rates when customers charge during off-peak hours.</li> <li>• SCE customers can join SCE’s Green Rate or Community Renewables Program to tap into the power of the sun through new renewable energy options, without having to install their own solar panels.</li> <li>• SCE’s Home Efficiency Guide provides information regarding home energy use and conservation opportunities. The Home Efficiency Guide emphasizes the benefits of electric appliances including increased energy efficiency, energy bill reduction, improvements to indoor air quality, and overall environmental benefits.</li> </ul>
<p>Southern California Gas Company (SoCal Gas)/Sempra Energy</p>	<p>SoCalGas offers programs to single-family residential, multifamily residential, and commercial customers to identify energy efficiency improvements that save money and energy. Cities can join a Local Government Partnership with SoCalGas to gain access to increased rebates and incentives, free facility audits, and assistance for community outreach/events. These programs are funded by California utility customers under the auspices of CPUC.</p> <ul style="list-style-type: none"> <li>• The Energy Savings Assistance Program provides weatherization services to low-income households served by SCE who meet the CARE program income guidelines.</li> <li>• The Comprehensive Mobile Home Program offers no-cost energy conservation evaluations and energy efficiency installations such as low-flow showerheads and faucet aerator. The program also provides natural gas energy efficiency improvements such as duct tests and seal of heating, ventilation, and air conditioning systems.</li> <li>• The Commercial Direct Install Program offers long-term energy savings to qualifying customers. Through this program, a trained energy efficiency representative will evaluate energy and water use to identify areas for businesses to save energy and water.</li> <li>• The Residential Direct Install Program has no income requirements and is available to renters and homeowners living in single-family and multifamily dwellings. This no-cost program provides energy improvements to eligible customers to help make their homes more comfortable and help conserve energy, which could lead to lower utility bills.</li> <li>• The SoCalGas Marketplace is an online tool that features incentives for energy-efficient home appliances and consumer electronics.</li> <li>• SoCalGas offers a special residential natural gas vehicle billing rate for customers who choose this option. Refueling a natural gas vehicle at home on this rate may yield a lower refueling cost compared with using a public station.</li> </ul>
<p><b>Local Funding</b></p>	
<p>County General Fund</p>	<p>Annual budgeting allocations fund departmental operations for staff resources to implement programs. Programs needing funding beyond staff resources are assessed through the annual budgeting and prioritization process.</p>

**Table G-1: Potential Funding Sources to Support CAP Implementation**

PROGRAM	DESCRIPTION
<b>Private and Nongovernmental Support</b>	
Community-based nonprofits	Community-based nonprofits should be considered as resources for direct and indirect support, including funding, for program activation and operations. For example, GRID Alternatives helps provide access to clean, renewable solar energy to low-income families and hands-on job training to help workers enter the solar industry.
Private investors	Private investors may provide funding to local governments. For example, energy service companies can finance the upfront investments in energy efficiency, reimbursed by the local government over a contract period. Private companies may finance solar power installations, and then recoup their investment by selling the resulting power to the building owner.
Independent Energy Purchase/Solar Services Model	Local governments can finance solar PV system purchases and installations at no upfront cost by signing a long-term power purchase agreement with a developer and agreeing to host a PV system at its facility. The developer pays for the design, construction, and installation of the system, often arranging third-party financing. The investor who provides the upfront capital and owns the project receives returns from payments from the host developer. The host's payments are at a predetermined fixed price and are assessed much like a monthly utility payment. The local government, as host, benefits from the fixed-income price payments, reduced peaked energy costs, and reduced GHG emissions, all at no upfront cost.

*Abbreviations: AB = Assembly Bill; CAL FIRE = California Department of Forestry and Fire Protection; CALeVIP = California Electric Vehicle Infrastructure Project; CalRecycle = California Department of Resources Recycling and Recovery; Caltrans = California Department of Transportation; CAP = climate action plan; CARB = California Air Resources Board; CARE = California Alternate Rates for Energy; CCI = California Climate Investments; CDFA = California Department of Food and Agriculture; CDFW = California Department of Fish and Wildlife; CEC = California Energy Commission; CIFIA = Carbon Dioxide Transportation Infrastructure Finance and Innovation; CO<sub>2</sub> = carbon dioxide; County = County of Los Angeles government; CPA = Clean Power Alliance; CPUC = California Public Utilities Commission; DC = direct current; DOE = U.S. Department of Energy; ECAA = Energy Conservation Assistance Act; EEM = Energy Efficient Mortgage; EV = electric vehicle; EVSE = electric vehicle supply equipment; FHA = Federal Housing Administration; GHG = greenhouse gas; HCD = California Department of Housing and Community Development; kWh = kilowatt-hour; LEAP = Local Early Action Planning; LED = light-emitting diode; LiHEAP = Low Income Home Energy Assistance Program; MAP-21 = Moving Ahead for Progress in the 21st Century; MWD = Metropolitan Water District of Southern California; NO<sub>x</sub> = oxides of nitrogen; P2 = Pollution Prevention; PACE = Property Assessed Clean Energy; PV = photovoltaic; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; SB = Senate Bill; SCAG = Southern California Association of Governments; SCAQMD = South Coast Air Quality Management District; SCE = Southern California Edison; SGC = Strategic Growth Council; SNAP = Supplemental Nutrition Assistance Program; SNAP-Ed = Supplemental Nutrition Assistance Program-Education; SoCalGas = Southern California Gas Company; U.S. EPA = U.S. Environmental Protection Agency; USDA = U.S. Department of Agriculture*