Guide to Cap-and-Trade Programs

Updated Jan. 20, 2016

Cap and Trade Guide: Introduction and Background

This guide contains an overview of programs relevant to city funding that utilize Cap-and-Trade Auction Revenues. Though other programs, like high-speed rail, will impact California cities, this guide is being compiled with eye toward funding for which cities are most likely to apply.

These information sheets attempt to guide readers toward more complete information on program guidelines, application procedures and other important information. This guide will be periodically updated, as new information becomes available. It and other relevant information about cap-and-trade programs will be posted at http://www.cacities.org/capandtrade/.

For more complete information about Cap and Trade -- including an explanation of how Cap-and-Trade functions and variety of other programs being funded with auction revenue -- see the California Environmental Protection Agency's Cap-and-Trade Page.

Gov. Jerry Brown's proposed FY 2016-17 budget would allocate $3.1 billion from Cap-and-Trade auction proceeds, which includes the balance of auction proceeds that were not allocated in FY 2015-16. The governor's Cap-and-Trade expenditure plan proposes:

Continuous Appropriation (60 percent of annual auction proceeds)

- $500 million for High-Speed Rail Projects
- $100 million for Low Carbon Transit Operations
- $200 million Transit and Intercity Rail projects
- $400 million Affordable Housing and Sustainable Communities program

One-time Appropriation (40 percent of annual auction proceeds in plus balance of FY 2015-16 auction proceeds)

- $400 million for Transit and Intercity Rail Capital program for additional competitive grants to support capital improvements to integrate state, local and other transit systems, including those located in disadvantaged communities, and to provide connectivity to high-speed rail.
- $100 million for the Department of Transportation to administer the Low Carbon Road Program, which will prioritize disadvantaged communities, and provide competitive grants for improvements to local streets and roads

that encourage active transportation, such as walking and bicycling, transit, and other carbon-reducing road investments.

- $500 million for the Air Resources Board's Low Carbon Transportation Program to provide incentives for low carbon freight and passenger transportation, including rebates for zero emission cars, vouchers for hybrid trucks and zero-emission trucks and other uses.
- $25 million for the Energy Commission for Biofuel Facility Investments.
- $100 million for the Strategic Growth Council to administer the Transformational Climate Communities Program to support local climate actions in the state's top 5 percent of disadvantaged communities. Funding will support projects that integrate multiple, cross-cutting approaches to reduce GHG emissions.
- $40 million for the Air Resources Control Board for black carbon woodsmoke.
- $20 million for the Air Resources Control Board refrigerants.
- $100 million for the Department of Resources, Recycling and Recovery to provide financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting, anaerobic digestion, fiber, plastic, and glass facilities is necessary to divert more materials from landfills.
- $30 million for the Department of Food and Agriculture for water and energy efficiency.
- $60 million for the Energy Commission for water and energy technology programs and appliance rebates.
- $60 million for the Department of Fish and Wildlife for wetland and watershed restoration.
- $150 million for CAL FIRE to support forest health programs that reduce GHG emissions through fuel reduction, reforestation projects, pest and diseased tree removal, and long-term protection of forested lands vulnerable to conversion.
- $30 million for CAL FIRE to Urban Forestry programs.
- $20 million for the Natural Resources Agency for urban greening projects.
- $30 million for the Department of General Services to implement Executive Order B-18-12 that requires state agencies to reduce GHG emissions by 10 percent by 2015 and 20 percent by 2020.
- $20 million for the California Infrastructure and Economic Development Bank (I Bank) to leverage private investments in energy efficiency and renewable energy projects in public buildings that will save money by using less energy.
- $15 million for the Conservation Corps for Energy Corps. This funding will support 10 crews and approximately 100 corps members to conduct energy

audits and install energy efficiency and water conservation upgrades in public buildings over the next several years.

- $75 million for the Department of Community Services and Development for energy efficiency upgrades and weatherization.
- $60 million for UC and CSU for renewable energy and energy efficiency projects.

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A Note on State Identification of Disadvantaged Communities

SB 535 (De León, Chapter 830, Statutes of 2012) requires that 25 percent of all non-utility cap and trade revenues be used to the benefit of disadvantaged communities. The bill requires CalEPA to identify disadvantaged communities based on geographic, socioeconomic, public health and environmental hazard criteria. This bill led to the development of the screening tool dubbed CalEnviroScreen.

CalEPA has produced a spreadsheet identifying the census tract, overall CalEnviroScreen score, the CalEnviroScreen percentile, the pollution burden, population characteristics, total population, the county, zip code and nearest city.

For more information about disadvantaged communities, including interactive maps, please see http://www.calepa.ca.gov/EnvJustice/GHGInvest/.

Some new programs include specific requirements to meet the requirements of SB 535, and are discussed in the program information sheets.

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Affordable Housing and Sustainable Communities (AHSC) Program

Available Funding: $400 million in FY 2015-16; 20 percent ongoing.

Administered by: the Strategic Growth Council. It developed 2015-16 guidelines consistent with the eligibility and policy objectives in the statute. The council will work with other state agencies, like the Air Resources Board (ARB) and Housing and Community Development Department (HCD), because SGC is charged with leveraging the expertise of relevant state agencies and departments in implementing the program.

Eligible applicants: Local governments, transportation and transit agencies, for- and nonprofit developers.

Overview/Purpose: The purpose of the AHSC Program is to reduce greenhouse gas emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following:

- reducing air pollution;
- improving conditions in disadvantaged communities;
- supporting or improving public health and other co-benefits;
- improving connectivity and accessibility to jobs, housing, and services;
- increasing options for mobility, including the implementation of the Active
- Transportation Program;
- increasing transit ridership;
- preserving and developing affordable housing for lower income households;
- protecting agricultural lands to support infill development.

Process: Funds will be allocated through a competitive process, funds will be allocated through a competitive process, "based on the merits of the proposal to support sustainable development that expands and improves transit, walking and bicycling infrastructure and provides opportunities to reduce vehicle miles traveled by supporting connectivity between housing and key destinations to bring about reduction of greenhouse gas emissions."

Eligible projects:
The AHSC guidelines identify three project prototypes:

Transit-Oriented Development Project Areas (TOD): These projects must demonstrate vehicle miles traveled reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking by integrating high quality transit systems and key destinations including residential/mixed uses, with an emphasis on affordable housing development and disadvantaged community benefits within a neighborhood, district or corridor.

TOD examples include:

- projects improving access to public transit, biking or walking infrastructure and affordable housing or mixed-use areas, with a focus on connecting residents to key destinations, like schools and neighborhood retail (these could improve safe and accessible street projects, like improvements to bus stops or transit stations, access to schools, transit and parks or increasing visibility along pathways);
- similar projects impacting a larger geographic area, like a multi- or inter-modal regional transit hub;
- similar projects focused on improving transportation operations along a transit corridor.

Integrated Connectivity Project Areas (ICP): Projects must demonstrate vehicle miles traveled reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits. Note: Projects that include high quality transit are ineligible to apply as ICPs.

Rural Innovation Project Areas (RIPA): Projects must demonstrate vehicle miles traveled reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit within a rural area.

ICP / RIPA examples include:

- projects that improve transportation infrastructure, like bike/pedestrian connections from employment centers to transit, transit station improvements or a vanpool fleet paired with at least one additional capital or program use, like transit station improvements, an affordable housing development or a transit ridership program.

Special considerations and notes:

- At least 50 percent must be used for Affordable Housing (grants and loans)
- 50 percent of funds must benefit disadvantaged communities

- Target 35 percent of available funds to TODs
- Target 35 percent of available funds to ICPs
- Target 10 percent of available funds to RIPAs
- All project area types are subject to the following minimum and maximum award amounts: $20 million maximum, $1 million minimum for TODs or $500,000 for ICPs and RIPAs
- For full program requirements, see the 2015-16 AHSC Program Guidelines

How to access funds:
The 2015-16 application and review process timeline:

- January 2016: Release of 2015-16 Notice of Funding Availability;
- February 2016: Concept applications due;
- April 2016: Full applications due;
- July / August 2016: Awards announced.

For more information, contact: Strategic Growth Council, (916) 322-2318 or www.sgc.ca.gov

League Staff Contact: Jennifer Whiting, jwhiting@cacities.org

Sustainable Agricultural Land Conservation (SALC) Program

Available Funding: $130 million in FY 2014-15; 20 percent ongoing (see below).

Administered by: Strategic Growth Council developed guidelines consistent with eligibility and policy objectives in the statute. SGC charged the Department of Housing and Community Development (HCD) with implementing the transportation and infrastructure elements of the SALC program, and the California Natural Resources Agency and the Department of Conservation with implementing agricultural land elements.

Overview/Purpose: The purpose of AHSC – including SALC – is to support projects that reduce greenhouse gas emissions (GHG) by implementing land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, as well as other related and coordinated public policy objectives. SALC will provide grants or loans to projects that will achieve GHG reductions by protecting agricultural lands through investments in strategic planning and agricultural easements, with the goals of avoiding greater GHG emissions from non-agricultural development and sequestering carbon. Other foreseen benefits include: ensuring food security, energy conservation, protecting wildlife habitat, and supporting both flood mitigation and groundwater recharge.

The FY 2015-16 guidelines for SALC include two investment types:

• Agricultural Land Conservation Strategies and Outcomes: Grants to counties, cities, and partners (agricultural organizations, land trusts, open-space districts) to design and implement a local or regional agricultural land conservation strategy that results in an outcome that reduces greenhouse gas emissions through the long-term protection of agricultural lands under threat of conversion by promoting regional growth within discrete boundaries. Up to $2.5 million in FY 2015-16 will be allocated for grants of up to $250,000 each. A minimum 10 percent local match is required.

• Agricultural Conservation Easements: Grants to protect important agricultural lands under threat of conversion via permanent agricultural conservation easements. Applicants may include cities, counties, nonprofit organizations, resource conservation districts, regional park or open-space districts or regional park or open-space authorities that have the conservation of farmland among their stated purposes. Up to

$37.5 million is allocated in FY 2015-16. In addition, about $400,000 in unallocated FY 2014-15 funds will be allocated. The program will require match funding (SALV may contribute up to 75 percent of fair-market value of conservation easements not in disadvantaged communities, up to 90 percent in disadvantaged communities).

Eligible projects:
Agricultural Land Conservation Strategies and Outcomes grants projects include:
- establishing an agricultural land mitigation program;
- establishing an agricultural conservation easement purchasing program;
- adoption of urban limit line or urban growth boundary;
- increasing zoning minimum for designated strategic agricultural areas;
- adoption of an agricultural greenbelt and implementation agreement.

Agricultural Conservation Easements: To be eligible for grant funding, the following criteria must be met:
- The parcel proposed for conservation is expected to continue to be used for, and is large enough to sustain, commercial agricultural production. The land is also in an area that possesses the necessary market, infrastructure, and agricultural support services, and the surrounding parcel sizes and land uses will support long-term commercial agricultural production.
- The applicable city or county has a general plan that demonstrates a long-term commitment to agricultural land conservation. This commitment shall be reflected in the goals, objectives, policies, and implementation measures of the plan as they relate to the project geographic area within the county or city where the easement acquisition is proposed.
- The grant proposal is consistent with the city or county general plan, and the governing body of the city or county, by resolution, approves the grant proposal.

Schedule
Feb. 16, 2015: Pre-proposal submissions due to the Department of Conservation.
May 2, 2016: Final proposals due.

For more information, contact: the Strategic Growth Council, (916) 322-2318 or http://sgc.ca.gov.

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Low Carbon Transportation / Clean Vehicle Rebate Project

LEAGUE OF CALIFORNIA CITIES

Available Funding: $350 million in FY 2015-16.

Administered by: State Air Resources Board.

Purpose/Overview: se the governor's goals for the investment of Cap-and-Trade proceeds are consistent with the established objectives of the Air Quality Improvement Program (AQIP), and because of the past success of the AQIP program structure, the AQIP and Low Carbon Transportation Greenhouse Gas Reduction Investments have been combined into a single funding plan.

The funding plan includes the popular Clean Vehicle Rebate Project, which promotes the purchase of battery electric, plug-in hybrid electric, and fuel cell vehicles. Rebates of up to $5,000 per light-duty vehicle are available for individuals, nonprofits, government entities, and business owners who purchase or lease an eligible vehicle.

The CVRP also includes a Public fleet pilot project intended to increase incentives for public entities that own and operate vehicles in disadvantaged communities. The Public Fleet Pilot Project rebate replaces the standard CVRP rebate for eligible public entities and offers rebates of up to $15,000 for fuel-cell electric vehicles, $10,000 for battery-electric vehicles and $5,250 for plug-in hybrid electric vehicles. Fleets not eligible for the pilot project may still apply for standard CVRP rebates.

Process: The Air Resources Board approved the FY 2015-16 Low Carbon Transportation Investments and AQIP funding plan in June 2015. For the CVRP, included income caps for higher-income consumers and increased rebate levels for low- and moderate-income consumers. To apply for the CVRP or Public fleet pilot project, see https://cleanvehiclerebate.org. For more information about other Low Carbon Transportation and AQIP projects, see http://www.arb.ca.gov/msprog/aqip/aqip.htm

Eligible Projects:
Combined AQIP / Low Carbon Transportation funding allocations:
Light-duty vehicle projects
CVRP: $160 million

Light-duty pilot projects to benefit disadvantaged communities: $37 million
Heavy-duty vehicle and equipment projects
Hybrid and zero-emission truck and bus voucher incentive project (HVIP): $10 million
Low NOx truck incentives: $5 million
Zero-emission truck pilot commercial deployment projects: $20 million
Zero-emission bus pilot commercial deployment projects: $45 million
Advanced technology demonstration projects: $59 million
Zero-emission freight equipment pilot commercial deployment projects: $9 million
Truck loan assistance program: $15 million

Special considerations and notes:

- ARB is targeting at least 50 percent of Low Carbon Transportation funds to benefit disadvantaged communities

For more information, contact: State Air Resources Board, (916) 322-6369 or http://www.arb.ca.gov.

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Low-Income Weatherization Program (LIWP)

Available Funding: $75 million in FY 2014-15 (one-time funding).

Administered by: Department of Community Services and Development (CSD).

Overview/Purpose: The Low-Income Weatherization Program will install rooftop solar systems, solar hot water heater systems and weatherization measures on low-income households in disadvantaged communities to reduce greenhouse gas emissions and save energy. The program targets all of the funds to benefit disadvantaged communities.

Full guidelines for the multi-family program are available here. Guidelines for single-family and small multi-family, as well as single-family solar, are available here.

Eligibility: Selected providers will offer services on a first-come, first-basis to homeowners or renters that meet income guidelines: 60 percent of state median income for weatherization, 80 percent of area median income for solar PC. All projects must reduce greenhouse gas emissions, and all households served must be in disadvantaged communities.

Timeline: CSD began assessment and installation for single- and small, multi-family homes during the first quarter of 2015. It plans to complete installations by December 2016.

For More Information: Visit http://www.csd.ca.gov.

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Transit and Intercity Rail Capital Program

Available Funding: $265 million in FY 2015-16, 10 percent ongoing.

Administered by: California State Transportation Agency (CalSTA) and California Department of Transportation (Caltrans).

Overview/Purpose: Provide grants to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases. Stated policy objectives include:

* reduce greenhouse gas emissions
* expand and improve rail service to increase ridership
* integrate the rail service of the state's various rail operators, including integration with the high-speed rail system
* improve rail safety

Eligible applicants: Public agencies, including joint powers agencies, that operate existing or planned regularly scheduled intercity or commuter passenger rail service or urban rail transit service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus services and vanpool services).

Eligible projects:

- Rail capital projects, including acquisition of rail cars and locomotives, that expand, enhance, and improve existing rail systems and connectivity to existing and future rail systems, including the high-speed rail system.
- Intercity and commuter rail projects that increase service levels, improve reliability and decrease travel times.
- Rail integration implementation, including integrated ticketing and scheduling systems, shared-use corridors, related planning efforts and other service integration initiatives.
- Bus rapid transit and other bus transit investments to increase ridership and reduce greenhouse gas emissions.

Process: 2015-16 awards have been announced. [2016-17 draft program guidelines are now available.] CalSTA plans to publish final program guidelines on Feb. 4, 2016. Applications should be submitted to Caltrans by April 5, 2016.

According to the draft guidelines, primary evaluation of projects will be based on how well a project meets the program's objectives: reducing greenhouse gas emissions, increasing ridership through expanded and improved rail and transit service, integrating the services of the state's various rail and transit operations, and improving safety.

Secondary evaluations will be based on: co-benefits that support the implementation of sustainable communities strategies, benefit to disadvantaged communities, project priorities developed through the collaboration or rail operators, state agencies and local or regional rail operators, geographic equity, consistency with a plan or strategy contained in an adopted Sustainable Communities Strategy, the extent to which a project has supplemental, non-state funding committed to it, integration across other modes of transit, and, for expansions of service, the presence and quality of a financial plan.

Special considerations and notes:

- At least 25 percent of available funding must benefit disadvantaged communities
- At least 10 percent of available funding must be located in disadvantaged communities

Timeline

Jan. 21, 2016: CalSTA presents draft guidelines to California Transportation Commission
Feb. 4, 2016: CalSTA publishes final program guidelines
Feb. 5, 2016: Call for projects
April 5, 2016: Project applications due to Caltrans
Aug. 1, 2016: CalSTA publishes list of approved projects
Aug. 17, 2016: Present project list to California Transportation Commission

For more information: www.dot.ca.gov/hq/MassTrans or contact Bruce Roberts, CalTrans Division of Rail and Mass Transit, (916) 653-3060

League Staff Contact: Jennifer Whiting, jwhiting@cacities.org

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Low-Carbon Transit Operations Program

Available Funding: $100 million in FY 2015-16, 5 percent ongoing.

Administered by: CalTrans in coordination with the State Air Resources Board and the State Controller's Office.

Overview/Purpose: Provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and increase transit ridership, with a priority to serve disadvantaged communities. Full 2015-16 guidelines are available here.

Eligible applicants: Transit agencies and local governments.

Process: By Sept. 1 of each fiscal year, the State Controller's Officer will release the notification of funding available for each transit agency for the fiscal year. Once notified, eligible recipients may submit project information to Caltrans to confirm eligibility of proposed expenditures. All project proposals must be received by Feb. 1 of that fiscal year in order to receive funds during that fiscal year.

Eligible projects:

Operational projects

- Implementing new transit service (examples: new routes, lines)
- Expanding / enhancing transit service (extending transit routes, service hours; increasing service frequency, capacity)
- Providing alternative transit options that use zero-emission or hybrid vehicles to improve mobility (vanpooling, shuttles, bikesharing)
- Network /fare integration (universal fare cars for multiples transit systems)
- Free or reduced-fair transit vouchers
- As a component of an operational project, certain equipment / supportive infrastructure purchases are also fundable (zero-emission or hybrid vehicles, charging and fueling stations, solar panels)

Capital projects

- Installing new stops / stations for bus or rail service
- Installing new transit stops / stations that connect to bike / pedestrian paths

- Upgrading transit stops / stations to support active transportation and encourage ridership (bikesharing facilities, bike racks, covered benches, energy efficient lighting)
- Upgrading transit vehicles to support active transportation and encourage ridership (bike racks on buses, bike storage on railcars)
- As a component of capital projects, funding may be available for installing renewable energy, like solar panels, or maintenance or operations to support expanded transit facilities

Special considerations and notes:

- 50 percent must be expended for disadvantaged communities

Timeline:

Feb. 1, 2016: Transit agencies submit expenditure proposals to Caltrans
May 1, 2016: Caltrans and Air Resources Board review and approve list of projects and submit to State Controller's Office
June 1, 2016: Controller's Office releases approved amount of funds to recipients

For more information: www.dot.ca.gov/hq/MassTrans or Bruce Roberts, Caltrans Division of Rail and Mass Transit, (916) 653-3060.

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Waste Diversion

Available Funding: No allocation in 2015-16 ($25 million in FY 2014-15 / one-time funding).

Administered by: Department of Resources Recycling and Recovery.

Overview/Purpose: Provide to public and private entities financial incentives for capital investments in composting/anaerobic digestions infrastructure and recycling manufacturing facilities that will result in reduced greenhouse gas emissions. Other activities include new or expanded infrastructure for manufacturing products with recycled fiber, plastic or glass. The projects prioritize environmental and economic benefits for disadvantaged communities.

- Organics Grant Program: The purpose of this competitive grant program is to lower overall GHG by expanding existing capacity or establishing new facilities to reduce the amount of green materials, food materials and alternative daily cover being sent to landfills.
- Organics Loan Program: The purpose of this program is to lower overall GHG by providing loans to expand or build facilities to process California-generated green or food materials into value-added products.
- Recycled Fiber, Plastic and Glass Grant Program: The purpose of this competitive grant program is to reduce overall GHG by expanding or building facilities that use California-generated postconsumer recycled paper, textiles, carpet, wood, plastic or glass to manufacture products.

Eligible Applicants:

- Government entities: cities, counties, cities and counties, regional or local sanitation agencies, waste agencies, and joint power authorities.
- Private, for-profit entities. For purposes of this program, a "private, for-profit entity" is defined as a business intended to operate at a profit and return a profit to its owners. This definition includes benefit corporations, as defined in Corporations Code section 14601(a).
- Nonprofit organizations (except private schools) registered with the federal government under 501(c)3, (c)4, (c)6 or (c)10 of the Internal Revenue Code.

Eligible Projects:
Organic Material Projects (for applications submitted at any time): Construction, renovation or expansion of facilities in California that compost, anaerobically digest, and/or use the related digestion or fermentation processes to turn green or food materials into products.

Recycled Fiber, Plastic, and Glass Projects (for applications submitted after Dec. 1, 2014, if funding is available): Construction, renovation or expansion of manufacturing facilities in California using California-generated recycled-content fiber, plastic, or glass to produce products. (Excludes projects that use pyrolysis, gasification or other thermal conversion technologies to create products, projects that collect, sort and/or bale waste material, and projects in which the applicant intends to produce an intermediate product only)**.**

Eligible Costs
- Purchase of equipment and machinery.
- Real estate improvements associated with the installation of the equipment and machinery.

Special considerations and notes:
Organic Material Projects**:** Projects must be located in California and result in permanent, annual, and measurable:
- Reductions in GHG emissions from the handling or landfilling of California-generated green and food materials; and
- Increase in quantities (tons) of California-generated greenwaste, food materials, and/or alternative daily cover 1) diverted from a landfill(s) and 2) composted or digested.

Recycled Fiber, Plastic, and Glass Projects**:** Projects must be located in California and result in permanent, annual and measurable:
- Reductions in GHG emissions by manufacturing products with California-generated recycled-content fiber, plastic or glass; and
- Increases in the quantity (tons) of California-generated recycled-content fiber, plastic or glass materials diverted from a landfill(s) and used to manufacture products.

For more information: Join the Greenhouse Gas Reduction Programs Listserv to be notified for program updates and when funding becomes available.

For program-specific questions, contact CalRecycle staff at GHGReductions@CalRecycle.ca.gov.

League Contact: Jason Rhine, mailto:jrhine@cacities.org or (916) 658-8264

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Urban and Community Forestry Program GHG Reduction Fund (GGRF)

Available Funding: No allocation in FY 2015-16 ($25 million in FY 2014-15 / One-time Funding).

Administered by: Department of Forestry and Fire Protection (Cal Fire). Draft guidelines for 2016-17 have been released.

Overview/Purpose: There were five grant programs in 2014-15:
Green Trees For The Golden State: Grants of $150,000 to $750,000 for urban tree planting projects and tree establishment care during the grant period. Preference was given to the planting of trees to optimize the multiple benefits of urban forests in environmental justice communities with special attention given to GHG sequestration and avoided GHG emissions.

Urban Forest Management For GHG Reduction: Grants of $150,000 to $750,000 for cities, counties, and districts only to establish a new jurisdiction-wide tree inventory, and/or urban forest mapping and analysis, and/or long term management plan or updating existing versions of these critical management components. Projects could include policy integration and ordinance development. Applicants were required to show how GHG will be reduced by the project.

Urban Wood and Biomass Utilization: Grants of $150,000 to $500,000 for projects that would use urban woody biomass for its highest and best use, diverting it from the urban waste stream and avoiding GHG emissions while sequestering GHG for a longer time period.

Woods in the Neighborhood: Grants of $200,000 to $1.5 M to assist local entities to purchase and improve unused, vacant urban neighborhood properties in environmental justice communities or to serve such communities for purposes consistent with the Urban Forestry Act. These projects were required to demonstrate how GHG will be reduced.

Green Innovations Projects: Grants of $200,000 to $1.5 M for urban green infrastructure projects falling within the scope of the Urban Forestry Act of 1978 that did not fit into one of the other Urban Forestry Grant Programs above. These projects were required to be unique and forward-thinking and show how GHG would be reduced. Selection was to be strongly focused on environmental justice communities.

Eligible applicants: Unless otherwise noted, eligible entities were cities, counties, districts, and 501C(3) non-profit organizations.

Special considerations and notes:
Location: All projects must be located in or immediately adjacent to an urban area as defined by the U.S. Census Bureau.

For more information, contact a Cal Fire regional urban forester for assistance:

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