



California Climate Investments

Amended Investment Targets for Agencies

Administering FY 2023-24 Funds

Updated October 2024

Amendments

Senate Bill (SB) 109 (Wiener, Chapter 36, Statutes of 2024) amended the Budget Act of 2023 by appropriating additional funds to the California Energy Commission (CEC) for the Long-Duration Energy Storage Program and the Clean Transportation Program.¹ In addition, SB 109 appropriated new funding to the CEC for the Carbon Removal Innovation Support Program and the Clean Hydrogen Program, as well as to the California State Transportation Agency for the Transit Intercity Rail Capital Program. Following the passage of SB 109, the California Air Resources Board (CARB) developed program-level targets for new appropriations and revised targets for programs that received additional funding. View the previous version of this document on the [CARB website](#).

Purpose

This document identifies program investment targets for benefits to disadvantaged communities, low-income communities, and low-income households, collectively referred to as priority populations, for agencies that administer California Climate Investments programs funded in Fiscal Year (FY) 2023-24. CARB, in conjunction with the

¹ The Clean Transportation Program includes five subprograms: the Equitable At-Home Charging Program, the Drayage Charging and Hydrogen Refueling Infrastructure Program, the Charging and Hydrogen Refueling Infrastructure for Trucks, Buses, and Off-Road Vehicles Program, the ZEV Fueling Infrastructure Grants Program, and the Transit Buses and Infrastructure Program.

administering agencies, develops program-level targets to drive investments that achieve direct, meaningful, and assured benefits to priority populations. [View the map of areas designated as priority populations.](#)

Background

In 2016, AB 1550 (Gomez, Chapter 369, Statutes of 2016) amended the investment minimums for disadvantaged communities introduced in Senate Bill (SB) 535 (De León, Chapter 830, Statutes of 2012) and established new investment minimums for low-income communities and low-income households. AB 1550 requires the available monies for California Climate Investments be minimally allocated as follows:

- 25 percent to projects located within the boundaries of, and benefiting individuals living in, disadvantaged communities;²
- 5 percent to projects that benefit low-income households or to projects located within the boundaries of, and benefiting individuals living in, low-income communities located anywhere in the State;³ and
- 5 percent to projects that benefit low-income households that are outside of, but within ½-mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within ½-mile of, disadvantaged communities.

AB 1550 percentage requirements apply to the overall appropriation from the Greenhouse Gas Reduction Fund (GGRF), rather than to each agency appropriation. CARB works with administering agencies to establish individual investment targets for each program to help ensure the overall AB 1550 investment minimums are met.

² The California Environmental Protection Agency (CalEPA) designates disadvantaged communities. More information is available on the [CalEPA website](#).

³ AB 1550 defines low-income census tracts and households with median incomes below: 1) 80 percent of the statewide median income or 2) the threshold designated as low income by the California Department of Housing and Community Development's list of State income limits.

Investment Targets

Tables 1 and 2 identify the program investment targets for each of the FY 2023-24 programs. For programs that are particularly suited to implement projects that can directly address community needs, percentage values are entered in the tables. Other programs where a dash "---" is entered as a placeholder may also support projects that provide priority population benefits. As agencies fund projects that benefit priority populations, those benefits will be documented through the reporting process. Therefore, implementation of the FY 2023-24 funds is expected to exceed the investment targets listed here.

Administering agencies must follow the requirements in CARB's [Funding Guidelines](#) to demonstrate benefits under AB 1550. The Funding Guidelines require an analysis of each project using a benefit assessment tool to determine if the project meets the criteria for providing direct, meaningful, and assured benefits and addresses an important community need.

Implemented projects are displayed on the [project map](#). The project map shows project-level information on California Climate Investments projects and allows users to overlay priority population and political boundaries. Programs are responsible for meeting any program-specific investment minimums in addition to the targets established in this document.

Table 1: Investment Targets to Benefit Priority Populations for FY 2023-24 Continuously Appropriated Funds⁴

Agency	Program	2023-24 Continuous Appropriations (% share of total GGRF)	Disadvantaged Communities (%)	Low-Income Communities or Households (%)	½-mile Buffer⁵ (%)	Overall Priority Population (%)
California Department of Transportation	Low Carbon Transit Operations Program ⁶	5%	55%	10%	20%	85%
California High-Speed Rail Authority	High-Speed Rail ⁷	25%	---	---	---	---
California State Transportation Agency	Transit and Intercity Rail Capital Program	10%	65%	10%	15%	90%
California State Water Resources Control Board	Safe and Affordable Drinking Water Fund ⁸	5%	15%	70%	5%	90%

⁴ Percentages have been rounded to the nearest whole number.

⁵ CalEPA and CARB have defined this area as low-income communities and households within a half-mile boundary around disadvantaged communities, and it does not include the entire low-income census tract adjacent to a disadvantaged community.

⁶ SB 1119 (Beall, Chapter 606, Statutes of 2018) waives the requirements in CARB's Funding Guidelines to demonstrate benefits under AB 1550 if the recipient transit agencies expend the funding provided on certain transit activities.

⁷ The minimum targets can be met without including the High-Speed Rail project, but the project is expected to provide additional benefits for disadvantaged communities beyond those quantified in this table.

⁸ The Safe and Affordable Drinking Water Fund, part of the Safe and Affordable Funding for Equity and Resilience Program, receives a continuous appropriation of five percent of auction proceeds up to \$130 million annually.

Agency	Program	2023-24 Continuous Appropriations (% share of total GGRF)	Disadvantaged Communities (%)	Low-Income Communities or Households (%)	½-mile Buffer⁵ (%)	Overall Priority Population (%)
California Strategic Growth Council	Affordable Housing and Sustainable Communities Program; Sustainable Agricultural Lands Conservation Program	20%	55%	15%	5%	75%

Continuous appropriations total	65%	33%	11%	6%	49%
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Table 2: Amended Investment Targets to Benefit Priority Populations for FY 2023-24 Line-item Appropriations⁹

Agency	Program	2023-24 Budget (\$M)	Disadvantaged Communities	Low-Income Communities	½-mile Buffer¹⁰	Overall Priority Population (%)	Overall Priority Population (\$M)
California Air Resources Board	AB 617 Implementation	\$50	---	---	---	---	---
	Community Air Grants	\$5	40%	40%	---	80%	\$4
	Community Air Protection Incentives	\$195	70%	5%	5%	80%	\$156
	Low Carbon Transportation	\$746	45%	15%	5%	65%	\$485
California Conservation Corps	Training and Workforce Development Program	\$16	50%	30%	---	80%	\$13

⁹ Dollars have been rounded to the nearest whole number. Totals may not reflect the sum of figures in the table due to rounding.

¹⁰ CalEPA and CARB have defined this area as low-income communities and households within a half-mile boundary around disadvantaged communities. It does not include the entire low-income census tract adjacent to a disadvantaged community.

Agency	Program	2023-24 Budget (\$M)	Disadvantaged Communities	Low-Income Communities	½-mile Buffer¹⁰	Overall Priority Population (%)	Overall Priority Population (\$M)
California Department of Community Services and Development	Low-Income Weatherization	\$23	50%	35%	10%	95%	\$22
California Department of Food and Agriculture	Healthy Soils	\$50	25%	15%	---	40%	\$20
California Department of Forestry and Fire Protection	Green Schoolyards	\$33	75%	---	5%	80%	\$26
	Wildfire Prevention	\$83	5%	45%	---	50%	\$41

Agency	Program	2023-24 Budget (\$M)	Disadvantaged Communities	Low-Income Communities	½-mile Buffer ¹⁰	Overall Priority Population (%)	Overall Priority Population (\$M)
California Department of Forestry and Fire Protection (continued)	Forest Health and Wildfire Prevention Grants ¹¹	\$160	---	40%	---	40%	\$64
	Forest Carbon Plan Implementation ¹¹	\$35	---	25%	---	25%	\$9
California Energy Commission	Clean Transportation Program	\$671	35%	10%	5%	50%	\$335
	Equitable Building Decarbonization	\$310	65%	20%	5%	90%	\$279
	Food Production Investment Program	\$36	50%	10%	---	60%	\$22
	Long-Duration Energy Storage	\$192	40%	10%	---	50%	\$96

¹¹ Senate Bill (SB) 901 (Dodd, Chapter 626, Statutes of 2018) authorized two GGRF appropriations in each Budget Act through FY 2023-24 for \$165 million and \$35 million to the California Department of Forestry and Fire Protection for forest health, fire prevention, and fuels reduction. SB 155 (Committee on Budget and Fiscal Review, Chapter 258, Statutes of 2021) formalized this commitment by appropriating \$200 million annually from the GGRF through FY 2028-29.

Agency	Program	2023-24 Budget (\$M)	Disadvantaged Communities	Low-Income Communities	½-mile Buffer ¹⁰	Overall Priority Population (%)	Overall Priority Population (\$M)
California Energy Commission (continued)	Carbon Removal Innovation Support Program	\$18	---	---	---	---	---
	Clean Hydrogen Program	\$4	---	---	---	---	---
California Governor's Office of Emergency Services	Wildfire Response and Readiness	\$1	---	---	---	---	---
California Public Utilities Commission	Technology and Equipment for Clean Heating	\$95	10%	20%	5%	35%	\$33
	Self-Generation Incentive Program	\$280	15%	70%	5%	90%	\$252
California State Transportation Authority	Zero-Emission Transit Capital	\$220	40%	5%	10%	55%	\$121
	Transit Intercity Rail Capital Program	\$596	65%	10%	15%	90%	\$536
California Workforce Development Board	Low Carbon Economy Workforce	\$15	75%	---	---	75%	\$11

Agency	Program	2023-24 Budget (\$M)	Disadvantaged Communities	Low-Income Communities	½-mile Buffer¹⁰	Overall Priority Population (%)	Overall Priority Population (\$M)
San Francisco Bay Conservation and Development Commission	Climate Change Adaptation and Coastal Resilience Planning	\$2	---	---	---	---	---

Line-item appropriations total	\$3,260	41%	19%	6%	66%	\$2,152
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