



 THE  
GREENLINING  
INSTITUTE

# ClimatePlan's California Campaign

# Mission

- The Greenlining Institute works towards a future where communities of color can build wealth, live in healthy places filled with economic opportunity, and are ready to meet the challenges posed by climate change.

# Greenlining the Block

- Supports 24 community based organizations across CA, IL, MI, NC, & CO to maximize federal, state, and local investments to advance climate justice projects
- Granted \$4.1M unrestricted funds
- Partners Unlocked \$117,134,000 in public and private grants
- Partners acquired 12 new properties and are now advancing clean transportation, clean energy, housing, and other climate resilience projects



 GREENLINING  
THE  
BLOCK



# The ClimatePlan Network

# The ClimatePlan Network

- Drive transformative policy change to align transportation funding with equity, health, and climate goals
- Amplify community voices, subgranting to grassroots orgs
- Build bridges across issues and geographies



# ClimatePlan: 2024 State Campaign

# Sustainable Transportation Campaign: 2024

## Fighting Highway Expansions

- Pushing back on funding approvals
- Advancing legislation that limits funding for expansions (AB 1525, AB 2535)
- Building public awareness through media
- Litigating projects

## Los Angeles Times

8466 DESIGNATED AREA 81678 © 2024

FRIDAY, JUNE 14, 2024

latimes.com



**A CAUSEWAY** over the Yolo Bypass Wildlife Area leading to the state capital has become a test about the future of highway expansion. Photo by Ken Cedeno for The Times

Underneath the Yolo Causeway near Sacramento, where a nearly half-billion-dollar effort is under way to add toll lanes to Interstate 80 and ease congestion, swollen rivers fill wetlands in the winter rains and hot colonies roost in the bridge's gossamer steel beams.

More than a century old, the road that connects the Bay Area to the state capital has become a symbol and a test of both the future of highway expansion in California and the climate change policies that seek to restrict it.

"It's a bellwether project," said Carter Rubin, director of state transportation advocacy at the Natural Resources Defense Council, one of the groups suing Caltrans to stop the expansion.

## Environmentalists push back against freeway expansion

Caltrans wasn't supposed to build a lane without an environmental review, but many believe that's exactly what it did

By Rachel Oranga

## BALLOT MEASURE ON TAX HIKES IS BLOCKED

California high court says the proposal to require voter approval of increases violates state Constitution.

By Kevin Rexroat and Tasha Loria

A ballot measure that would have required voter approval for any future state tax increases violates the state Constitution and will not be allowed to appear on November ballots as planned, the California Supreme Court ruled Thursday.

Justice Gooden Liu, the author of the opinion for the unanimous court, wrote that the changes proposed by the measure "would substantially alter our basic plan of government" and could be enacted only through a revision to the state Constitution.

The state's highest court to remove an otherwise qualifying ballot measure comes just days before ballots must be finalized. It is a major last-minute victory for Democratic leaders and labor unions, which had warned the measure would hamstring good governance in favor of corporations if passed.

State leaders, who brought the lawsuit challenging the measure, had also argued that the measure violated their authority.

Ray Gaudin, a spokesman

# Sustainable Transportation Campaign: 2024

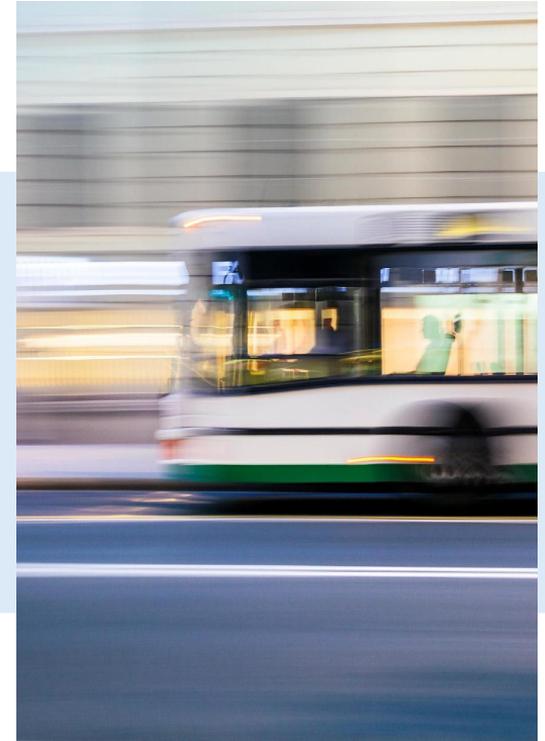
## Legislation

- AB 2086 (Schiavo): Transparency and accountability of state transportation dollars, reporting the climate, equity, safety, and economic impact of transportation projects - **signed by the Governor**
- SB 960 (Weiner): Accelerates build out of safe bicycle and pedestrian and transit projects on state-owned roads - **signed by the Governor**
- AB 2535 (Bonta): Set an investment target for electrification and limits funding for highway expansions in one poorly performing program - **not successful this year**

# 2025 Campaign: What's Next

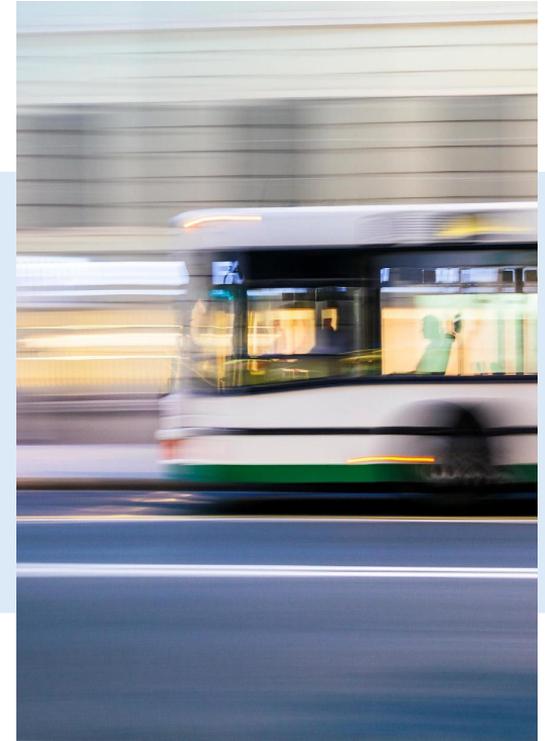
# 2025 Campaign

- Spent past year developing a multi-year grassroots-led campaign focused on:
  - Stopping and mitigating highway expansion projects
  - Shifting federal/state highway funding towards public transit, walking, biking, and electrification projects
  - Climate resilience and community resilience
  - Identifying long term funding



# 2025 Campaign

- Developing a governance strategy for our campaign and coalition
- Building power with across sectors, such as housing and labor
  - For example, exploring a legislative concept that bans highway expansions projects if it would displace homes and businesses



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