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ONTARIO TOGETHER

2024 PROGRESS REPORT ON IMPLEMENTATION OF THE
TRANSFORMATIVE CLIMATE COMMUNITIES PROGRAM GRANT



UCLA

**Luskin Center
for Innovation**

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Disclaimer

The UCLA Luskin Center for Innovation appreciates the contributions of the aforementioned agencies. This report, however, does not necessarily reflect their views nor does it serve as an endorsement of findings. Any errors are those of the authors.

For More Information

www.innovation.luskin.ucla.edu

Cover image: TCC Ontario SHINE Solar Installation, March 2024 (Photo credit: GRID Alternatives)

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EXECUTIVE SUMMARY

THE TRANSFORMATIVE CLIMATE COMMUNITIES PROGRAM

(TCC) is an innovative investment in community-scale climate action, with potentially broad implications. Launched in 2017 by the California State Legislature, TCC funds the implementation of neighborhood-level transformative plans that include multiple coordinated projects to reduce greenhouse gas (GHG) emissions. The program is also designed to provide an array of local economic, environmental, and health benefits to disadvantaged communities, while minimizing the risk of displacement. TCC empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to enact transformational change — all with data-driven milestones and measurable outcomes.

The California Strategic Growth Council (SGC) serves as the lead administrator of TCC. At the time of this report, SGC has awarded 15 TCC Implementation Grants across five rounds of funding to 15 communities throughout the state (ranging from \$9.1 million to \$66.5 million per site).¹

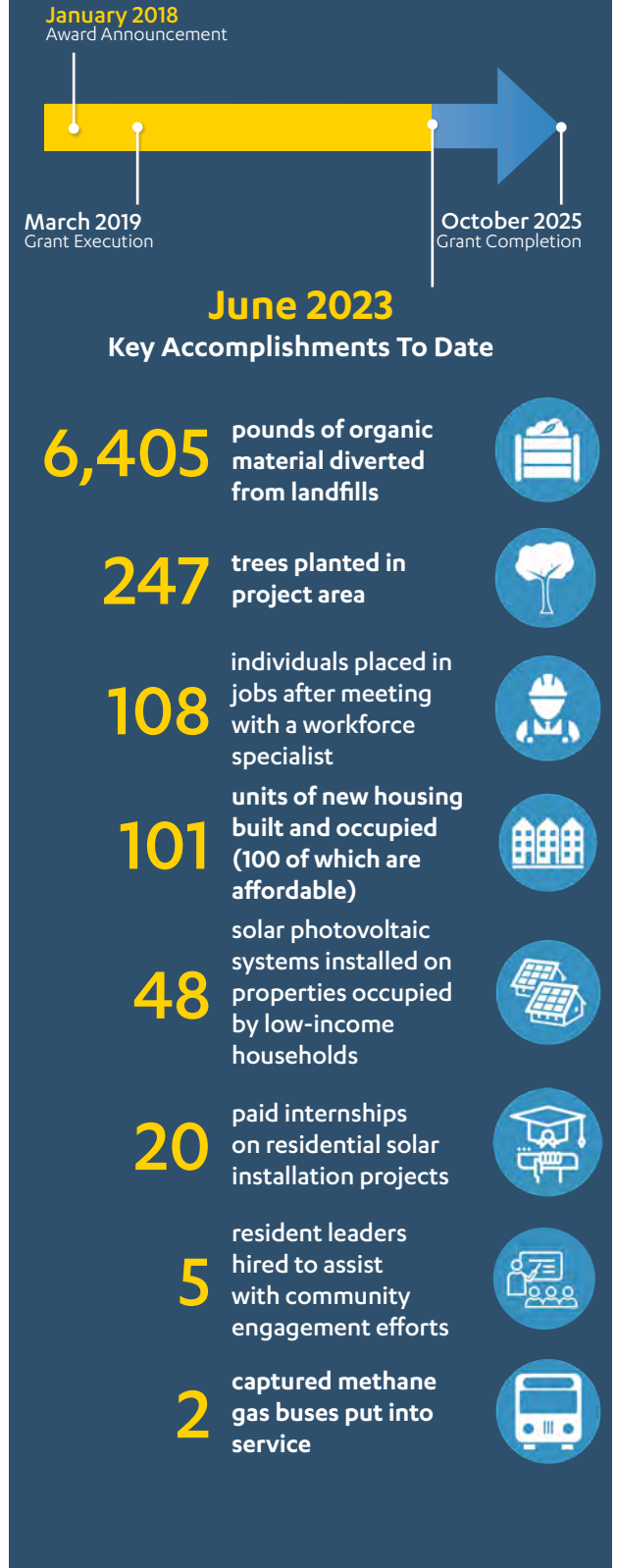
The UCLA Luskin Center for Innovation (LCI) serves as the lead evaluator for six communities that have received TCC Implementation Grants across the following rounds: all three Round 1 sites (Fresno, Ontario, and Watts), one Round 2 site (Northeast San Fernando Valley), one Round 3 site (Stockton), and two Round 4 sites (South Los Angeles and Stockton). LCI researchers are working with these communities to document their progress and evaluate the impacts of TCC investments.

This progress report is the final in a series of five that provides an overview of the key accomplishments and estimated benefits of TCC-funded activities in the City of Ontario, collectively referred to as Ontario Together.² This report documents progress through the end of fiscal year (FY) 2022-2023, which overlaps with about 14 months of post-award planning (January 2018 to March 2019) and 52 months of grant implementation (March 2019 through June 2023). Even though this report is the final progress report authored by LCI, Ontario Together carries on, with implementation milestones that are expected to continue through October 2025.

¹For the most current information about TCC rounds, both current and future, visit: <https://sgc.ca.gov/programs/tcc/>

²For annual reports that LCI has produced for other TCC sites, visit: <https://innovation.luskin.ucla.edu/tracking-groundbreaking-climate-action/>

Ontario Together





State representatives and project partners at the TCC Ontario SHINE Solar Install Showcase in April 2023. Photo credit: GRID Alternatives

Ontario Today

Situated in the Inland Valley of Southern California, Downtown Ontario sits at the intersection of a busy transportation corridor, an underutilized retail and commercial area, and several residential neighborhoods. The residents of this area are predominantly Hispanic. The community faces many economic and health challenges, including high rates of poverty, housing insecurity, asthma, and obesity. Climate change could exacerbate these challenges. Despite local collaboration to address some of these challenges, the community continues to need more affordable housing and transit access, training and job opportunities, and safe spaces to walk, bike, and play.

Ontario Together

A coalition of stakeholders,³ including community residents, partners, and the city came together to improve the quality of life by creating the Healthy Ontario Initiative in 2007, ultimately laying the foundation for TCC projects in Ontario. In 2010, Ontario was awarded a Healthy Eating and Active Living Zone grant by Kaiser Permanente to expand the Healthy Ontario Initiative's community engagement activities. The partnerships and goals borne out of

Healthy Ontario Initiative eventually laid the groundwork for Ontario's proposal for grant funding through TCC. To ensure that the city's proposal reflected the priorities of the community, public workshops and meetings were held to collaboratively select projects that would address health and economic disparities, food security, housing and transit, active transportation, and other key issues identified by the community.

Engagement efforts resulted in Ontario Together, a community-driven plan and initiative to transform a 4.86-square mile area of downtown through a suite of projects and plans that will reduce GHG emissions while also providing local environmental, health, and economic co-benefits. In early 2018, Ontario Together was selected by SGC for a TCC grant of \$33.25 million to bring its vision to fruition. Ontario Together will also leverage at least \$28.9 million in outside funds toward this vision. Along with the City of Fresno and the Los Angeles neighborhood of Watts — two other sites awarded Round 1 TCC funding — Ontario will serve as one of the first communities in the country to pilot a community-led, multibenefit, and place-based climate change mitigation program that specifically targets the needs of low-income households.

³ Stakeholders as used in this report carries multiple meanings, including but not limited to: residents within the project area who have benefited or stand to benefit from grant-related activities, individuals who work or do business in the project area, project partners who are directly involved in grant-related work, and any other individuals who participated in grant-related activities.

Projects

Ontario Together includes a total of 10 projects, eight of which are funded by TCC dollars and two of which are funded by leveraged dollars. The TCC-funded and leveraged projects work synergistically to achieve the broad

goals of TCC. The TCC-funded and leveraged projects are consolidated into eight distinct project types (summarized below):

TCC-funded Projects



Active Transportation — Funds two distinct projects aimed at improving and expanding infrastructure for bicyclists and pedestrians, with one project filling

in 930 linear feet of missing sidewalk segments within the community, and the other project adding 3.3 miles of bikes lanes and 1.6 miles of sidewalks along a major corridor. These projects aim to reduce car travel by improving alternative transportation options.



Affordable Housing and Sustainable Communities — Funds the construction of the Vista Verde Apartments, a 101-unit affordable housing

development, as well as public transportation and pedestrian/bicycle improvements (e.g., two new buses powered by captured methane gas, 11 new bus shelters, 100 free monthly bus passes issued over a three-year period, 25 bike lockers, 12 bike racks, 0.51 miles of multiuse trails, etc.). Together these investments are aimed at improving transit ridership and reducing vehicle miles traveled, along with lowering housing costs and travel costs for Ontario residents.



Organics Recycling — Funds the development of an organics recycling facility (referred to locally as a carbon farm) that takes food and yard waste donated by

local residents and businesses and produces compost which can be used locally for gardening, farming, and urban greening applications. This recycling process

will help divert the amount of organic material that is otherwise sent to landfills, where it decomposes in the absence of oxygen and releases methane, a potent GHG.



Rooftop Solar — Funds two distinct projects aimed at installing rooftop solar systems on residential properties, with one project focused on multi-

family properties and the other focused on single-family homes. These two projects will enhance local generation of renewable energy and lower energy costs for residents in the project area.



Transit Operations — Expands the frequency of bus service along a central corridor through the project area, and couples this service expansion with free

transit passes and training on how to navigate the local bus system. Like the affordable housing project, the transit operation project is aimed at improving transit ridership and reducing vehicle miles traveled.



Urban Forestry — Funds the planting of 247 trees. As the trees mature, they will sequester carbon and shade nearby buildings, which should reduce the

demand for electricity for cooling purposes. The additional tree coverage will also reduce the urban heat island effect on hot days and absorb stormwater on rainy days.

Leveraged Projects



Health and Wellness — Leverages the Healthy Ontario Initiative launched in 2007, which aims to broadly improve community health. One signature element

of the Initiative is the establishment of a network of health hubs at community centers where residents can learn about nutrition, participate in fitness classes and clubs, and get connected with resources for preventative care.



Small Business Support —

Leverages a recently launched program to attract and retain small businesses in Downtown Ontario, thereby supporting local job creation and economic growth. The program includes the rollout of maker and incubator spaces for local entrepreneurs to kick-start their small businesses.

Transformative Plans

TCC is unique from other state-funded GHG-reduction programs because it requires grantees to develop three transformative plans to maximize the benefits of the previously described projects and to minimize unintended harms. Specifically, grantees were required to develop a community engagement plan, workforce development plan, and displacement avoidance plan. Respectively, these

three plans are designed to ensure that TCC investments reflect the community's vision and goals, bring economic opportunities to low-income households, and minimize the risk of gentrification and displacement of existing residents and businesses. In the case of Ontario Together, these three plans have been adapted in the following ways:



Community Engagement Plan

- » **Formalize** resident participation in TCC grant governance through the establishment of the Ontario TCC Trustees, which includes:
 - City of Ontario (the lead TCC grantee)
 - 9 project partners
 - 6 stakeholder groups
 - 1 ex officio delegate from the community
- » **Create** a network of community-based educators who inspire behavior changes, including:
 - 5 paid resident leaders
 - 8 paid health coaches
- » **Leverage** existing channels of engagement to solicit resident input, including:
 - 33 meetings of the Community Health Improvement Association, a resident-led advisory body that reports to the Ontario TCC Trustees about community concerns
 - 4 focus groups with resident leaders about the rollout of community engagement activities
 - 2 convenings of community engagement partners (known as World Cafes)
- » **Conduct** outreach to connect residents with TCC projects, including:
 - 57 targeted social media messages
 - 16 informational workshops about Ontario Together projects and plans (9 on affordable housing, 3 on rooftop solar, 2 on urban forestry, and 2 on public transportation)



Displacement Avoidance Plan

- » **Incentivize** affordable housing production through density bonus agreements and reduced development impact fees
- » **Protect** tenure of existing residents through financial assistance programs, rent controls, and counseling services
- » **Retain** local small business community by conducting outreach and providing technical assistance



Workforce Development Plan

- » **Establish** a permanent position for a workforce specialist to assist residents with their career goals
- » **Connect** residents with training opportunities that provide them with new skills, including 20 paid internships on solar installation projects
- » **Employ** residents in TCC and leveraged projects, including:
 - 48 full-time construction jobs building affordable housing
 - 5 part-time jobs as resident leaders
 - 3 full-time jobs in organics recycling

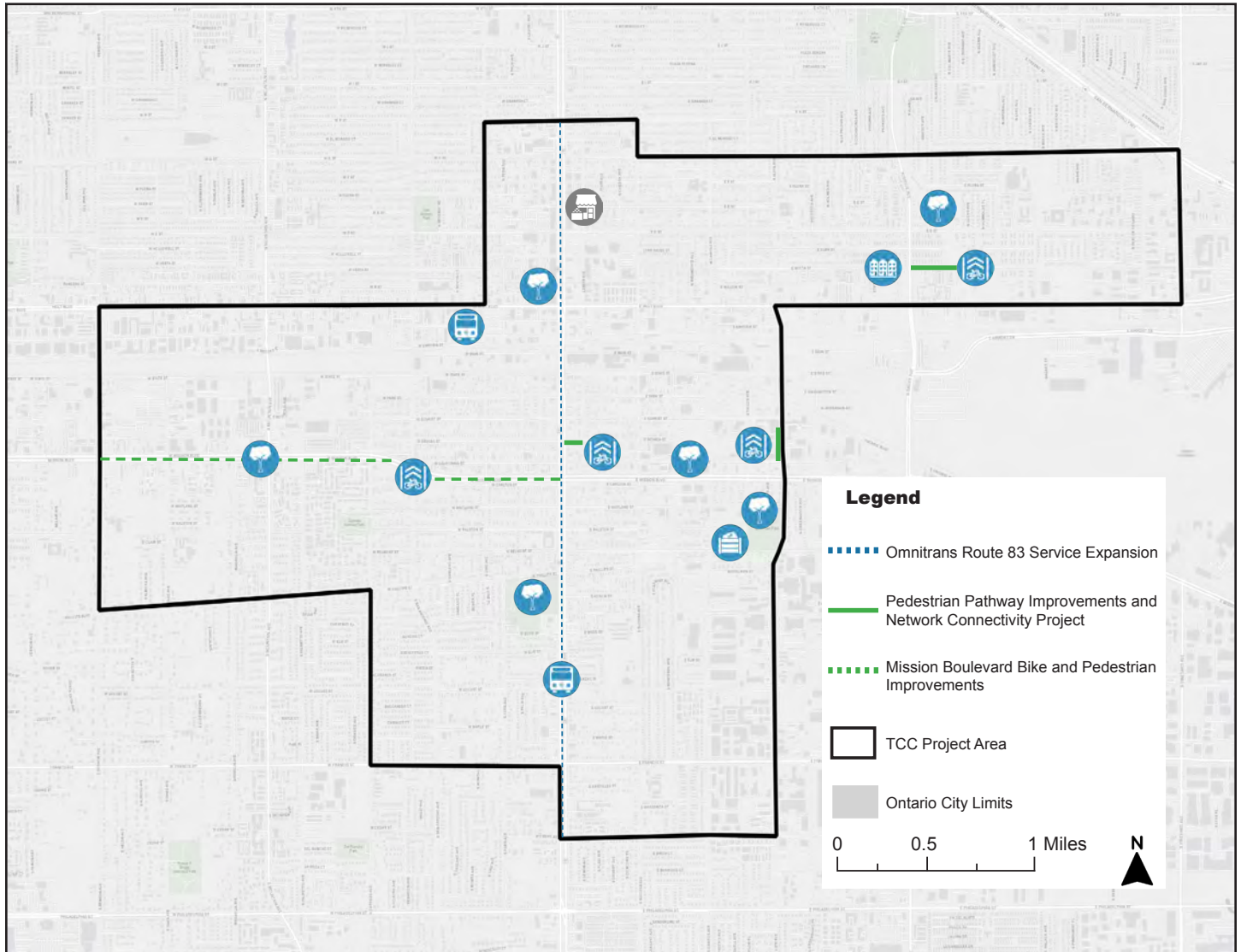
Project Area

The Ontario Together project area was configured to bring investment to some of the state’s most disadvantaged neighborhoods. All census tracts within the project area boundary are defined as disadvantaged according to CalEnviroScreen 3.0 (about 65% of the project area ranks within the top 5%). The project area boundary was also drawn to connect key assets within those census tracts,

including Ontario’s historic downtown, three bus routes, six community centers, the Huerta del Valle community garden, and the Kaiser Healthy Eating and Active Living Zone catchment area.

Figure 1 shows where TCC-funded and leveraged projects are located within the project area. See **Appendix 1, page 80**, for a more detailed map.

Figure 1. Project Area Map with Locations of Projects*



*See the previous two pages for information about what each project icon represents. This map does not include projects or plans that are sitewide (e.g., rooftop solar installations, community engagement, health programming, etc.). Figure credit: UCLA Luskin Center for Innovation

Anticipated Benefits

Ontario Together is slated to bring a number of benefits to residents of the TCC project area. The infographic below highlights some of these benefits, grouped by indicator type. This list includes outputs, outcomes, and impacts from TCC-funded projects and does not include those from leveraged projects. Project outputs refer to the tangible goods and services that Ontario Together

will deliver by the end of project implementation. These outputs are expected to result in many positive outcomes and impacts. Outcomes refer to changes in stakeholder knowledge, attitudes, skills, behaviors, practices, or decisions, while impacts refer to changes in the environmental or human conditions that align with the objectives and goals of TCC.

Project Outputs*



6,405 pounds of organic material diverted from landfills



247 new trees which will provide shade for buildings and sidewalks



3.3 miles of bike lanes constructed



4,141 free monthly transit passes for local residents



101 new housing units (100 affordable)



2 new buses powered by renewable natural gas



700 kW of solar power on affordable multi-family developments and single-family homes



20 paid internships on residential solar installation projects



1.6 miles of sidewalk and construction improvements

Outcomes and Impacts*



17,850,995 miles of averted travel in passenger vehicles annually



\$4,012,492 in energy cost savings for solar photovoltaic and street tree beneficiaries



19,432 metric tons of avoided GHG emissions**



\$4,710,150 in travel cost savings for residents who shift their travel modes



3,750,056 gallons in avoided stormwater runoff



177 direct jobs, **73** indirect jobs, and **111** induced jobs***

* Project outputs presented here reflect scope modifications to individual projects during the course of grant implementation. However, estimated outcomes and impacts have not been updated during the course of grant implementation and are still tied to the original anticipated project outputs. See Appendix 2 (page 81) for a summary of estimation methods.

** All GHG emissions are reported as metric tons carbon dioxide equivalent.

*** All jobs are reported as full-time equivalent (FTE) and only represent jobs supported by TCC funding.

Harder to quantify, but nevertheless important, is the leadership and collaboration capacity that will be created in Ontario over the course of the TCC implementation process. This capacity could lay the foundation for many other funding and action-oriented opportunities that

leverage the TCC projects and plans to bring additional environmental, health, and economic benefits to Ontario. In addition, lessons learned and best practices from Ontario Together could inform local climate action and investments well beyond the TCC project area.

Cumulative Accomplishments



State representatives and project partners tour the completed Vista Verde Apartments. Photo credit: GRID Alternatives

Much has happened following the announcement of Ontario’s TCC award in January 2018. Since that announcement through the close of FY 2022-2023 (June 30, 2023), a period of five and a half years, project partners have made considerable progress toward implementing an ambitious, unprecedented climate action initiative.

Key accomplishments of Ontario Together project partners are described in this section according to the phase in which they occurred. Specifically, accomplishments are divided between: (a) post-award consultation, a period of planning and preparation between the award announcement and grant execution; and (b) grant implementation, which formally began in March 2019, when the City of Ontario executed its grant agreement. In light of the challenges of the pandemic, the grant implementation period for Round 1 grantees has been extended (from June 2023 to October 2025 in Ontario).

Post-award Consultation (January 2018 – March 2019)

Formalized Partnerships and Governance Structure

During the post-award consultation phase, Ontario Together partners participated in a comprehensive review of all projects and transformative plans to ensure that they complied with TCC guidelines and that requisite partnerships were in place to successfully implement them. Key deliverables that came out of this process included: an executed grant agreement with clearly defined work plans and roles for each project partner; an evaluation plan to measure the effects of TCC investment in collaboration with LCI; and the establishment of a Collaborative Stakeholder Structure, known as the Ontario TCC Trustees, for coordinating grant governance (see **Appendix 3, page 83**, for a full list of members).

Grant Implementation (March 2019 – June 2023)

Strengthened Community Capacity

Community capacity is broadly defined as the ability of local communities to develop, implement, and sustain their own solutions to societal challenges, including but not limited to climate change. Through investment in both physical and social capital, TCC has strengthened community capacity in Ontario, as evidenced by several case studies detailed later in this report.

For example, Ontario Together’s Community Engagement Plan (CEP) leverages the Community Health Improvement Association (CHIA) to build awareness of climate issues and related resources, and ultimately build members’ confidence and leadership abilities to address issues affecting their community. For a case study on this, see **page 33**. Similarly, the Ontario TCC Trustees includes a resident member who functions as an ex officio delegate. The resident operates as a vital community representative, and the role itself provides an opportunity to strengthen and hone the resident’s leadership and community engagement skills. For a spotlight on the resident serving in this role, see **page 48**.

Moved Families to New Affordable Housing Units

In April 2021, construction of Ontario’s affordable housing and sustainable communities project (Vista Verde Apartments) was completed. As of June 30, 2021, all units were successfully leased to qualifying households. This means that 100 low-income households now have secure and affordable housing located near transit and recreational amenities, which for many tenants is a transformational change from their previous housing situation. For a case study on three families who have benefited from the project, see **page 41**.



Former California State Senator Connie Leyva presents a project-area resident with a State of California Senate Certificate of Recognition during their solar installation by GRID Alternatives. Photo credit: GRID Alternatives

Provided Solar Power to Low-Income Households

Through the end of FY 2022-2023, project partners installed 47 solar photovoltaic (PV) systems on single-family homes across the project area, totaling 199 kilowatts of DC-rated (kW-DC) power. For a case study on two families who have obtained such relief, see [page 37](#).

Project partners also installed one solar PV system at a low-income multi-family property (Vista Verde Apartments), totaling 188 kilowatts of DC-rated power. The energy cost savings from the solar PV systems will be reinvested in services for residents and building maintenance.

Increased Access to Public Transit Services

While postponed due to the COVID-19 pandemic, Ontario Together's transit operations project was up and running again as of FY 2021-2022; namely, the travel training and free transit passes programs. Omnitrans — the public transit agency serving the San Bernardino Valley region — held three travel trainings for local residents aimed at encouraging a mode shift from driving to public transit. Travel trainings focus on teaching residents how to safely and independently navigate the public transit system. Relatedly, as part of Ontario Together's Transit Pass Program, free Omnitrans passes were provided to residents across five city facilities, including to residents of Vista Verde Apartments. For a case study on two individuals benefiting from the free transit passes program, see [page 35](#).

Key Accomplishments Through June 2023

Affordable Housing Development

- » **101** units of transit-oriented housing built and occupied by low-income households
- » **3+** on-site recreational amenities constructed, including a swimming pool, an outdoor play area, and a BBQ area for Vista Verde residents

Renewable Energy Access

- » **24,170** households contacted through paper mailers about Ontario SHINE, the TCC-funded program providing low-income homeowners with rooftop solar panels at no cost
- » **48** solar PV systems installed on single-family and multi-family residential properties occupied by low-income households, providing a total of 387 kW-DC solar power



Residents attend a composting workshop led by Huerta del Valle. Photo credit: Huerta del Valle

Deployed Buses Powered by Captured Methane Gas

Ontario’s affordable housing and sustainable communities project also paid for the procurement of two new Omnitrans buses powered by captured methane gas. Unlike conventional methane gas, which is derived from fossil fuel sources, captured methane gas is sourced from waste management facilities such as landfills, wastewater treatment plants, and digesters at food processing sites. The two captured methane gas buses were put into service along Omnitrans Route 83, which serves the TCC project area, thereby reducing GHG emissions from local transit operations.

Converted Organic Waste Into Nutrient-Rich Compost

Project partners began efforts to divert organic material from landfills where it would otherwise decompose and generate methane, a potent GHG. Organic material is processed at an on-site composting facility at Huerta del Valle and converted into nutrient-rich compost to be fed back into the project area for use by residents, businesses, and city agencies in gardening and urban greening applications. As of June 2023, project partners collected and processed a total of 6,405 pounds of organic material. Partners also provided educational resources and training to residents and businesses on the benefits of composting.

Increased Urban Tree Cover

With respect to urban forestry efforts, project partners planted 247 trees in parks and along commercial corridors in Downtown Ontario, adding vegetation where there was previously concrete. Once the trees have matured, they will also increase shade cover, thereby improving thermal comfort during extreme heat events.

Key Accomplishments Through June 2023

Expanded Mobility Options

- » **4,141** free transit passes provided to local residents as part of the Transit Pass Program
- » **3** travel trainings on how to safely and independently navigate the public transit system held, with 31 resident graduates
- » **2x** frequency of bus service along Route 83 (from 60 to 30 minutes), utilizing in part two new buses powered by captured methane gas

Organics Recycling

- » **6,405** pounds of organic material diverted from landfills
- » **64** area residents trained in project participation, diversion of household waste, and utilization of produced compost

Urban Forestry

- » **247** trees planted



Residents at a community meeting led by CHIA, a resident-led advisory body, in November 2021. Photo credit: The Social Impact Artists

Engaged the Community Around Climate Action

Ontario Together's CEP, concluded as of the writing of this report, sought to strategically leverage much of the health programming and outreach activities piloted under the Healthy Ontario Initiative. These activities included: regular meetings of the CHIA; convenings of local community engagement partners, known as World Cafes; and free fitness and nutrition classes for residents. In each of these settings, project partners facilitated conversations about how to maximize the impact of TCC investments.

The integration of the CEP and the Healthy Ontario Initiative allowed residents and community-based organizations to participate in TCC planning efforts vis-à-vis the engagement channels they were already familiar with and had experience using. This helped to minimize engagement fatigue and build the technical capacity of health partners to work more directly on climate change. For example, resident leaders previously hired and trained under the Healthy Ontario Initiative were funded by TCC to engage fellow community members on topics such as renewable energy access and organic waste diversion. For a case study on three resident leaders who worked at the forefront of engagement efforts in the TCC project area, see [page 45](#).

In addition to the engagement channels that were leveraged from the Healthy Ontario Initiative, Ontario's CEP funded a diverse set of outreach activities to increase awareness of TCC investments, including informational workshops, a neighborhood fair, mass mailings, and social media postings. Outreach activities such as these were key to enabling greater resident participation and engagement with grant implementation activities.

Key Accomplishments Through June 2023

Community Engagement

- » **33** meetings facilitated by CHIA, a resident-led advisory body which reports to the Ontario TCC Trustees about community concerns
- » **16** informational workshops about Ontario Together projects and plans held (eight on affordable housing; three on solar; and two on urban forestry)
- » **14** meetings of the Ontario TCC Trustees held
- » **5** community resident leaders hired and trained to help with community engagement
- » **4** focus groups with residents to gather input on affordable housing outreach held
- » **2** World Cafe events that convened engagement partners to coordinate their respective work in the community held
- » **1** neighborhood fair which showcased various initiatives underway in the community, including Ontario Together, held

To ensure coordination across engagement and outreach efforts, project partners attended quarterly Ontario TCC Trustee meetings. These meetings facilitated the rollout of Ontario's CEP by providing a forum for project partners to strategize on how they could cross-promote each other's work. As previously mentioned, the meetings also provided project partners a direct line of communication with a resident representative to discuss engagement challenges and vet potential solutions. To learn more about the resident who served in this role and the person's journey to participating in TCC, see **page 48**.

Connected Residents With Training and Employment

Ontario Together's Workforce Development Plan (WDP), also concluded as of the writing of this report, connected residents with training and employment opportunities. Project partners used TCC dollars to fund a workforce specialist at Ontario's downtown library to provide one-on-one career counseling. For a case study on three individuals that the workforce specialist supported in making major career shifts, see **page 39**.

In addition to career counseling services, project partners also used TCC dollars to create new training and employment opportunities on TCC-funded projects. Through the end of FY 2022-2023, 20 interns had completed paid, on-the-job training with GRID Alternatives, nine of whom learned about project outreach and administration, and 11 of whom learned the craft of directly installing rooftop solar system. For a case study on two GRID job training graduates, see **page 31**.

Key Accomplishments Through June 2023

Workforce Development

- » **108** individuals placed in jobs and 75 enrolled in training after meeting with the workforce specialist stationed at Ontario's downtown library
- » **66** events held at Ontario's downtown library about job training opportunities and 14 events organized about job placement opportunities
- » **11** interns completed paid, on-the-job training with GRID Alternatives on solar system design/installation and construction basics
- » **9** interns completed paid, on-the-job training with GRID Alternatives on solar marketing, outreach, and project administration
- » **5** resident leaders paid to carry out community engagement activities (also counted under Community Engagement Plan accomplishments)



GRID Alternatives installs solar panels in the project area as part of Ontario SHINE. Photo credit: GRID Alternatives

Like the CEP, the WDP built upon a number of longstanding partnerships in the community. Specifically, the WDP leveraged partnerships between the San Bernardino County Workforce Development Department, the Ontario Economic Development Department, and the Ontario-Montclair School District to co-host workshops and educational events about training and employment opportunities in the region, including those funded by TCC.

Relatedly, the Small Business Support Program — funded by leveraged sources — complements the work of the WDP by focusing on the needs of employers in order to support local job creation and economic growth; namely, by providing a mix of physical resources, programming, technical assistance, and outreach services. Among the initiatives supported by the Small Business Support Program are the business incubator and business accelerator programs, two no-cost programs supporting local entrepreneurs in the e-commerce and logistics sector. For a case study on how the business incubator program provided early stage assistance to help entrepreneurs grow their business ideas, see [page 43](#).

Coordinated Efforts to Mitigate Displacement

Ontario's Displacement Avoidance Plan (DAP) is unique from the other transformative plans in that it is not directly funded by Ontario's TCC Implementation Grant. However, TCC partners have formalized coordination around this critical issue. It is important to note that project partners are coordinating their efforts to address the *indirect* effects of TCC investments on displacement, as TCC projects

Key Accomplishments Through June 2023

Displacement Avoidance

- » **1,735** landlord-tenant and 237 fair housing cases opened with the Inland Fair Housing and Mediation Board, which counsels residents on their housing rights
- » **1,697** households living in mobile homes protected with rent caps under the Jack Galvin Mobile Home Park Accord
- » **86** households living in Ontario Townhouses protected under affordability covenants through the issuance of a \$24.6 million bond
- » **75** households placed in affordable housing at Emporia Place Apartments, a new development in the TCC project area financed by leveraged funds
- » **1,594** surveys and 633 site visits conducted to assess the needs of small businesses
- » **65** targeted technical assistance sessions provided to business owners about how to grow and/or sustain their operations



Construction of Emporia Place Apartments in Ontario, a Displacement Avoidance Plan project. Photo credit: City of Ontario

will not directly displace any residents or businesses (all new infrastructure will be located on vacant land or within the public right-of-way).

In service of mitigating residential displacement, project partners closed the funding gaps for two affordable housing developments (Ontario Townhouses and Emporia Place Apartments), continued enforcement of rent protections for tenants in mobile home parks (through the Jack Galvin Mobile Home Park Accord), provided tenants' rights counseling, and distributed basic essentials to individuals and families facing housing insecurity (ID vouchers, gift cards for food, hygiene kits, and bus passes).

With respect to mitigating commercial displacement, project partners conducted site visits and surveys to assess the health and needs of small businesses, and then linked engaged stakeholders with services and resources offered through Ontario's Small Business Support Program. These services and resources include targeted technical assistance, physical commercial space, and educational programming about business development.

Responded to the COVID-19 Pandemic

After the COVID-19 pandemic hit, many of Ontario Together's projects and transformative plans halted implementation to mitigate the spread of the virus. Ontario Together project partners quickly regrouped and identified which project components should be postponed and which could be modified to employ physical distancing protocols. Nearly all projects continued implementation through the use of masking and virtual meeting platforms.

The only project that was postponed was Ontario Together's transit operations project, which coupled an expansion of bus service with transit travel trainings. These investments were postponed to the following fiscal year, when schools were set to reopen, in order to have the greatest impact on increasing ridership.



Construction of Vista Verde Apartments in Ontario during the COVID-19 pandemic. Photo credit: City of Ontario

Key Accomplishments Through June 2023

Pandemic Response

- » Community engagement programming moved to a virtual environment
- » Virtual Community Health Improvement Association meetings educated resident leaders about prevention, treatment, and vaccine rollouts; resident leaders then relayed the information more broadly within the community
- » Business outreach adjusted to include information about COVID-19-related resources
- » Paid internships with GRID Alternatives were modified so interns could work remotely on outreach- or design-related tasks



Former Governor Jerry Brown signs a package of climate change bills in September 2016, including Assembly Bill 2722, which was authored by Assemblymember Autumn R. Burke (at right) and established the Transformative Climate Communities (TCC) Program. Photo credit: The Fresno Bee

The Vision Behind TCC

THE TRANSFORMATIVE CLIMATE COMMUNITIES PROGRAM (TCC) was authorized in 2016 by Assembly Bill 2722 (authored by Assemblymember Autumn R. Burke). The bill's intent is to fund the development and implementation of neighborhood-level transformative climate community plans that include multiple coordinated greenhouse gas (GHG) emissions-reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities.⁴ The program is part of California's broader suite of programs, referred to as California Climate Investments, that use revenues from the state's Cap-and-Trade Program to fund projects that reduce GHG emissions. TCC is novel because of three signature elements: 1) a place-based and community-driven approach toward transformation; 2) robust, holistic programming via the integration of diverse strategies; and 3) cross-sector partnerships. The authors of this report are not aware of such a comprehensive, community-driven, and place-based climate action program anywhere else in the world.

⁴ AB 2722, Transformative Climate Communities. 2016. Web. February 2017. Retrieved from: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB2722

As a place-based program, TCC requires that all grant applicants identify a project area that will be the focus of their respective proposal. Proposals must be borne out of a robust community engagement process that brings together residents and stakeholders toward the development of a shared vision of how to invest TCC funds. The program's emphasis on comprehensive community engagement helps ensure that proposals are based on a deep understanding of a community's needs and assets, thereby maximizing the benefits that TCC dollars bring to existing residents in a selected site.

As a holistic program, TCC integrates a wide variety of GHG-reduction strategies, such as sustainable land use, low-carbon transportation, renewable energy generation, urban greening, and waste diversion. With these strategies in mind, TCC grantees develop site-specific projects, such as transit-oriented affordable housing, expanded bus service, rooftop solar installations, tree plantings, and food waste recovery. These GHG-reduction projects are modeled after existing California Climate Investment (CCI) project types, but TCC is novel in that it unifies them into a single, place-based initiative. In addition to integrating various CCI project types, TCC also requires sites to incorporate crosscutting transformative plans, ensuring that TCC investment is underpinned by meaningful community engagement, provides direct economic benefits to existing residents and businesses, and enables these stakeholders to remain in their neighborhood. Moreover, grant recipients are expected to use TCC dollars in concert with outside funding sources to achieve the community vision for the grant.

Lastly, the program emphasizes cross-sector partnerships by requiring applicants to form a coalition of organizations that is responsible for implementing the community's vision. To ensure that the implementation will deliver on the community's vision, all applicants are required to have an oversight committee that consists of project partners, community members, and local community-based organizations. Together, the diverse partnerships, robust governance structure, and aforementioned transformative plans help ensure transparency and accountability for the

TCC investments, all while building community capacity in neighborhoods with long histories of disinvestment, thereby helping to reverse that trend.

Program Administration

SGC awards TCC grants and administers the program in partnership with the Department of Conservation (DOC), with collaboration by other state agencies. SGC staff coordinate efforts with partnering state agencies and work with the California Air Resources Board (CARB) and DOC on program guidelines, evaluating applications, preparing agreements, monitoring agreement implementation, and program reporting.

Program Awards

There are three types of grants administered through TCC: (1) Implementation Grants; (2) Planning Grants; and (3) Project Development Grants. SGC awards Implementation Grants to sites that have demonstrated a clear, community-led vision for how they can use TCC dollars to achieve program objectives in their communities. SGC also awards Planning Grants to fund planning activities in disadvantaged communities that may be eligible for future TCC Implementation Grants and other California Climate Investment programs. Project Development Grants are a new pilot grant program developed by SGC in response to the gap between Planning and Implementation Grant funding identified by prospective applicants; these grants fund communities' climate and community resilience goals.

Each TCC grant cycle is funded slightly differently. Rounds 1, 2, and 3 were funded through California's Cap-and-Trade auction proceeds via the California Climate Investment's Greenhouse Gas Reduction Fund, whereas funding for Rounds 4 and 5 was allocated through the State General Fund's Climate Budget.

Since the launch of the program in 2016, there have been five rounds of awards. Each round of awards is tied to a different fiscal year (FY) of state funding and comprises a unique mix of grant awards by number and amount. **Table 1** provides an overview of all five rounds of TCC awards that have been distributed through FY 2022-2023.

Table 1: Overview of TCC Grants Through FY 2022-2023

Site Location	Round (Fiscal Year)	Grant Type	Funding Amount
Fresno	Round 1 (FY 2016-2017)	Implementation	\$66.5 million
Ontario	Round 1 (FY 2016-2017)	Implementation	\$33.25 million
Los Angeles - Watts	Round 1 (FY 2016-2017)	Implementation	\$33.25 million
Coachella Valley	Round 1 (FY 2016-2017)	Planning	\$170k
East Los Angeles	Round 1 (FY 2016-2017)	Planning	\$170k
East Oakland	Round 1 (FY 2016-2017)	Planning	\$170k
Gateway Cities	Round 1 (FY 2016-2017)	Planning	\$170k
Moreno Valley	Round 1 (FY 2016-2017)	Planning	\$94k
Richmond	Round 1 (FY 2016-2017)	Planning	\$170k
Riverside	Round 1 (FY 2016-2017)	Planning	\$170k
Sacramento - Franklin	Round 1 (FY 2016-2017)	Planning	\$170k
Stockton	Round 1 (FY 2016-2017)	Planning	\$170k
West Oakland	Round 1 (FY 2016-2017)	Planning	\$170k
Northeast Los Angeles – Pacoima/Sun Valley	Round 2 (FY 2018-2019)	Implementation	\$23 million
Sacramento - River District	Round 2 (FY 2018-2019)	Implementation	\$23 million
Bakersfield	Round 2 (FY 2018-2019)	Planning	\$200k
Indio	Round 2 (FY 2018-2019)	Planning	\$200k
McFarland	Round 2 (FY 2018-2019)	Planning	\$200k
South Los Angeles	Round 2 (FY 2018-2019)	Planning	\$200k
Tulare County	Round 2 (FY 2018-2019)	Planning	\$200k
East Oakland	Round 3 (FY 2019-2020)	Implementation	\$28.2 million
Riverside – Eastside	Round 3 (FY 2019-2020)	Implementation	\$9.1 million
South Stockton	Round 3 (FY 2019-2020)	Implementation	\$10.8 million
Pomona	Round 3 (FY 2019-2020)	Planning	\$200k
Porterville	Round 3 (FY 2019-2020)	Planning	\$200k
San Diego – Barrio Logan/Logan Heights	Round 3 (FY 2019-2020)	Planning	\$200k
Richmond	Round 4 (FY 2021-2022)	Implementation	\$35 million
South Los Angeles	Round 4 (FY 2021-2022)	Implementation	\$35 million
South Stockton	Round 4 (FY 2021-2022)	Implementation	\$24.2 million
San Diego – Spring Valley	Round 4 (FY 2021-2022)	Planning	\$300k
Karuk Tribe	Round 4 (FY 2021-2022)	Planning	\$300k
Monterey – Pájaro Valley	Round 4 (FY 2021-2022)	Planning	\$300k
Chicken Ranch Rancheria and Jamestown	Round 4 (FY 2021-2022)	Planning	\$217k
Tulare County	Round 4 (FY 2021-2022)	Planning	\$300k
Hoopa Valley Indian Reservation	Round 4 (FY 2021-2022)	Planning	\$300k
Wiyot Tribe	Round 4 (FY 2021-2022)	Planning	\$300k

Site Location	Round (Fiscal Year)	Grant Type	Funding Amount
Bakersfield	Round 5 (FY 2022-2023)	Implementation	\$22 million
Pomona	Round 5 (FY 2022-2023)	Implementation	\$22 million
Coachella	Round 5 (FY 2022-2023)	Implementation	\$22 million
San Diego	Round 5 (FY 2022-2023)	Implementation	\$22 million
San Diego	Round 5 (FY 2022-2023)	Planning	\$300k
Fresno County	Round 5 (FY 2022-2023)	Planning	\$300k
Paramount	Round 5 (FY 2022-2023)	Planning	\$300k
Riverside County	Round 5 (FY 2022-2023)	Project Development	\$4 million
Santa Barbara County	Round 5 (FY 2022-2023)	Project Development	\$1.1 million
Mariposa County	Round 5 (FY 2022-2023)	Project Development	\$1.1 million
Mendocino County	Round 5 (FY 2022-2023)	Project Development	\$2.5 million



SGC representatives attend a peer-to-peer site visit in the Ontario TCC project area. Figure credit: Unknown



LCI Project Manager Elena Hernández (left) tours the Huerta del Valle community garden, led by one of Ontario's community leaders, Beatriz Castro (right), in November 2019. Photo credit: Luskin Center for Innovation

Evaluating the Impacts of TCC

In 2017, SGC contracted with the University of California, Los Angeles and the University of California, Berkeley ("UCLA-UCB evaluation team") to draft an evaluation plan for assessing the progress and outcomes of Round 1 TCC Implementation Grants at the neighborhood level. In November 2018, the UCLA-UCB evaluation team published an evaluation plan to serve as a guide for evaluating the three TCC Round 1 grants.⁵

After the publication of the Round 1 evaluation plan, the UCLA-UCB evaluation team entered a second contract with SGC to serve as the third-party evaluator in all three Round 1 sites. As of the writing of this report, the UCLA Luskin Center for Innovation (LCI) serves as the sole contractor in that role.

For later rounds of the TCC program, grantees were able to contract directly with a third-party evaluator of their choosing, including but not limited to the LCI evaluation team. To date, the LCI evaluation team is under contract to serve as the evaluator for the Round 2 grant in Northeast Los Angeles (Pacoima), the Round 3 grant in Stockton, and the Round 4 grants in South Los Angeles and Stockton.

LCI's evaluation plans for later rounds of TCC closely follow the evaluation plan from Round 1, with some site-specific modifications to reflect each site's unique set of projects, goals, and priorities for data tracking. These modifications were made in close consultation with the project partners in each TCC site.

Contract Period for Evaluating TCC Round 1

The LCI evaluation team was initially contracted to provide evaluation technical assistance services to Round 1 sites from April 2019 through the end of December 2023. However, the COVID-19 pandemic, supply chain shortages, inflation, and other factors caused significant delays that pushed back the implementation timelines of Round 1 TCC grantees beyond the time period that the LCI evaluation team had set aside for closeout data collection and analysis.

To allow for more time for data collection, SGC extended the LCI evaluation team's contract period through June 2025. This extension will allow the LCI evaluation team to complete some, but not all, of the evaluation activities that were anticipated in the 2018 evaluation plan. The following subsections provide a summary of the evaluation activities that the LCI evaluation team had originally proposed, and the extent to which those activities are still possible under the current contract period for Round 1 evaluation.

Conceptual Framework for Evaluating TCC

Logic models are at the heart of the LCI evaluation team's conceptual framework for evaluating TCC and thus greatly informed all of the evaluation plans that LCI has produced. Logic models illustrate the interim steps that must occur for a project or plan to realize its intended goals. Within the context of TCC, these steps are defined as follows:

- » **Inputs:** The investment dollars and leveraged funds that support TCC

⁵The UCLA Luskin Center for Innovation and UC Berkeley Center for Resource Efficient Communities. 2018. *Transformative Climate Communities Evaluation Plan: A Road Map for Assessing Progress and Results of the Round 1 Place-based Initiatives*. Retrieved from: http://sgc.ca.gov/programs/tcc/docs/20190213-TCC_Evaluation_Plan_November_2018.pdf

- » **Activities:** The work of TCC grantees and co-applicants
- » **Outputs:** The products and services that TCC projects produce and deliver (the basis for many of the implementation accomplishments reported throughout this document)
- » **Short-Term Outcomes:** Changes in stakeholders' knowledge, attitude, and skills
- » **Intermediate Outcomes:** Changes in stakeholders' behaviors, practices, or decisions
- » **Impacts:** Changes in environmental or human conditions that align with the objectives of TCC (i.e., GHG reductions; public health and environmental benefits; and economic opportunities and shared prosperity)

The LCI evaluation team translated the latter four steps in the logic model framework into indicators that could be quantified and tracked for the purposes of program evaluation. The TCC Round 1 evaluation plan summarizes the final list of indicators adopted by SGC for Fresno, Ontario, and Watts.⁶

Indicator tracking responsibilities were partially split among the LCI evaluation team and the TCC grantees. In general, the grantees committed to tracking all output-related indicators, while the LCI evaluation team committed to tracking most outcome- and impact-related indicators. The LCI evaluation team was funded to perform this function for the first five years of grant implementation (i.e., through the end of FY 2022-2023). Despite the contract extension, the LCI evaluation team is not funded to continue this function within its current scope of work.

Quantitative Methods for Evaluating TCC

To quantitatively assess the effects of TCC, the LCI evaluation team proposed two different forms of comparison: (1) before-and-after TCC investment; and (2) with-and-without TCC investment. Together, these two modes of comparison provide the most reliable assessment of what changes can be attributed to TCC investment.

For the before-and-after comparison, the goal of the evaluation was to collect enough longitudinal data to construct a five-year trend line before and after grant implementation. A time series such as this would allow the evaluator to discern whether indicators were already trending in a positive or negative direction before TCC investment began.

For the with-and-without comparison, the goal was to compare trends in TCC sites to trends in a set of control sites that did not receive TCC investment. This approach

would allow the LCI evaluation team to isolate the effect of TCC from larger social, economic, and environmental forces that may also be acting on indicators. To support this effort, the LCI evaluation team identified control sites that were similar to TCC sites along a number of dimensions, including socioeconomic demographics, climate, and pollution burden (as demonstrated by CalEnviro-Screen scores).⁷

Due to the previously discussed delays in TCC project and plan implementation, the LCI evaluation team will be unable to conduct a before-and-after comparison (and by extension, a with-and-without comparison) within its contract period. Nonetheless, the LCI evaluation team is committed to providing an updated time series of the quantitative data that has been collected thus far. This time series can be found in **Appendix 6, page 87**.

When possible, the data is provided at the following geographic scales:

- » **TCC project area:** The neighborhood boundary identified by the TCC grantees in which all TCC investments are to be located. In some cases, a cluster of census tracts that have more than 10% area overlap with the TCC project area boundary will be used for indicator tracking purposes instead of the actual project area boundary. This is the case for all indicators that rely on American Community Survey (ACS) data, which cannot reliably be apportioned to fit the actual TCC project area boundary. See **Appendix 4, page 84**, for a list of census tracts that the LCI evaluation team selected as a proxy for Ontario's TCC project area boundary.
- » **TCC control sites:** A cluster of census tracts that match TCC census tracts along a number of dimensions (e.g., demographics, climate, pollution burden, etc.) but that did not receive TCC investment. Collecting before-and-after data for the control sites helps control for external forces that may also be acting on indicators of interest within TCC sites. See **Appendix 5, page 85**, for a list of census tracts that the LCI evaluation team selected as control sites for evaluating the impacts of TCC investment in Ontario.
- » **County:** The county in which TCC sites are located (i.e., San Bernardino County for Ontario). County-scale measurements are helpful for understanding the degree to which TCC investments are addressing social equity indicators (e.g., income, employment, housing costs, etc.) at a regional scale. If, for example, employment slightly increases within TCC sites but a much greater increase is observed regionally, then the economic gap

⁶ Ibid.

⁷ See the TCC Round 1 Evaluation Plan (Appendix 3.2) of the TCC Round 1 Evaluation Plan for a summary of the methods used to identify control sites: http://sgc.ca.gov/programs/tcc/docs/20190213-TCC_Evaluation_Plan_November_2018.pdf

between TCC sites and nearby communities has not been sufficiently addressed.

- » **State:** The state in which TCC sites are located (i.e., California). Like county-scale measurements, state-wide measurements are helpful for understanding the degree to which TCC investments are addressing social equity concerns, but at a broader scale.

Qualitative Methods for Evaluating TCC

Many of the effects of TCC cannot be captured by the quantitative methods previously described. For example, improvements in well-being, community capacity to tackle new challenges, and collaboration across diverse stakeholder groups are difficult to describe in numerical terms. Thus, to document some of the nuanced effects of TCC, the LCI evaluation team is posing questions directly to TCC stakeholders about their lived experiences vis-à-vis surveys, interviews, and focus groups.⁸

For Round 1 sites, the LCI evaluation team prioritized its qualitative data collection resources to examine the aspects of TCC that are particularly novel relative to other grant programs. Specifically, the LCI evaluation team is collecting qualitative data about the rollout of the three transformative plans and the Collaborative Stakeholder Structure. Additionally, the LCI evaluation team will also collect qualitative data from residents of TCC-funded affordable housing projects, which concentrate multiple GHG-reduction strategies into a single location and thus serve as a microcosm for the broader TCC program.

The extended contract period for TCC evaluation will allow the LCI evaluation team to wrap up the full suite of qualitative data collection tasks that were proposed in the original Round 1 evaluation plan. However, the LCI evaluation team will be unable to publish findings during the current evaluation period that reflect those qualitative data. The LCI evaluation team is seeking other grant opportunities to synthesize and publish findings from qualitative data collection activities, and at a minimum will anonymize all of the qualitative data collected and share the anonymized data with SGC for posterity.

Communicating the Effects of TCC

To broaden public understanding of what TCC has accomplished, the LCI evaluation team produced five annual progress reports for Round 1 sites that document the tangible results of their TCC-funded initiatives through June of 2023. To complement the tangible outputs de-

tailed within the annual progress reports, each report also spotlights the perspectives of TCC project partners and beneficiaries. These perspectives are chronicled in the “Stories from the Community” chapter (**see page 30**).

It’s important to note that the individuals profiled in the “Stories from the Community” chapter are recruited directly by TCC project partners and then interviewed by the LCI evaluation team. While providing invaluable insights into what the TCC model looks like in practice, these interviews are not included in the formal evaluation plan for Round 1 TCC grants (and thus are discussed separately from other qualitative data collection activities) because the interviewees are not recruited through a systematic or randomized recruitment strategy, which are conventions in traditional program evaluation. However, given TCC’s emphasis on community empowerment, the LCI evaluation team felt it was critical to give TCC project partners the opportunity to amplify the voices they felt helped tell the story of their work, and not just rely on traditional program evaluation methods for doing so.

This report marks the final progress report that the LCI evaluation team was funded to deliver within its contract period. In the next year, however, the LCI evaluation team will continue to add to its standalone compendium of “Stories from the Community” hosted on the LCI website.⁹ The LCI evaluation team has committed to publishing a total of 10 “stories” for each TCC Round 1 site. It’s important to note that this total is a goal that is subject to change, as it is dependent on respondent participation.

Data Collection Activities Through June 2023

With respect to output indicators, the LCI evaluation team successfully collected data from the Ontario Together partners through the end of June 2023 (which are highlighted as implementation accomplishments throughout this report). While Ontario Together partners received a grant extension to continue grant implementation through October 2025, it is outside of the LCI evaluation team’s scope of work to continue to collect output data from project partners beyond June 2023.

With respect to outcome- and impact-related quantitative indicators, the LCI evaluation team completed baseline data collection by the end of 2019. Findings from baseline data collection are narratively described in the final chapter of Ontario Together’s first annual progress report, titled *Ontario Together: A Baseline and Progress Report*

⁸ See Section 3.3 of the TCC Round 1 Evaluation Plan for a summary of the timing, intent, and target population associated with each of these data collection instruments: http://sgc.ca.gov/programs/tcc/docs/20190213-TCC_Evaluation_Plan_November_2018.pdf. (Since the publication of the Round 1 evaluation plan, the LCI evaluation team has also committed to interviewing members of each TCC site’s Collaborative Stakeholder Structure on an annual basis about implementation successes, challenges, and opportunities to improve TCC).

⁹ Found here: <https://innovation.luskin.ucla.edu/transformative-climate-communities-stories-from-the-community/>

on *Early Implementation of the TCC Grant*. For more recent data on many of the quantitative indicators that were featured in the baseline report, see **Appendix 6, page 87** of this report.

In regard to qualitative data collection, the LCI evaluation team has disseminated three surveys as part of the Ontario Together evaluation: (1) one focused on outcomes from community engagement activities; (2) one focused on outcomes from workforce development activities; and (3) one focused on outcomes from affordable housing efforts. The LCI evaluation team substantially revised the survey instruments from the versions included in the 2018 evaluation plan, improving their legibility and reducing their completion time. The surveys have been made available in both English and Spanish, and in print and online formats.

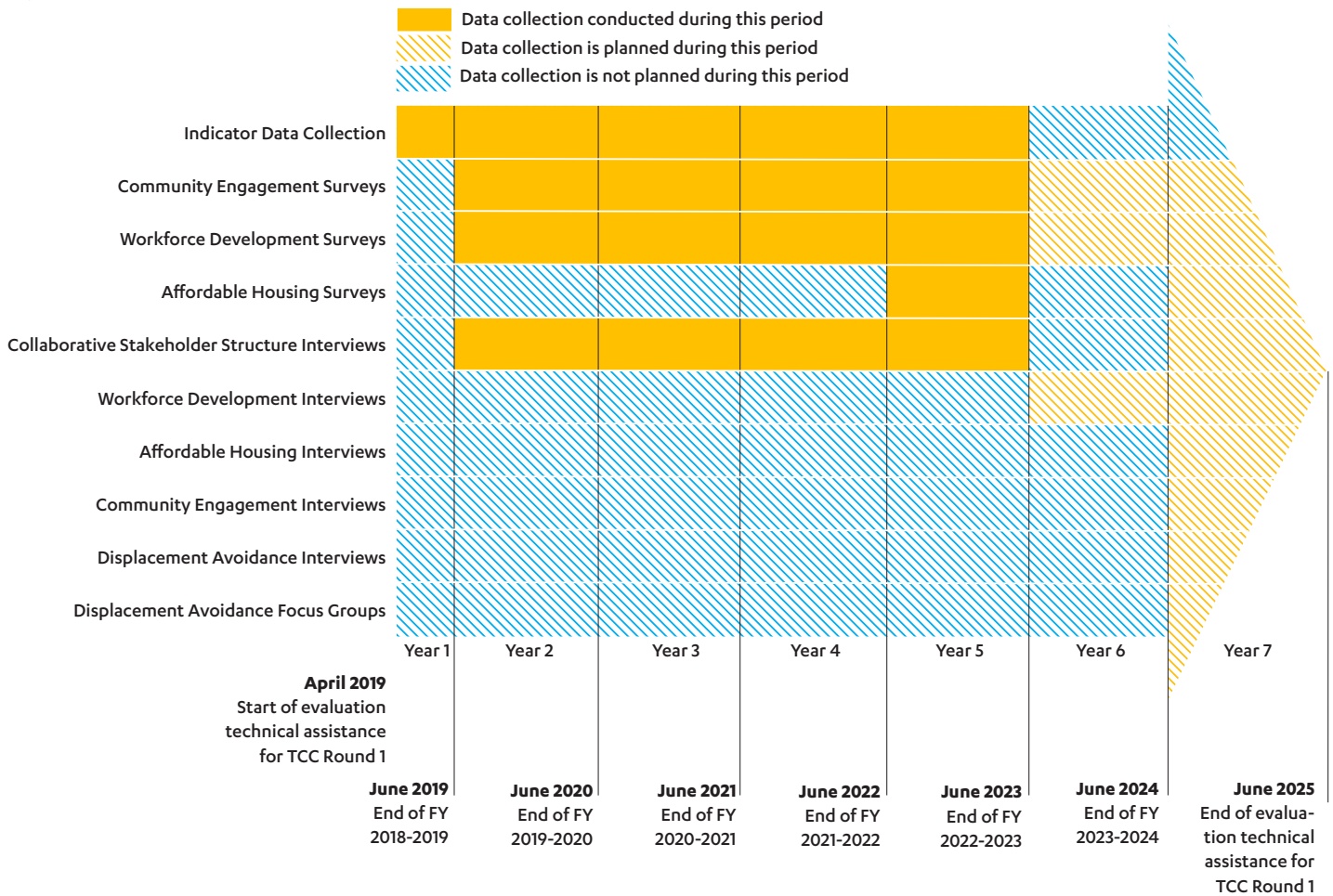
In Ontario, community engagement surveys were disseminated at informational workshops about TCC projects (e.g., affordable housing opportunities, rooftop solar opportunities, etc.), as well as at a neighborhood fair held in February 2020. Workforce development surveys were

disseminated at the beginning and end of GRID Alternatives’ internship programs. Finally, affordable housing surveys were disseminated in person at the Vista Verde Apartments across three occasions and online.

In addition to surveys, the LCI evaluation team has conducted interviews with individuals involved with and/or benefiting from grant implementation. Specifically, the evaluation team has conducted interviews with members of the Collaborative Stakeholder Structure to learn more about the process of TCC implementation, including strengths, challenges, and opportunities for improvement. Additionally, during the most recent fiscal year, the evaluation team began the process of interviewing individuals who had participated in the aforementioned job training programs to learn more about their post-training employment outcomes. For these latter interviews, the LCI evaluation team prioritized individuals who had been out of their job training program for at least a year.

Figure 2 provides a summary timeline of data collection activities for evaluating Ontario Together. Pending activities are dependent on respondent participation.

Figure 2. Timeline of LCI Data Collection Activities in Ontario by Fiscal Year (FY)





Citrus groves in Ontario circa 1900. Photo credit: USC Digital Library

A Brief History of Ontario: The Legacy of Environmental Injustice

TCC awards are reserved for California’s most disadvantaged communities. Understanding how those communities became so disadvantaged is critical for evaluating the efficacy of TCC. If the root causes of pollution, poverty, and other harms are overlooked, they are likely to continue. This section provides a brief history of Ontario, and how environmental injustices from the past still affect the lives of Ontario residents today.

Displacement of Gabrielino/Tongva People

Ontario is situated in San Bernardino County in Southern California’s Inland Empire region. The native Gabrielino/Tongva people lived and cultivated the land of this region far before its settlement by European descendants. Soon after Spanish settlers arrived in the 1500s, the Gabrielino-

Tongva people were enslaved and forced into labor. By the mid- to late-1700s, the Gabrielino/Tongva had nearly vanished due to European diseases or had fled the region. In the 1800s, many of the new settlers would continue to enslave native peoples until a series of executive orders in 1891 set aside scattered reservations in Southern California.¹⁰ In that same year, the City of Ontario was incorporated.

Emergence as an Agricultural and Transportation Hub

After the displacement of the Gabrielino/Tongva people, agriculture became central to Ontario’s early development. Citrus, peaches, walnuts, lemons, and grapes constituted some of Ontario’s primary agricultural products. With the arrival of the Santa Fe Railway in 1887, the town transformed into a center for fruit processing and shipping.¹¹

By 1923, with the establishment of Latimer Field, the city’s

¹⁰ Miller, Larisa K. 2013. *The Secret Treaties with California’s Indians*. Retrieved from: <https://www.archives.gov/files/publications/prologue/2013/fall-winter/treaties.pdf>

¹¹ The City of Ontario. “Facts & History.” Retrieved from: <https://www.ontarioca.gov/FactsAndHistory>

first airport, the town also became a center for aviation and a training center for pilots during World War II. In the face of rapid urban growth, air traffic was pushed east to what is now the Ontario International Airport, while the citrus groves were pushed west.

Now far removed from its agricultural origins, Ontario has 10,000 acres zoned for industrial use. Its proximity to airfields, railroads, and freeways (Interstates 10 and 15 and State Route 60) has served to attract industry and manufacturing warehouses to the city, mirroring a wider shift toward urbanization of the region. Today, Ontario hosts over 600 warehouses, topping the list for the most warehouses in the Inland Empire and constituting one of the highest counts in the nation.^{12, 13}

The Costs of Rapid Industrialization

With the rapid increase of industry and concomitant increases in traffic and pollution, community members have increasingly faced many environmental and health

challenges. Today, 40 percent of the nation’s goods travel through the Inland Empire — now a global logistics hub — with an estimated 95,000 daily truck trips in Ontario alone. These factors collectively contribute to air quality in the region continuously ranking worst in the nation, contributing to local asthma rates higher than 52%–76% of the census tracts in California.^{14, 15, 16}

Notably, the toll of Ontario’s poor air quality falls largely on people of color given the predominantly Hispanic or Latino demographic makeup of the city. Ontario residents are also, on average, lower income than individuals in the rest of the state and are less likely to have graduated from high school (See **Appendix 6, page 87**, for demographic data). Thus, the cost to mitigate negative health impacts from air pollution, such as through purchasing air filtration devices for the home, are a greater economic hurdle for Ontario residents compared to individuals in the rest of the state.

¹² Phillips, S.A. (2022, May 1). Op-Ed: We mapped the warehouse takeover of the Inland Empire. The results are overwhelming. *The Los Angeles Times*. Retrieved from <https://www.latimes.com/opinion/story/2022-05-01/inland-empire-warehouse-growth-map-environment>

¹³ Singh, M. (2022, Dec 12). ‘Monstrosities in the farmland’: How giant warehouses transformed a California town. *The Guardian*. Retrieved from <https://www.theguardian.com/us-news/2022/sep/13/ontario-california-amazon-warehouses>

¹⁴ Office of Environmental Health Hazard Assessment. *CalEnviroScreen 4.0 Indicator Maps*.

¹⁵ Uranga, R. (2023, Feb 5). Warehouse boom transformed Inland Empire. Are jobs worth the environmental degradation? *The Los Angeles Times*. Retrieved from <https://www.latimes.com/california/story/2023-02-05/warehouses-big-rigs-fill-inland-empire-streets>

¹⁶ Victoria, A. (2022, April 21). Inland Empire once again ranks as worst in the nation for air quality. KCET. Retrieved from <https://www.kcet.org/shows/earth-focus/inland-empire-once-again-ranks-as-worst-in-nation-for-air-quality>



State Route 60, a major goods-movement corridor through Ontario that is frequently used by heavy-duty trucks. Photo credit: Irfan Khan / Los Angeles Times



Dinner event at Huerta del Valle (taken prior to TCC implementation). Photo credit: Huerta del Valle

Ontario Together: Looking Back and Forward

Ontario's TCC Implementation Grant is the result of years of community engagement, strategic planning, and capacity building. This section provides a brief history of that work.¹⁷

Early Place-Based Planning Efforts

In 2007, a coalition of community residents, private and nonprofit partners, and the City of Ontario launched the Healthy Ontario Initiative (HOI), which created a shared vision to address major public health concerns in the community, including asthma, obesity, cardiovascular disease, and diabetes. To support this vision, the City of Ontario and HOI partners instituted a network of health hubs at community centers where residents could learn about nutrition, participate in fitness classes and clubs, and get connected with preventative care resources. HOI planning efforts also led to the establishment of a resident advisory group, known as the Community Health Improvement Association (CHIA), that would consult with the City of

Ontario in developing initiatives at the intersection of public health and urban planning.

In 2010, Kaiser Permanente recognized Ontario for its ambitious work to address chronic disease and awarded the city a Healthy Eating and Active Living (HEAL) Zone grant. The grant allowed Ontario to expand and focus its health programming and community engagement activities in a residential neighborhood just south of downtown where a number of key assets are located, including the Huerta del Valle community garden, community centers that also function as health hubs, public parks with recreational facilities, schools, and churches. The HEAL Zone grant also brought additional technical capacity to the HOI collaborative by formalizing a partnership with a major health care provider (i.e., Kaiser Permanente).

After the launch of TCC and call for proposals in 2017, the City of Ontario worked with HOI partners and CHIA resident leaders to co-host a series of focus groups, meetings, and workshops aimed at developing a TCC concept proposal. Through this process, Ontario residents and stakeholders identified their priorities for investing TCC

¹⁷ For additional background, refer to the Greenlining Institute's case study on Ontario, titled *Building on 10 Years of City & Community Collaboration*, available at: <https://greenlining.org/wp-content/uploads/2021/11/Building-10-years-City-Community-Collaboration-TCC-Case-Study.pdf>

dollars. Specifically, residents articulated a need for projects that improve air quality, access to fresh food, pedestrian and bicycle safety, housing quality and affordability, employment opportunities that pay livable wages, and educational and transportation options to support residents' professional pursuits. Based on these needs, the City of Ontario developed a concept proposal that was then refined through another series of stakeholder meetings.

The result of all of these engagement efforts and foundational pilot projects was Ontario Together, a suite of projects and plans aimed at reducing GHG emissions while also providing environmental, health, and economic co-benefits for Ontario residents. Per the TCC guidelines for Round 1 applicants, the Ontario Together proposal included: (1) TCC-funded projects intended to have a direct impact on GHG reductions; (2) leveraged projects that further the broad goals of TCC and use only matching funds; and (3) transformative plans to ensure that the projects are bolstered by meaningful community engagement, workforce development, and displacement avoidance activities.

Ontario Together Begins

In 2018, Ontario Together was selected by SGC through a competitive grant process for a TCC Implementation Grant of \$33.25 million. As part of the grant terms, Ontario Together partners would also plan to leverage at least \$28.9 million (and up to \$74.5 million) in outside funds. Table 2 provides a summary of the current funding levels for Ontario Together's projects and plans.

As a place-based initiative, the projects will concentrate dollars in a 4.9-square-mile area of Downtown Ontario. This boundary area leverages Ontario's existing network of health hubs and HEAL Zone investments. Appendix 1 provides a detailed map of where TCC and leveraged projects and also the HEAL Zone are located within the TCC boundary area.

The TCC award not only brings a significant influx of financial resources to the community but also reinforces the cross-sector partnerships that were built before and during the TCC application process. A number of these partners now have funded roles to implement TCC projects and plans, and by extension of those roles, also serve as members of a Collaborative Stakeholder Structure that deals with grant governance and oversight (known locally as the Ontario TCC Trustees), which meets on a quarterly basis. See **Appendix 3, page 83**, for a list of trustees.

The following section chronicles the perspectives of TCC project partners and beneficiaries over the course of the grant implementation period. Later in the report, we include summary profiles on the various transformative plans, TCC-funded projects, and leveraged projects that make up Ontario Together. Each profile includes an overview of the project or plan's goals, the roles of various partners involved with implementation, and key accomplishments that have occurred after the announcement of Ontario's TCC award through the end of FY 2022-2023. This period overlaps with about 14 months of post-award consultation and 52 months of program implementation.



City staff and residents were honored as semifinalists for their community engagement work at the 2019 All-America City Award Competition and Conference in Denver. Photo credit: City of Ontario

Table 2: Summary of Ontario Together Projects and Plans

Project/Plan Type	Project/Plan Name	Partners	TCC Funding	Leveraged Funding
Community Engagement Plan	N/A	The Social Impact Artists;* City of Ontario	\$199,515	\$5,896
Displacement Avoidance Plan	N/A	City of Ontario;* Ontario Housing Authority	\$0	\$33,077,706
Workforce Development Plan	N/A	City of Ontario;*County San Bernardino; Ontario-Montclair School District	\$238,271	\$84,687
Active Transportation Program	Pedestrian Pathway Improvements and Network	City of Ontario*	\$185,570	\$154,376
	Mission Boulevard Bike and Pedestrian Improvements	City of Ontario*	\$5,698,469	\$1,030,196
Affordable Housing and Sustainable Communities Project	Vista Verde Apartments	City of Ontario;* National Community Renaissance; Ontario Housing Authority; Omnitrans	\$18,825,393	\$37,490,793
Organics Recycling Project	Ontario Carbon Farm	Huerta del Valle;* City of Ontario*	\$123,717	\$286,500
Rooftop Solar Projects	Ontario SHINE: Multi-Family Solar PV	GRID Alternatives;* City of Ontario	\$1,141,180	\$132,000
	Ontario SHINE: Single-Family Solar PV	GRID Alternatives;* City of Ontario	\$1,860,820	\$800,000
Transit Operations Project	Transit Pass Program/Travel Training/Route 83 Expansion	Omnitrans*	\$1,900,500	\$0
Urban and Community Forestry Project	Urban Canopy	City of Ontario*	\$529,821	\$11,463
Leveraged Projects	Healthy Ontario Initiative	City of Ontario;* Huerta del Valle; County of San Bernardino; The Social Impact Artists	\$0	\$333,595
	Small Business Support Program	Inland Empire Small Business Development Center;* City of Ontario; County of San Bernardino	\$0	\$1,000,489
Total**			\$30,703,256	\$74,407,701

* Project lead

** TCC funding total does not include additional grant money for grant administration and other related activities. Leverage funding total is including additional projected funds that were not originally included in the grant award package (i.e., \$28,997,038).

PROFILES: STORIES FROM THE COMMUNITY



Ontario resident leaders, the Ontario HEAL Zone Community Engagement team, Huerta del Valle partners, and Züm Up! leaders attend a 2018 "Por Vida" leadership training. Photo credit: The Social Impact Artists

AS A COMMUNITY-LED INITIATIVE, Ontario Together engages a wide variety of stakeholders. Residents, local business owners, workers, and others help implement projects to advance community-defined goals for climate action, economic development, and more. This chapter provides a series of case studies of how these stakeholders have contributed to the rollout of Ontario Together and/or benefited from the initiative's suite of projects and plans. The case studies are presented in reverse chronological order in order to spotlight more recent additions to this annual report. It's important to note that these stakeholders represent only a small sample of the many individuals who have shaped — or been shaped by — the implementation of Ontario Together. Thus, their purpose is to be illustrative, but not exhaustive, of the ways in which Ontario Together has touched the lives of community stakeholders.

Solar industry training provides a ladder to clean energy work opportunities



BACKGROUND

This case study explores how TCC-funded job training at GRID Alternatives (see [page 67](#)) serves as a pipeline for the organization's workforce while launching solar industry careers for Ontario residents. It highlights Nadia Sánchez and Francisco Javier Prats, two trainees who gained not only professional skills and financial stability, but also full-time employment at GRID. To learn more about Ontario Together's workforce development programs, see [page 56](#).

Interviews for this case study were conducted in July 2023 and January 2024.

Francisco Javier Prats (center) teaches high school students to install a solar panel in March 2024. Photo credit: GRID Alternatives

FRANCISCO JAVIER PRATS moved to Ontario nearly 10 years ago. Before moving, he worked in construction, helping to build utility-scale solar plants in the desert. When the COVID-19 pandemic hit in March 2020, Prats was working in non-emergency medical transport. He was one of many who lost their jobs at the start of the pandemic. After being laid off, Prats found work at a warehouse in the region.

When Prats first heard about the paid job training program with GRID Alternatives (GRID), he thought it sounded too good to be true. He applied out of curiosity and began training in September of 2021. Near the end of his three-month job training program, GRID offered Prats a full-time position. This training-to-employment process is not unusual for GRID; many of its employees started as trainees or interns. Prats says GRID also pays well — about \$10 more per hour than he could make working in a warehouse, by his estimate. “The pay has been good,” he said. “We get an increase every year depending on inflation ... [GRID] pays more than at regular warehouses, which employ, like, 70% of people in the Inland Empire.”

Even though he came into the job training program at GRID with experience, Prats has gained new skills by training and working at GRID Alternatives — especially electrical know-

how. These skills, such as opening up service panels and removing breakers, are necessary for Prats's current job and contribute to the foundation of expertise he will be able to utilize as he advances in his career at GRID.

“I’ve been mechanically oriented most of my life. But as soon as I saw light switches, I thought, ‘I’m not going to touch that.’ Now, I can do electrical work.”

FRANCISCO JAVIER PRATS

After moving through a series of roles at GRID, Prats is now a Solar Installation Supervisor. In this role, he trains new employees, teaching them to install the solar panel base, connect the panels, and wire everything to a home's electrical system. As a trainer, Prats sees firsthand how GRID's program offers an accessible opportunity for career preparation and fellowship to people of all backgrounds and experience levels, and appreciates the unexpected camaraderie that comes from that. As Prats put it: “We do a lot of training — for people coming out of prison, from unemployment, and some who are just interested in solar ... This is a good place to get to know them, to talk to them, and find the good in everyone.”

Eager to expand his skill set further, Prats participated in a

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one-week training with a different GRID regional team to learn how to install batteries alongside solar panel systems. He also plans to pursue additional electrical certification, which GRID will help provide as part of their yearly professional development budget for staff. This new certification will help Prats to advance at GRID, making him eligible for future promotions. Speaking about his position with GRID, Prats described his satisfaction and his appreciation for these opportunities, both for his own development and in terms of his ability to help others: “I like being here [at GRID]. The job stability is good, and I have a chance to help people here.”



NADIA SÁNCHEZ had spent six years working as a civil engineer when she realized that the career wasn't the right fit for her. She decided to pivot and quickly found a chance to do so when she saw a flyer at the library about GRID's paid internship program. Curious to explore new career pathways, Sánchez applied, interviewed, and was offered the position — days before lockdowns began at the start of the COVID-19 pandemic. With her internship scheduled to start at the end of March 2020, when the pandemic escalated, she thought it would be canceled. But GRID modified the job training program to be remote, and Sánchez started her internship in late April.

Sánchez's internship was focused on outreach to homeowners who were potentially eligible for GRID's TCC-funded, no-cost rooftop solar panels. She provided administrative support and learned to use technical tools, like Salesforce. “The internship was very hands-on, even though it was virtual,” she said, praising how her supervisor made virtual learning engaging.

Sánchez also helped translate outreach materials to Spanish, using her native language to convey GRID's mission and program details clearly and accurately. This was critical because many community members did not initially believe that the solar panels were free. “People are very skeptical ... they're like, ‘That sounds too good to be true. What's the catch?’” Sánchez said this skepticism was GRID's biggest hurdle to signing residents up for free solar panels, noting that many households had been “burned” by programs that claimed to be free but led to financial disaster. GRID gained legitimacy by working with the City of Ontario. As the pandemic waned, increasing in-person engagement helped build trust, too. “It's been helping a lot since things have been opening up ... we were able to have tabling events and [people are] seeing us more out there in the community,” she said.

When her internship ended, Sánchez had the opportunity to stay at GRID through an 11-month paid fellowship through which she continued to develop her outreach

skills. She gradually took on more responsibility in her new role and gained new knowledge, learning about how orientations for new clients work, how to review contracts with clients, and even the construction process itself. As her fellowship drew to a close, Sánchez received an offer for a full-time position with GRID as their outreach coordinator, which she began immediately after the fellowship ended.

At GRID, Sánchez has been able to use some of the problem-solving and critical-thinking skills she learned as an engineer, while also developing new people skills and confidence. From cold-calling potential clients to giving presentations, she has grown into a more comfortable communicator. “It's definitely helped me grow out of my shell ... Before, having to do a tabling event or cold calling would be my worst nightmare ... [This experience] helped me learn how to do it ... [I've gained] a lot of people skills.”

Her internship, fellowship, and now full-time job at GRID also helped Sánchez through the economic hardships of the pandemic. GRID provided health benefits to its interns, and of course, the paid positions provided financial stability during a highly uncertain time. “I'm one of the lucky ones that found a job during the pandemic ... Instead of being badly financially impacted, I came out a little bit better, because I found that internship,” she said.

Sánchez anticipates that the skills she has gained with GRID will be useful in ways she can't yet predict. Through GRID's job training program, Sánchez was able to discover a new career pathway, develop her professional skills, and gain financial freedom and job stability longer term.

“The [job training program] gave me a paycheck and allowed me to pay my credit card debt. And it led me to this job now. So, it helped a lot.”

NADIA SÁNCHEZ



Nadia Sánchez (left) at the TCC Ontario SHINE Solar Install Showcase in October 2022. Photo credit: GRID Alternatives

TCC builds capacity of local health activists to take on climate change



BACKGROUND

This case study examines how TCC activities are improving community members' awareness of climate issues and related resources through their participation in the Community Health Improvement Association (CHIA) — the City of Ontario's resident-led advisory board that constitutes a critical component of Ontario Together's Community Engagement Plan (CEP). The case study spotlights the stories of two CHIA members, Tavis Díaz and María Quiroz, and the development of their leadership skills. See [page 50](#) for more information on Ontario's CEP.

Interviews for this case study were conducted in December 2022 and January 2023.

Resident leader Tavis Díaz (right) engaging with a community member. Photo credit: The Social Impact Artists

TAVIS DÍAZ has been a resident of Ontario for 23 years. She first became involved with Ontario Together by attending community Zūm Up! classes and later auditioning to be an instructor as part of the city's Healthy Ontario Initiative (HOI). While serving as an instructor, she began to hear from fellow community members who sought information on local resources. Díaz began attending CHIA meetings and getting involved with local efforts motivated by a desire to serve as a resource for others.

CHIA — a resident-led advisory body that helps the city identify health and safety improvements needed in the community — emerged out of the HOI (see [page 75](#) for more on HOI). In 2017, CHIA worked with the city and HOI partners to identify local investment priorities for the city's TCC proposal, also known as Ontario Together. CHIA has continued to play a key role in the Ontario Together CEP. Specifically, the CEP leverages CHIA's monthly meetings with community members to crowdsource their expertise on how best to carry out TCC implementation activities.

In recognition of Díaz's strong rapport with fellow residents, she was offered the opportunity to work as a paid resident leader with CHIA — a role that she describes as

her most rewarding and which she continues today (see [page 45](#) for more information on the resident leader model).

Díaz credits her experiences with CHIA for providing her with a greater awareness of resources for mitigating and adapting to climate change. As a resident leader, she conducted outreach in her community to promote GRID Alternatives' single-family solar panel installations. Despite the challenges in overcoming preexisting skepticism about "free" solar panels among residents, Díaz was able to successfully connect a fellow Zūm Up! attendee, Antonia Rojas, with the program. The opportunity to unite qualifying individuals with these free resources proved deeply satisfying, and for Díaz, proved to be one of her most gratifying experiences. Working with CHIA on community engagement efforts has also strengthened Díaz's awareness of the barriers that residents face in getting the help they need—including a general sense of mistrust and fear. By understanding such challenges, Díaz now feels better equipped to overcome them in her continued work.

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“Sometimes people are hesitant to ask for help. I have learned that you must go to the community and not expect the community to come to you.”

TAVIS DÍAZ

In addition to honing her community outreach skills, Díaz notes a significant change in her confidence and communication abilities. These skills have enabled her to take on more leadership responsibilities; most recently, by coordinating a CHIA meeting on her own.

For Díaz, working with CHIA and Ontario Together has been deeply satisfying, and has allowed her to feel a part of the progress happening across the city. She hopes to continue leveraging her skills and knowledge of available resources, including those funded by TCC, to help her fellow residents address their needs. Notably, Díaz’s experiences have equipped her to become a leader especially in addressing issues relating to environmental and public health. She hopes to build on her skills and connections to open a small business with her son selling vintage fashions in Downtown Ontario that would leverage the city’s ample resources and provide new jobs in the community.

“I have many goals, and I believe the job I have with the city will help because ... it opens new doors to new opportunities.”

TAVIS DÍAZ



MARÍA QUIROZ moved to Ontario nearly three decades ago in search of a calm environment in which to raise her children. Motivated by a concern for her health, she began participating in local Zūm Up! exercise classes, which is where she first learned about CHIA. Quiroz ultimately joined CHIA as a community member, attending meetings and participating in local events.

For Quiroz, CHIA meetings have provided a platform to gain awareness of the city’s numerous health programs and resources, including but not limited to those funded by TCC, which have proved critical to improving her own health and enabling her to feel more involved in her community. CHIA meetings have also served as an opportunity for residents like Quiroz to learn about environmental and urban planning issues connected to TCC — such as air pollution, land use, and goods movement — and how these issues ultimately affect people’s health and well-being.

“The connection [between CHIA and TCC] is around health because everything about the environment ties back to your health.”

MARÍA QUIROZ

By participating in CHIA meetings, Quiroz has also gained awareness of climate-related resources, such as GRID Alternatives’ TCC-funded, single-family solar panel installations (see **page 67** for more information). This knowledge has helped her dispel misconceptions about the accessibility of those resources within her broader community.

“You think [solar panels] are too expensive or you won’t qualify for them, but you don’t realize that ... [the cost is dependent on] whatever you qualify for.”

MARÍA QUIROZ

Beyond providing a space to share information, CHIA meetings have served as a platform for residents to voice their concerns and express their needs — an experience that personally inspired Quiroz to organize her fellow residents in collective action to gather signatures after their local Zūm Up! classes were unexpectedly decreased.

Ultimately, Quiroz’s experiences as a CHIA member and her exposure to TCC have positioned her to be a future leader in the climate action space. She not only has a greater understanding of the interactions between the built environment and public health, but she also has better awareness of available resources to address the negative impacts from those interactions. Additionally, CHIA has provided Quiroz an opportunity to strengthen her confidence in taking on societal challenges and in leveraging her knowledge to support her community. Developing this awareness and confidence constitutes an important first step in empowering individuals to take meaningful action in their community on a variety of important issues, like climate change.



CHIA member María Quiroz. Photo credit: The Social Impact Artists

Free transit passes improve the curb appeal of taking the bus



BACKGROUND

This case study documents how TCC has transformed Ontario residents' relationship with taking the bus, making it easier and cheaper. For transit converts, like Jocelyn Andrade, the passes have reduced reliance on pricey ride-hailing apps and freed up funds for other basic needs, such as food and clothing. For dedicated transit riders, like Miki Iannetta, the passes have simply made taking the bus more affordable and enjoyable. For more about Ontario Together's transportation work, see [page 70](#).

Interviews for this case study were conducted in September 2022.

A bus in the Omnitrans fleet that residents can take using the free transit passes. Photo credit: Omnitrans

JOCELYN ANDRADE has called Ontario home for nearly 20 years. Until recently, she lived with her parents to make ends meet. Then, in 2021, she was selected among over 3,000 applicants in a lottery for an income-based rental unit at Vista Verde Apartments, a TCC-funded affordable housing complex in the Ontario Together project area. The housing opportunity also comes with three years of free transit passes for the entire Omnitrans system, which serves the San Bernardino Valley region.

For Andrade and her 18-month-old daughter, the free transit passes were a welcome surprise. Andrade discovered the opportunity to get free bus passes through flyers posted throughout the Vista Verde apartment complex. At the time, Andrade relied primarily on family members to drive her to work — and when her family members were too busy, she would pay for ride-hailing services. Although

“As a single mom who is struggling financially, there’s times where I need to get to from point A to point B, and this program is a good help to get around. It brings me a lot of ease.”

JOCELYN ANDRADE

she owns a car, it is not reliable, as she struggles to pay for insurance and maintenance.

The financial savings of free transit have been very helpful for Andrade. She estimates that taking the bus saves her \$60 to \$80 per week, which could add up to more than \$300 in a month.

Particularly during the COVID-19 pandemic, Andrade took every possible opportunity to save money, and the travel passes were very helpful. “I wasn’t working for like a month, so I wasn’t claiming any income. And then after we came back, my hours were cut.”

Andrade was not new to public transportation, having ridden the bus regularly as a college student. But the transit passes and transit training program have increased her confidence in taking the bus, even with the logistical challenges associated with traveling with a baby. She now also has an easier time running essential errands, such as picking up prescriptions and going grocery shopping.

Being able to take the bus for free has also given Andrade a chance to relax on her commute and observe the world

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“With the travel passes, I save a lot of money, and it’s very convenient. I can use the money I save to buy little things for my daughter, like new clothes or shoes.”

JOCELYN ANDRADE

Jocelyn Andrade outside the Vista Verde Apartments, located along Omnitrans Route 61. Photo credit: Luskin Center for Innovation

around her, rather than focusing on driving. Sometimes, she brings her daughter along, and they spend the time connecting with each other and with other riders on the bus.

“When I’m on the bus, I talk to my daughter. We look out

the window, and I tell her, ‘Oh, you see that? You see this?’ And she’s getting very social — other people might say ‘hi’ or want to interact with her, and that’s how we end up starting conversations and meeting new people.”

MIKI IANNETTA moved to Ontario from Argentina 10 years ago, and she has been an active member of the community ever since. Early in her time in the city, she got involved by volunteering at the local library. Eventually, this work became a full-time job. Seven years later, Iannetta still works at the Ontario library as a clerk and front desk receptionist.

To get to and from work, Iannetta has always been a loyal transit rider. She does not have a driver’s license, and even before obtaining a free bus pass through Ontario Together, she took the bus to work each day. For her, the benefits of the free transit pass program have been financial savings.

“The passes have been a great amenity. In the past I had to worry about buying individual tickets each time I rode the bus. Now I can just hop on and not have to think about it.”

MIKI IANNETTA

“I have been able to save about \$50 in a month,” she said. She was able to use the extra savings to buy additional groceries.

She also noted that having a transit pass has eliminated the need to purchase individual fares for each ride, making it easier to board the bus. Before, she sometimes worried about not having Wi-Fi to purchase a pass before riding, but now, she can board with ease. “It gives me peace of mind knowing it will always work, and I don’t have to worry about paying,” she said.

“With prices for gas and food so high, I’ve been recommending the program to others in the community. From what I hear, I know that the passes have helped many people access another option for transportation.”

MIKI IANNETTA

Solar installations unlock cost savings for low-income homeowners



BACKGROUND

This case study explores how TCC-funded solar installations have financially benefited low-income homeowners in Ontario. The case study does so through the lens of two individuals, Ermelindo Mazariego and Thirza Flores, who have been able to re-invest their energy cost savings back into their homes. For more on Ontario’s no-cost solar program, see [page 67](#).

Interviews for this case study were conducted in March 2022.

Ermelindo Mazariego (center), a beneficiary of Ontario SHINE, joined by his extended family. Photo credit: Ermelindo Mazariego

ERMELINDO MAZARIEGO is a longtime Ontario resident who now gets much of his power from the sun. Originally from El Salvador, Mazariego moved to Ontario in 1981 because his home country was in the midst of a civil war. His aunt had already been living in Ontario and provided him a place to get settled. Since then, Mazariego has built a career as a repair technician for dentistry equipment and raised three children with his wife, whom he met in Ontario. The couple now live with their three grandchildren.

Three years ago, Mazariego sustained a back injury at work and had to cut his hours. The drop in income was then exacerbated by the closure of dental offices during the peak of the COVID-19 pandemic. So when Mazariego received a letter from the City of Ontario about Ontario SHINE, a TCC-funded program that provides low-income homeowners rooftop solar panels at no cost, his interest was piqued.

“The letter from the city came at a time when I was struggling to pay the bills. My health was already not great. I have the responsibility of caring for my grandkids, and then there was the pandemic ... It was a really hard time.”

ERMELINDO MAZARIEGO

Initially, Mazariego was skeptical that the program was actually free for homeowners. To investigate whether there were hidden costs, such as higher property taxes, Mazariego followed up with a representative at GRID

Alternatives, the lead partner for Ontario SHINE. The representative assuaged Mazariego’s concerns by sending him documentation on how everything would be financed — the solar panels would be provided through a prepaid model that covers installation and warranties for the life of the solar system, all funded by TCC. The no-cost solar system would also not trigger liens or increase property taxes for homeowners. Once Mazariego was confident there wouldn’t be any surprise expenses, he was on board.

“At first I was concerned that the panels might raise my taxes or result in a lien, but after reading all the paperwork, I realized that this is legit, I really don’t have to pay anything.”

ERMELINDO MAZARIEGO

Mazariego’s rooftop system was connected to the grid on June 16, 2021. The energy produced by the solar panels on his roof offset his consumption charges each billing cycle. Thus, while Mazariego’s electricity usage has stayed more or less the same, his energy bill is appreciably lower.

“My bill was normally \$150 per month, and now with the panels, it’s closer to \$30. When you’re struggling with money, that helps a lot.”

ERMELINDO MAZARIEGO

Over time, the cost savings have added up for Mazariego and enabled him to invest in several home improvements. His first project was to build a fence around his front yard to make it safer for his grandchildren to play outside. His

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second project was to ditch his gasoline-powered generator and install a battery-powered energy storage system. To do so economically, Mazariego did all the work himself and sourced the materials from a salvage yard. Aside from fixing up his house, Mazariego hopes to use his energy cost savings to pay off the remainder of the debt he owes on his home. He's looking forward to a day when he can retire and not have to worry about struggling with bills.

“I’m re-investing the savings back in my house ... a fence so I don’t have to worry about my grandkids running into the street ... and a battery to keep the lights on during a power outage.”

ERMELINDO MAZARIEGO



THIRZA FLORES is another longtime Ontario resident who decided to go solar. Flores moved to the city 35 years ago with her husband and oldest daughter. Her husband has since passed, and now Flores lives on a fixed income with her daughter and son. Her fixed income makes it particularly difficult to accrue savings and build a financial safety net. Moreover, with historic inflation raising the prices of necessities like food and utilities, Flores worries about being able to cover her basic living expenses.

“I don’t have a financial cushion to fall back on, so I have to take advantage of every financial incentive program that is available to me.”

THIRZA FLORES

When Flores learned that a friend had obtained a rooftop solar system at no cost through the City of Ontario, she was intrigued. However, like Mazariego, she was concerned that the program might be too good to be true. To learn more, she followed up with a representative at GRID Alternatives. After getting a better understanding of how the program works, where the funding comes from, and what it would mean for her utility bills, Flores was sold.

“Initially I was worried it was a scam, but a representative at GRID Alternatives earned my trust and helped clear up how the program works.”

THIRZA FLORES

When GRID Alternatives visited Flores’ property to assess whether a solar system could feasibly be installed, it became clear that Flores’ roof needed major repairs. Flores’ late husband had started working on their roof and had stripped it down to the plywood, but sadly he passed

before he was able to finish the upgrades. Without the savings to hire a contractor to finish the work, Flores’ roof was left in disrepair and prone to leaks. Using funds leveraged from philanthropic sources, GRID Alternatives was able to work with a contractor based in San Bernardino, R.V. Roofing, to complete the needed repairs (totaling about \$4,000) at no cost to Flores.

Flores’ solar system went live on October 23, 2020. And like Mazariego, her electricity consumption has not changed, but her bills are much lower. As her cost savings have added up, she’s been able to address deferred maintenance projects around her house that she previously felt she could not afford. For example, a bathroom leak caused enough water damage that she had to hire a contractor to remove an entire wall to remedy the issue. Such repairs not only improve the habitability of her home but also the value of her home. Flores has been able to capitalize her energy cost savings in the form of greater home equity. For a person on a fixed income, this savings pathway is one of the few pathways for Flores to build her nest egg.

“With the money I’ve saved, I’ve been able to fix up my house ... When my bathroom faucet was leaking, for example, I could afford to call a contractor to come fix it.”

THIRZA FLORES



Thirza Flores, another beneficiary of Ontario SHINE. Photo credit: GRID Alternatives

Workforce development specialist helps residents re-imagine their futures



BACKGROUND

This case study explores how TCC dollars have helped Ontario residents find training and employment opportunities that meet their career goals. Specifically, the case study spotlights the stories of a TCC-funded workforce development specialist, Tamika Tonge, and three individuals that she has served. Tonge’s work represents just one component of Ontario’s larger Workforce Development Plan. For more details about this plan, see page 56.

Interviews for this case study were conducted between June and November 2021.

Tamika Tonge (left), Ontario’s workforce development specialist, with client Alex Segura (right). Photo credit: Tamika Tonge

TAMIKA TONGE has a long résumé helping others get through difficult times. With an undergraduate degree in criminal justice and a master’s degree in public health, Tonge has held a number of different positions providing supportive services to vulnerable populations, including individuals who are formerly incarcerated, have limited English, lack stable housing, or have experienced mental health challenges. Over the course of her career, Tonge has developed a passion for helping these individuals set vocational goals and mentoring them to achieve their goals. This passion is what led her to the Workforce Development Department at the City of Ontario, where she now works as a workforce development specialist, a position that is funded by TCC.

“I love making a difference in people’s lives by tapping into their gifts. I believe that everyone has a gift.”

TAMIKA TONGE

Ontario residents can work with Tonge by filling out an application and making an appointment to meet at her office in Ontario’s downtown library. During an appointment, Tonge conducts an assessment of each client’s professional history, skill set, and goals. She then works with clients to create a plan to achieve those goals through realistic

steps. She points clients to relevant resources, such as job training and educational opportunities. TCC has expanded Tonge’s menu of resources. For example, Tonge can now point clients to the job training programs offered by GRID Alternatives, which include tracks for careers in construction, solar system design, and marketing.



ALEX SEGURA first met Tonge while job hunting at the Ontario library. Segura was recovering from a car accident at the time and was struggling to balance his job at Taco Bell with his physical therapy appointments and his bigger career goals. Segura’s real passion is sustainable architecture, and he hopes to eventually land a job in construction management. Until then, Segura needed a new day job with more flexibility so he could so focus on his other priorities. After working with Tonge, he landed a job at a local pizzeria that provides the flexibility he needs to pursue his bigger career goals.

“Tamika keeps me accountable to focus on what I want to do as a career. Before working with her, I didn’t even think a ‘career’ was an option for me.”

ALEX SEGURA

[Continues on next page]

Even though Segura is happy with his new gig, Tonge’s work with him is not done. She continues to help him identify apprenticeship and internship opportunities that allow him to gain more experience in the construction sector. Segura is particularly excited to train with GRID Alternatives as soon as its in-person programming, which has been on hiatus due to the pandemic, resumes.



JOCELYN OROZCO was at a pivotal moment in her professional journey when she first met Tonge. She recently graduated from college and came to Tonge for help with getting certified as a nursing assistant. During Orozco’s intake session, Tonge used motivational interviewing techniques to help Orozco articulate her desire for a more specialized career in neurology. Tonge then encouraged Orozco to explore multiple career options in the health sector before fast-tracking her career toward nursing and assisted Orozco in setting up two volunteer positions toward that purpose: one at the Alzheimer’s Association as an educator, and one in the transplant center and heart lab of a nearby hospital as an administrative assistant.

The two volunteer positions ultimately instilled in Orozco the confidence to go after her dream of becoming a neurosurgeon. Now Orozco is gainfully employed at the neurology center in Orange County and is studying for her entrance exams to medical school. Tonge is continuing to help Orozco through that process, and has connected Orozco with a tutor to boost her test-taking skills.



MITCHELL DEVIN also came to Tonge at a turning point in his career. Due to the pandemic, he was furloughed from his position as a facilities manager at an AMC theater. Devin saw the lapse in employment as an opportunity to retool his skill set but was short on money to invest in himself. He came to Tonge to sort through his options. Tonge recognized Devin’s passion for technology and connected him to a fully funded pre-apprenticeship program at Chaffey College’s Industrial Technical Learning Center. The program teaches trainees how to operate and maintain a variety of electrical, mechanical, and hydraulic technologies.

After completing the program, Devin was quickly recruited by Walmart to work as an Industrial Maintenance Technician. In his new position, Devin is enjoying a higher salary with better benefits, as well as plenty of continued learning opportunities. Despite the challenging year, Devin’s work satisfaction is at an all-time high.



Jocelyn Orozco, client of Tonge. Photo credit: Tamika Tonge

“Tamika challenged me to pursue what I’m passionate about, not just something that pays me money.”

JOCELYN OROZCO



Mitchell Devin, client of Tonge. Photo credit: Mitchell Devin

“I’ve taken my career in industrial technology to the next level ... the workforce development specialist made it all happen.”

MITCHELL DEVIN

Vista Verde welcomes its first residents



BACKGROUND

This case study explores how a TCC-funded affordable housing development, Vista Verde Apartments, has benefited the lives of low-income households, as told through the lens of three individuals: Diana Colado, María Zaragoza, and Norma De La Cruz. The case study also spotlights how Ontario's community engagement efforts raised awareness around the opportunity. For more information about the benefits of Vista Verde, see [page 62](#); and for more about Ontario's community engagement work, see [page 50](#).

Interviews for this story were conducted in June 2021.

Diana Colado and her three youngest children inside their new unit at Vista Verde Apartments. Photo credit: Diana Colado

DIANA COLADO is a single mother of four children, with ages ranging from 5 to 17, who has been living in Ontario for the past 15 years. After separating from her children's father, Colado lacked the income to get a place of her own. She and her kids moved in with her mother, where they shared a single room. While she enjoyed having her children near their grandmother, Colado was eager to find a bigger space with more privacy to allow her and her kids to focus on their educational and professional goals.

Colado first learned about the opportunity to live in one of the TCC-funded affordable housing units at Vista Verde Apartments through a Facebook announcement posted by Ontario Together's community engagement team. Colado was concerned about how quickly she could complete the application process while juggling her child care responsibilities, but the community engagement team reassured her that the housing opportunity was not first-come, first-served, and that there would be a lottery to allow prospective tenants ample time to prepare their applications. Colado applied and would eventually become one of the 100 applicants — among a pool of more than 3,000 — to make it through the lottery and final screening process.

Living at Vista Verde has benefited the Colado family in a number of ways. From a financial perspective, Colado is

paying less rent than when she was living with her mother, who plans to get a replacement housemate to compensate for Colado's departure. With her savings, Colado has been able to invest in making her new apartment a home. She purchased a dining table and extra beds so that everyone has their own dedicated sleeping area. After a challenging period, it is now easier for her kids to be kids. The contrast is particularly notable for Colado when they're out playing together at the park or on-site pool, amenities which were inaccessible at their last spot.

“Before moving to Vista Verde, I didn't have access to a private bedroom or a closet; we all lived in a single room. I feel blessed to now have a living room, a dining room, a kitchen, and two separate bedrooms ... My kids finally have space to make their own.”

DIANA COLADO

Colado hopes to further her education by going to nursing school, a dream she has held for a while, but that she hasn't had the time to pursue. With her housing finally stabilized, Colado is feeling ready to focus on that dream. The proximity of Vista Verde to a nearby elementary school will also allow her to spend less time commuting on behalf of her kids and more time kick-starting her new career.



María Zaragoza and her daughter on their new balcony, overlooking the pool at Vista Verde. Photo credit: María Zaragoza

“My kids now have space to play outside, at the park, at the pool ... In our last apartment, they couldn’t go out; there was nothing to entertain them. We didn’t even have a patio.”

MARÍA ZARAGOZA

MARÍA ZARAGOZA is a single mother of three children, with ages ranging from 3 to 17, who landed at Vista Verde after years of struggling to afford the rent in Ontario. The COVID-19 pandemic made matters worse for Zaragoza, as she spent much of the pandemic furloughed from her job at a local ice cream shop. The drop in income motivated her to look for resources in the community that could help her make ends meet. When Zaragoza’s neighbor told her about the lottery for housing at Vista Verde, she applied and hoped for the best.

Within a month of moving into Vista Verde, Zaragoza has already noted an improvement in her mental health and that of her children. Like Colado, Zaragoza says that her children are ecstatic about the recreational amenities such as the park and pool. Such amenities were not available at her last place, even though she paid \$200 more per month. Meanwhile, Zaragoza feels less stressed about the rent and can focus on her personal goals, such as learning English, getting a new job, and eventually owning her own home.

NORMA DE LA CRUZ and her husband also struggled to make rent before moving into Vista Verde. De La Cruz, a mother of two (ages 11 and 17), has lived in Ontario for over 20 years and commented that her rent seems to go up every six months, most recently by \$100. Like Colado and Zaragoza, De La Cruz and her husband were eager to line up housing that they could better afford.

De La Cruz eventually learned about Vista Verde through her job as a resident leader, known locally as a “promotora.” As a resident leader, De La Cruz shares resources within her community about various city programs, including Ontario Together. Thus, when the application process for Vista Verde opened up, De La Cruz was tasked with helping spread the word to Ontario residents, which included herself. Through her outreach work, De La Cruz was well aware that demand for housing at Vista Verde would likely exceed supply, but she applied anyway and had the good fortune to secure a unit through the lottery.

Before living at Vista Verde, De La Cruz said, she and her husband rarely had leftover income to put into savings. Now, she’s looking forward to building up a nest egg to buy a home. First, however, De La Cruz plans to take her family on a vacation, something they haven’t been able to financially justify in a very long time.



Norma De La Cruz entering her new apartment. Photo credit: Norma De La Cruz

“I used to have to choose between groceries and rent, now we can live more comfortably ... For example, we can afford to eat more vegetarian and shop more organic.”

NORMA DE LA CRUZ

Business incubator program provides community and inspiration



BACKGROUND

This case study explores how Ontario’s business incubator program is serving early stage entrepreneurs, focusing on the experiences of two graduates: Michael Lim and Eric Chaffey. The incubator program is a component of Ontario’s broader Small Business Support Program, which through the use of leveraged funds aims to expand economic opportunities within the TCC project area. For more on the Small Business Support Program, see page 77.

Interviews for this story were conducted in August 2020.

Michael Lim, incubator program graduate, presents to transportation experts in February 2020. Photo credit: CoMotion Ontario

MICHAEL LIM is co-founder of Xtelligent, a transportation technology company that replaces outdated traffic signal systems with more intelligent technologies. The company uses the latest research in network control and artificial intelligence to lay the groundwork for safe integration of multimodal transportation and automated vehicles. Until recently, Lim’s entire operation has been based out of Los Angeles, but he has since expanded Xtelligent’s presence to Ontario to take advantage of the city’s suite of services for entrepreneurs in the e-commerce and logistics sector.

“The primary benefit of being part of Ontario’s ecosystem is access to city staff who are willing to work with you to pilot new technologies.”

MICHAEL LIM

Lim’s relationship with the City of Ontario began in November 2019, when he joined the first cohort of entrepreneurs to go through the business incubator program. The purpose of the program is to help early stage entrepreneurs take meaningful steps toward developing their ideas into viable companies and ideally extending work opportunities to Ontario residents along that journey.

The incubator program is structured according to a series of learning modules that cover the basics of early business development, such as stakeholder discovery, assumption testing, and risk assessment. The program also provides a platform for peer-to-peer learning and partnership build-

ing opportunities. Lim found that latter component to be most beneficial, as his business model requires buy-in from local governments and delivery service companies.

“The program helped broker private and public sector partnerships that can provide guidance and support, particularly to identify the problems that our technology is well suited to address.”

MICHAEL LIM

Once the pandemic hit, the program’s weekly in-person sessions moved to a virtual format and the curriculum was modified to include sessions on how businesses could help with the response to COVID-19. That shift has challenged Lim to think about how Xtelligent can help make the transportation sector more resilient to emergencies. For example, when there’s a greater demand for emergency response vehicles, such as ambulances and fire engines, then Xtelligent’s signal systems could give emergency vehicles priority at the intersection so that they don’t have to run a red light, with all the safety hazards that presents.

“The incubator facilitated conversations about how to turn lemons into lemonade, about how to pivot one’s business model to be more aligned with the new normal and still add value.”

MICHAEL LIM

[Continues on next page]



Eric Chaffey, incubator program graduate, delivering his final pitch during the program. Photo credit: 4th Sector Innovations

After completing the incubator program, Lim plans to focus on solidifying partnerships that were born out of the program, and then hopefully roll out Xtelligent’s traffic signal technology directly in Ontario. Lim is also interested in exploring Ontario’s talent pool and potentially recruiting support staff for Xtelligent. Ontario Together’s Workforce Development Plan (WDP) works synergistically with the incubator program in this regard, as the former serves to create the qualified labor force for the latter.



ERIC CHAFFEY is another entrepreneur who was attracted to Ontario’s incubator program to flesh out his business idea. While working as a delivery driver on several different web-based platforms, Chaffey saw a need for a business intelligence product to help drivers optimize their work schedules and routes, thereby minimizing their vehicle miles traveled and maximizing their take-home pay. New to the transportation technology arena, Chaffey saw the incubator program as a way to get constructive feedback from other entrepreneurs who may have tried and failed at similar ventures.

“When you’re in an environment like the incubator program, with like-minded people who are very passionate about their product or their idea, it’s encouraging and enlightening.”

ERIC CHAFFEY

The stressors of the COVID-19 pandemic made Chaffey particularly grateful to be part of the incubator community. The weekly interactions with his peers kept Chaffey motivated to keep working on his product, and the incubator program’s emphasis on innovation and resilience inspired Chaffey to take his idea in new, but complementary, directions.

“Being part of the incubator during the pandemic made me think about developing a way for drivers to be more active in their local community, like delivering PPE or disinfectant to those who need to it.”

ERIC CHAFFEY

Now that he’s graduated from the incubator program, Chaffey hopes to enroll in Ontario’s accelerator program once he’s done refining his business model. The accelerator program augments the incubator program’s curriculum and helps entrepreneurs start the process of commercialization. Chaffey also plans to stay connected to contacts he made in the incubator program and potentially join forces on future business ventures.

Grassroots engagement model empowers residents to serve as local leaders



BACKGROUND

This case study examines how TCC dollars are supporting resident-led community engagement around health and climate action through the lens of three individuals at the forefront of Ontario's Community Engagement Plan (CEP): Nora Beltrán, Beatriz Castro, and Rosalba Martínez. Their approach to engagement leverages much of the programming piloted under the Healthy Ontario Initiative (see page 75). For a full summary of Ontario's CEP, see page 50.

Interviews for this story were conducted in November 2019.

Resident leaders and other community-based partners attending a Healthy Ontario Collaborative retreat in 2019 to set goals for planning efforts in Ontario. Photo credit: City of Ontario

NORA BELTRÁN wears a number of hats in Ontario. She is raising two daughters, teaches Zūm Up! classes that combine Zumba® instruction with leadership skill building, serves as a resident leader, and coordinates health programs at El Sol Neighborhood Educational Center, a local nonprofit. In her latter position, Beltrán is tasked with recruiting community members for paid, part-time positions as resident leaders, a position that Beltrán also holds herself. Resident leaders function as community health workers who motivate and educate Ontario residents to maintain active and healthy lifestyles. Using their communication skills and social networks, resident leaders also assist with TCC community engagement. As part of that work, resident leaders are collecting feedback about the rollout of TCC projects, which they report back to the TCC Trustees, Ontario Together's grant governance body.

In recruiting resident leaders, Beltrán looks for local residents who have a demonstrated passion for community engagement and health education. The Social Impact Artists, the lead partner for Ontario's community engagement plan, then helps pay for residents to obtain educational credentials that support their work. The Social Impact Artists also coordinates certifications of residents to teach fitness and nutritional classes.



Nora Beltrán, outside her office at El Sol Neighborhood Education Center. Photo credit: Luskin Center for Innovation

"I recruit from the community — someone I saw in a Zūm Up! fitness class, someone who came to a forum, someone who really knows the needs of the community and is invested in the work we do."

NORA BELTRÁN



Beatriz Castro, at the demonstration oven in Huerta del Valle. Photo credit: Luskin Center for Innovation

“As a resident leader, I don’t just inform the community about local resources, I also provide emotional support. These interpersonal connections are what I enjoy most about the job.”

BEATRIZ CASTRO

ROSALBA MARTÍNEZ is another resident leader and Plate Nutrition Health Coach, which she juggles with being a mother of two. Her reputation as a health expert comes as a surprise to her because she didn’t graduate from high school, which she thought would prevent her from ever becoming an educator. But when she learned about an adult-centered General Educational Development (GED) program at a health hub in Ontario, she became more optimistic about her future. In 2018, Martínez obtained her GED. The next year, she received a Healthy Ontario scholarship to be certified as a Plate Nutrition Coach.

Martínez says these credentials have instilled in her greater self-confidence, allowing her to take on more public-facing responsibilities. For example, Martínez recently spearheaded a hiking club as a way to bring more physical fitness and social engagement opportunities to Ontario. The club format provides Martínez an opportunity to have long, unstructured dialogues with other residents. From these conversations, Martínez has collected valuable input from community members about the changes they’d like to see in Ontario and how TCC can support those changes.

BEATRIZ CASTRO is an Ontario resident who was recruited by Beltran to serve as a resident leader. Castro, a mother of four, moved to Ontario from Mexico about 20 years ago. As her children grew older, Castro began to suffer from feelings of isolation and depression. She started attending one of Ontario’s free Zūm Up! classes to connect with other women. Inspired by the instructor and her own transformation within the class, she received a Healthy Ontario scholarship to get certified as a Zumba® instructor, which sparked her broader interest in health and wellness. In 2018, Castro received a Community Health Worker certification from Loma Linda University and began working as a Clinical Community Health Worker. The next year, she was certified as a Plate Nutrition Health Coach.

Castro credits her training opportunities with providing her valuable communication skills, which she relies upon as a resident leader. Castro explains that many of the people that she encounters in the community need someone to talk to about their feelings, and that those emotions must be acknowledged and validated before she can help motivate any behavioral change. The bonds that Castro has built in the community also give her an intimate window into the struggles of Ontario residents and how Ontario Together can help support and empower residents.



Rosalba Martínez, in front of the vegetable plots at Huerta del Valle. Photo credit: Luskin Center for Innovation

“I was encouraged to create my own mode of engagement, so I started a hiking club for people like me — people who love nature, who love to walk, and prefer to do it in the company of others.”

ROSALBA MARTÍNEZ

Health initiative inspires residents to get well and give back



BACKGROUND

This case study explores how the Healthy Ontario Initiative (HOI) has motivated residents to adopt healthy lifestyle habits and become more involved in their community. Specifically, the case study spotlights the stories of Carlos Dorantes and Rosalía Santillán, the latter of whom plays a critical role in Ontario's Community Engagement Plan (see page 50). While funded by leveraged sources, HOI is an integral element of Ontario Together because it provides an engagement channel for connecting residents with TCC investments. For more on HOI, see page 75.

Interviews for this story were conducted in November 2019.

Carlos Dorantes and Plate Nutrition Health Coach, Rosalba Martínez, in 2019. Photo credit: The Social Impact Artists

CARLOS DORANTES has learned firsthand the role that food can play in one's physical and mental health. Dorantes is a father of two children and has lived in Ontario for over 10 years. His younger son struggles with mental illness, which has motivated Dorantes to explore different avenues for improving his son's quality of life and overall well-being.

Dorantes first learned about the Healthy Ontario Initiative (HOI), a leveraged project of the Ontario Together initiative, after encountering one of the city's outreach workers stationed at a table in a park. After chatting with the representative about the various health-related programs offered in the community, Dorantes attended the free 10-week Healthy Ontario Plate Nutrition and Wellness class at the Veterans Memorial Community Center, one of the health hubs located in the project area. There he learned about how to prepare low-cost, healthy meals at home.

“The nutrition classes have changed the way I eat. I’m cooking more meals at home, eating out less, and buying more fruits and vegetables. My kids especially like the chia seed pudding that we learned to make in class together.”

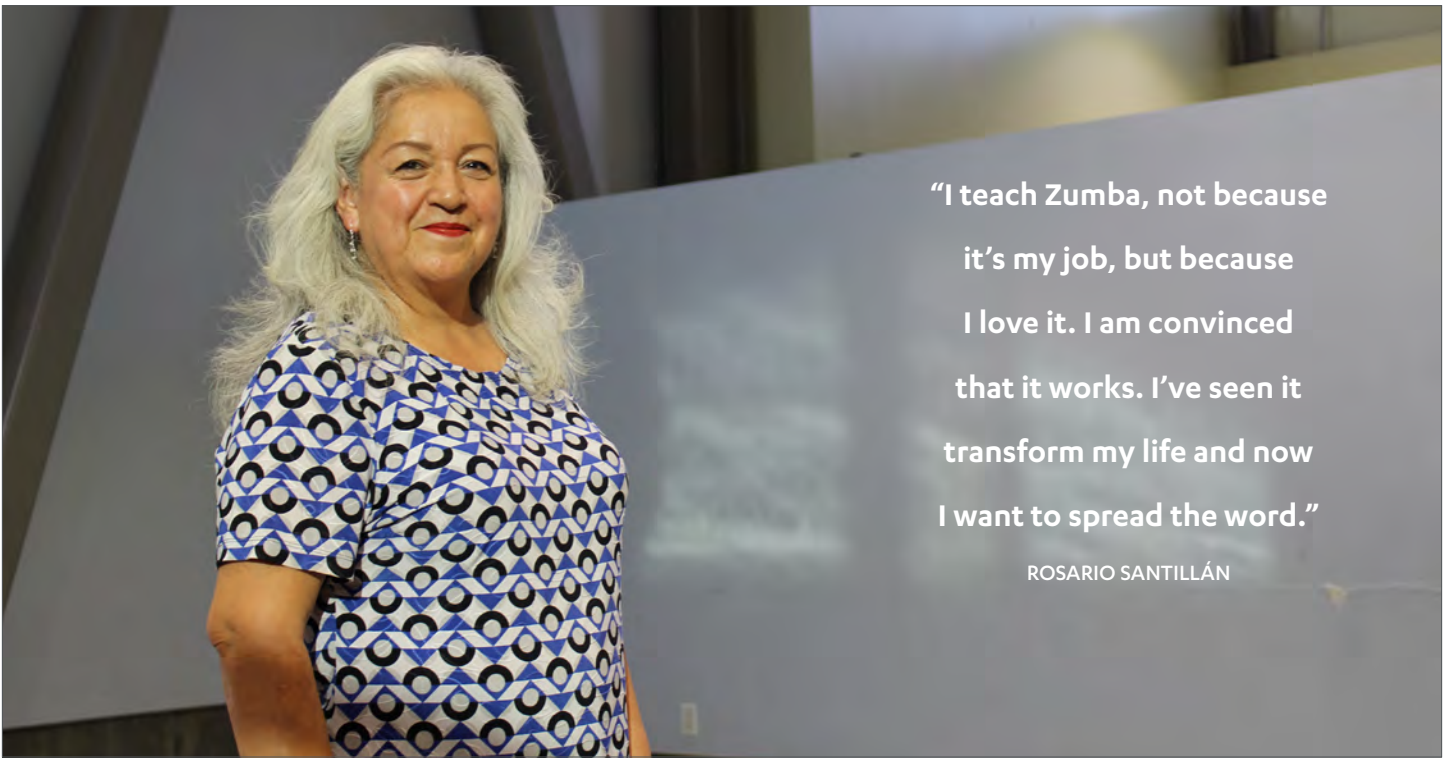
CARLOS DORANTES

In addition to inspiring new food choices, the nutrition and wellness class has also led to larger behavioral changes in the Dorantes' home. Dorantes recalls his younger son being shy and unwilling to spend time with the family. Now cooking has become one of the activities they do as a family. The Dorantes family has also started to exercise together on a daily basis.

“Our doctor commented on how surprised he was by the dramatic improvement in my youngest son’s health. Eating healthier and exercising more has had such a positive impact on his life.”

CARLOS DORANTES

Now that Dorantes is connected to Ontario's health hubs, he has also become more involved in the community and participates in the monthly engagement forums. At these forums, residents provide input about the design and implementation of HOI, to ensure that it continues to address the community's health concerns. The experience has inspired Dorantes to start recruiting other residents in his network to join the engagement forum and to access the free programming offered through HOI.



Rosario Santillán in November 2019 at the Dorothy A. Quesada Community Center where she teaches a Zūm Up! class.

Photo credit: Luskin Center for Innovation

ROSARIO SANTILLÁN is another Ontario resident who has made dramatic changes in her life as a result of HOI. Santillán has been a resident of Ontario for nearly 30 years and has raised her two sons in the community. About eight years ago, her life took an unexpected and unwelcome turn when she suffered an injury that made physical movement challenging. The immobility began to wear on her physical and mental health, causing her to gain weight and become depressed. To compound her problems, Santillán's blood pressure began to climb and she was eventually diagnosed with prediabetes.

Santillán was eager to take charge of her health and began taking free Zūm Up! classes (fitness classes with leadership skill development) at the Dorothy A. Quesada Community Center. The center is one of five health hubs created in Ontario as part of a Kaiser Permanente initiative designed to make healthy choices more accessible to individuals and families in areas of need. The center also provides a free gym and nutrition classes, which Santillán learned about from her Zūm Up! classmates and incorporated into her recovery plan.

Santillán's experience has inspired her to become more involved in transforming public health outcomes in her community. She's now on the other side of the stage,

working as a part-time Zūm Up! instructor at the Dorothy A. Quesada Community Center. Additionally, Santillán serves as a paid resident leader, engaging others in the community around health and wellness, as well as opportunities to benefit from TCC. To serve as a resident leader, one must graduate from the HOI leadership academy, a two-month program that teaches advocacy and civic engagement skills alongside health systems literacy.

“I feel so much better — I’ve lost over 67 pounds, have normal blood pressure without medication, wonderful new friends, and I’m not prediabetic or depressed anymore.”

ROSARIO SANTILLÁN

Santillán also serves as the ex officio delegate within Ontario's TCC Trustees, the governance body for local implementation of Ontario's TCC award. She was nominated to this position by the Healthy Ontario Neighborhood Council, a separate oversight body that focuses on the implementation of HOI. At TCC Trustee meetings, Santillán serves as a resident representative, reporting on questions and comments she's encountered from other residents through her work in community engagement.

TRANSFORMATIVE PLANS



Healthy Ontario vision board that informed the City of Ontario’s TCC proposal. Photo credit: City of Ontario

THE COUPLING OF TRANSFORMATIVE PLANS alongside GHG emissions-reduction projects is one of the central elements of TCC that separates it from all other California Climate Investments. For Round 1 of TCC, applicants were required to develop three transformative plans: a community engagement plan, a workforce development plan, and a displacement avoidance plan. Together, these three plans are designed to ensure that TCC investments reflect the community’s vision and goals, bring economic opportunities to disadvantaged and low-income communities, and minimize the risk of gentrification and displacement of existing residents and businesses. Applicants were provided a menu of strategies for developing their plans and encouraged to choose those that spoke to the site’s priorities and strengths. The following section provides an overview of how Ontario Together structured its three transformative plans and what progress has been made toward plan implementation.

Community Engagement Plan



Ontario Together’s community engagement team and fellow fitness instructors at a neighborhood fair in February 2020.
Photo credit: City of Ontario

ONTARIO TOGETHER’S COMMUNITY ENGAGEMENT PLAN (CEP),

now concluded, involved residents and businesses in the planning, implementation, and governance of the various projects supported by TCC. The CEP also leveraged the many partnerships formed between the City of Ontario, community-based organizations, project area residents, and business leaders during the TCC application process. That process engaged more than 200 residents in a series of visioning/mapping workshops, focus groups, and a number of other public meetings.

The City of Ontario, Healthy Ontario Initiative (HOI) partners, the League of Conservation Voters, and The Social Impact Artists led the engagement process around Ontario’s TCC proposal. The Social Impact Artists, a local consulting organization that focuses on community-based health equity strategies, collaborated closely with the City of Ontario and its partners to lead engagement efforts.

Recent Accomplishments*

- » 631 residents engaged via biweekly outreach events at the Ovitt Family Community Library
- » 2 Ontario TCC Trustee meetings held in which project partners and a resident representative coordinated around grant governance
- » 1 Community Health Improvement Association meeting held

**Includes only accomplishments during the last fiscal year (July 2022 through June 2023)*

Engagement Strategy

Ontario Together’s strategy for engagement drew heavily from the model used by HOI, which is now integrated into Ontario Together. Two signature elements included:

1. The deployment of paid community health workers, known as resident leaders, who educated residents about public health resources, provided updates about local initiatives, and collected community feedback to inform planning and implementation decisions; and
2. The deployment of paid community health coaches who provided deeper health education, supported targeted outreach efforts, and connected residents to health hubs.

Resident leaders conducted outreach through various means, such as knocking on doors, leading fitness classes, and holding public meetings. During implementation of the CEP, five resident leaders worked part time as Ontario Together ambassadors and eight health coaches worked part time to provide classes, education, and support outreach.

Additional means of engagement included neighborhood fairs that showcased TCC-funded projects, informational workshops about how residents could access TCC-funded opportunities (e.g., affordable housing info sessions, job training open houses, community garden member

orientations, etc.), social media updates, and mailings. All materials and events were written and spoken in both English and Spanish, the two primary languages spoken at home in the Ontario Together project area.

Governance Model

The City of Ontario has assembled a collaborative stakeholder group, referred to as the Trustees, that provides advisory oversight of TCC grant implementation. The Trustees group is composed of 17 members. Besides the City of Ontario, the Trustees group includes nine project partners who oversee funded and leveraged projects, six stakeholder groups that work in the community, and one ex officio delegate from the community (See **Appendix 3, page 83**, for a list of Trustees). The ex officio delegate is designated by the Healthy Ontario Neighborhood Council, a less formal, non-membership body of Ontario residents. The Trustees hold quarterly meetings that are open door and provide an opportunity for public comment.

In addition to the Trustees, the Community Health Improvement Association (CHIA) was an advisory body involved with TCC implementation. CHIA was composed of 12 resident leaders and helped the City of Ontario identify health and safety improvements needed in the community. CHIA was borne out of the HOI implementation process and played a key role in developing the Ontario Together proposal.

Community Engagement Plan

Project Details

- » **Launch date:** May 2019
- » **Completion date:** January 2024
- » **Project lead:** The Social Impact Artists
- » **TCC grant funds:** \$199,515
- » **Leveraged funds:** \$5,896

Cumulative Progress Through FY 2022-2023

- » 5,867 residents and 561 businesses engaged via door-to-door outreach or biweekly outreach events at the Ovitt Family Community Library
- » 57 targeted social media posts to increase awareness of TCC investments
- » 48 partners convened across two World Cafe events
- » 33 CHIA meetings with 7 to 33 stakeholders engaged at each meeting
- » 16 informational workshops about Ontario Together projects and plans (nine on affordable housing, three on rooftop solar, two on urban forestry, and two on public transportation) with 5 to 149 stakeholders engaged at each workshop
- » 14 Ontario TCC Trustee meetings held
- » 5 resident leaders and 8 health coaches hired and trained to support community engagement activities
- » 4 focus groups on housing outreach strategies held with 9 to 41 participants engaged in each
- » Neighborhood fair held that showcased various initiatives underway in Ontario, including those funded by TCC

Responses to COVID-19

- » All community engagement events were conducted virtually.
- » Personal protective equipment (PPE) training was provided for all CEP team members.
- » Virtual CHIA meetings educated resident leaders about prevention, treatment, and vaccine rollouts through partnerships with local hospitals and public officials.

Displacement Avoidance Plan



Residents rank investment priorities, including housing, at a neighborhood fair in February 2020. Photo credit: Luskin Center for Innovation

ONTARIO TOGETHER’S DISPLACEMENT AVOIDANCE PLAN (DAP)

is weaving together a number of city and county programs toward the dual purpose of growing the supply of affordable housing in the TCC project area and protecting the tenure of residents and small businesses already located in the community. These efforts are addressing the indirect effects of TCC investment that may lead to displacement by raising the value of residential and commercial land. It is important to note that none of Ontario Together’s proposed activities will directly cause displacement, as all proposed housing units are being constructed on vacant underutilized lots and transportation activities are occurring within the public right-of-way.

The City of Ontario is responsible for leading the implementation of the DAP. Additional partners that are supporting DAP implementation include: the Ontario Housing Authority, the Inland Fair Housing and Mediation Board (IFHMB), Mercy House, The Social Impact Artists, the Inland Empire Small Businesses Development Center (SBDC), and the Ontario Economic Development Department.

Recent Accomplishments*

- » 95 site visits conducted to assess the needs of businesses**
- » 3 workshops held for local businesses**
- » 3 outreach events held for local businesses**

**Includes only accomplishments during the last fiscal year (July 2022 through June 2023)*

***Also counted toward SBSP accomplishments*

Housing Supply Strategy

To increase the supply of affordable housing, the Ontario Housing Authority is conducting targeted outreach with developers for affordable housing projects on land owned by the Authority within the project area. Financial incentives, such as density bonus agreements and reduced development impact fees, are being offered for new developments that contain affordable units. Additionally, the Ontario Housing Authority and the City of Ontario are continuing efforts to close the funding gap for the construction of the Emporia Place Apartments, a 75-unit affordable housing development at Holt Boulevard and Vine Avenue. When completed, the project will be actively marketed to qualified residents within the project area.

Resources for Residents

To protect the tenure of existing residents, the City of Ontario is implementing a homeowner rehabilitation loan and emergency grant program for residents at risk of foreclosure. To reduce the risk of unlawful evictions, IFHMB, a regional nonprofit that provides landlord-tenant counseling, is increasing the number of tenant rights education

classes offered throughout the TCC project area. While there is no universal rent control ordinance in Ontario, the city will continue to operate a rent stabilization program through the Jack Galvin Mobile Home Park Accord (adopted in 1990), which places limits on allowable rent increases for mobile home occupants at rates tied to the Consumer Price Index.¹⁸ To assist individuals and families at risk of homelessness (or experiencing homelessness), Mercy House is providing basic essentials, such as ID vouchers, food gift cards, hygiene kits, and bus passes.

Resources for Businesses

To retain local businesses, SBDC and the Ontario Economic Development Department is conducting site visits and surveys to assess the health and needs of commercial stakeholders. When appropriate, businesses will be referred to the Ontario Strike Team, a task force composed of staff from different city departments who help business owners navigate the city's regulatory environment. The site visits and surveys also serve as an outreach method for linking businesses with the additional services offered through the Small Business Support Program (SBSP), one of Ontario Together's leveraged projects.

¹⁸ See Section 10.24 of the City of Ontario Housing Element Technical Report for more information.

Displacement Avoidance Plan

Project Details

- » **Launch date:** May 2019
- » **Anticipated completion date:** June 2024
- » **Project lead:** The City of Ontario
- » **TCC grant funds:** \$0
- » **Leveraged funds:** \$33,077,706

Cumulative Progress Through FY 2022-2023

- » 1,735 landlord-tenant and 237 fair housing cases opened with IFHMB
- » 1,705 hygiene kits, 315 ID card vouchers, 990 food gift cards, and 368 bus passes distributed by Mercy House
- » 1,697 mobile home units protected with rent caps under the Jack Galvin Mobile Home Park Accord
- » 1,594 surveys and 633 site visits conducted to assess the needs of businesses (also counted toward SBSP accomplishments)
- » 86 units of affordable housing protected through the issuance of a \$24.6 million bond to rehabilitate and extend affordability covenants at Ontario Townhouses
- » 75 units of affordable housing added to the project area (in addition to the 100 units at Vista Verde) by closing funding gaps for Emporia Place Apartments
- » 65 technical assistance sessions conducted by the Ontario Strike Team with local business owners
- » 8 workshops about affordable housing opportunities held (also counted toward CEP accomplishments)
- » 3 workshops hosted for local businesses (also counted toward SBSP accomplishments)
- » 3 outreach events held for local businesses, including business roundtable events and a 'Pancakes and Politics' event (also counted toward SBSP accomplishments)

Responses to COVID-19

- » Housing workshops were moved to a virtual environment and recorded for wider dissemination.
- » Business outreach was adjusted to include information about pandemic-related resources.

Workforce Development Plan



GRID Alternatives staff and high school students install solar panels on a single-family home. Photo credit: GRID Alternatives

ONTARIO TOGETHER'S WORKFORCE DEVELOPMENT PLAN (WDP)

sought to expand programming in the project area that connects residents to job training and employment opportunities, specifically opportunities related to decarbonization and healthcare. In particular, the plan included an objective to recruit project-area residents for open positions on TCC-funded projects as well as open positions in the broader community, regardless of funding source.

The San Bernardino County Workforce Development Department (SBCWDD) was responsible for leading the implementation of Ontario Together's WDP. Additional partners included the Ontario Economic Development Department and the Ontario-Montclair School District.

Recent Accomplishments*

» Project complete

**Includes only accomplishments during the last fiscal year (July 2022 through June 2023)*

Strategy for Connecting Ontario Residents to Skilled Employment

SBCWDD oversees a suite of workforce development programs in the region that help place San Bernardino County residents in new jobs or gain new skills. These programs include job fairs at educational campuses, job readiness workshops, and one-on-one job coaching. Additionally, SBCWDD oversees a number of educational programs to help prepare residents to enter the workforce, including English-language courses, assistance obtaining a high school diploma or GED, and scholarships for higher education.

To ensure that existing workforce development programs and new TCC workforce opportunities reach residents of the TCC project area specifically, SBCWDD used TCC funds to create a permanent workforce development program at the Ovitt Family Community Library in Downtown Ontario. Through this program, library patrons were able to meet with a workforce specialist to learn about open job postings, upcoming training opportunities, and funding opportunities to gain new skills or pursue higher education. This program remains an established resource at the Ovitt Family Community Library following the completion of the TCC-funded efforts.

Job Training and Employment Opportunities on TCC Projects

Project-area residents were recruited for the following job training and employment opportunities that were partially funded by TCC dollars:

- » Construction jobs to build the affordable housing development at Virginia Avenue and Holt Boulevard (48 full-time jobs)
- » Waste management jobs with Huerta del Valle to collect food and yard waste and process it into compost for gardening and farming applications (three full-time jobs)
- » Health education jobs (known locally as resident leaders) with the City of Ontario to promote healthy eating and living practices (five part-time jobs)
- » Solar installation and community outreach training with GRID Alternatives to install solar photovoltaic systems in residential settings (20 paid three-month internships)

Workforce Development Plan

Project Details

- » **Launch date:** April 2019
- » **Completion date:** June 2022
- » **Project lead:** SBCWDD
- » **TCC grant funds:** \$238,271
- » **Leveraged funds:** \$84,687

Cumulative Progress Through FY 2022-2023

- » 250 classroom visits in which working professionals spoke to sixth-grade students about their journey from elementary school to their current occupation
- » 108 individuals placed in jobs and 75 enrolled in training after meeting with the TCC-funded workforce specialist
- » 66 events held at Ontario's downtown library about job training opportunities and 14 events about job placement opportunities
- » 20 interns completed paid on-the-job training with GRID Alternatives (also counted under accomplishments for Rooftop Solar Projects)
- » 7 scholarships awarded through the Promise Program, which provides high school graduates with two years of free tuition at a California community college of the student's choice
- » 5 individuals hired for paid part-time positions as resident leaders (also counted under Community Engagement Plan accomplishments)

Responses to COVID-19

- » Workforce services remained available at the library through an online appointment booking system.
- » SBCWDD held virtual programming and job fairs throughout the pandemic.
- » Ontario-Montclair School District and the City of Ontario continued to support virtual visits and resource sharing with students.



GRID Alternatives staff prepare for TCC Ontario SHINE Solar Install Showcase in April 2023. Photo credit: GRID Alternatives

TCC APPLICANTS CHOSE FROM A WIDE ARRAY OF PROJECT TYPES in their effort to achieve the three objectives of TCC, namely: (1) reductions in GHG emissions; (2) improvements in public health and environmental benefits; and (3) expanded economic opportunity and shared prosperity. These project types align with the suite of California Climate Investments overseen by various state agencies.¹⁹ This alignment was built into TCC to streamline the proposal and indicator tracking process. For example, the California Air Resources Board has developed GHG emissions-reduction quantification methodologies and co-benefit assessment methodologies for each project type under the existing suite of California Climate Investments. These methodologies have subsequently been used by TCC grantees (and technical assistance providers, such as the LCI evaluation team) to estimate the benefits of each project. The following section provides an overview of the Ontario Together projects, aggregated by project type, that have utilized TCC dollars to achieve the aims of the program.

¹⁹ For more information about California Climate Investments, visit: <http://www.caclimateinvestments.ca.gov/>

Active Transportation Projects



Crew works on construction of missing sidewalk segment, including bus pad installation, for the Pedestrian Pathway Improvement and Network Connectivity Project. Photo credit: City of Ontario

ONTARIO TOGETHER'S ACTIVE TRANSPORTATION PROJECTS aim to reduce vehicle miles traveled (VMT) in passenger vehicles by improving mobility options for pedestrians, bicyclists, and transit riders to access key destinations in and outside the TCC project area. Specifically, the Pedestrian Pathway Improvement and Network Connectivity Project (PPINCP) is filling in 930 linear feet of missing sidewalk segment within the community. The Mission Boulevard Bike and Pedestrian Improvements (MBBPI) Project will add 3.3 miles of Class IV buffered bike lanes and 1.6 miles of sidewalks along Mission Boulevard. Both projects are being managed by the Ontario Engineering Department.

Additionally, MBBPI will also provide a number of amenities along Mission Boulevard to enhance the walking and biking experience for residents. These amenities include bike detection at signalized intersections, ramps for individuals with limited mobility, and sidewalk-adjacent landscaping. All of the vegetation planted will be native and drought tolerant.

Pedestrian Pathway Improvement and Network Connectivity Project

The **Pedestrian Pathway Improvement and Network Connectivity** project is filling in 930 linear feet of missing sidewalk segment within the community.

Project Details

- » **Anticipated completion date:** October 2025
- » **Project lifetime (post-implementation):** 20 years
- » **TCC grant funds:** \$141,799
- » **Leveraged funds:** \$208,603
- » **Project lead:** City of Ontario

Estimated Lifetime Benefits

- » **GHG emissions reductions:** 20 MTCO_{2e}
- » **VMT reduction:** 53,140 miles
- » **Travel cost savings:** \$30,821
- » **Direct jobs from TCC dollars:** 0.6 FTE
- » **Indirect jobs from TCC dollars:** 0.3 FTE
- » **Induced jobs from TCC dollars:** 0.5 FTE

Cumulative Progress Through FY 2022-2023

- » Construction scheduled to be completed mid-2024.

Mission Boulevard Bike and Pedestrian Improvements

The **Mission Boulevard Bike and Pedestrian Improvements** project will add 3.3 miles of Class IV buffered bike lanes and 1.6 miles of sidewalks along Mission Boulevard.

Project Details

- » **Anticipated completion date:** October 2025
- » **Project lifetime (post-implementation):** 20 years
- » **TCC grant funds:** \$5,968,469
- » **Leveraged funds:** \$1,030,196
- » **Project lead:** City of Ontario

Estimated Lifetime Benefits

- » **GHG emissions reductions:** 420 MTCO_{2e}
- » **VMT reduction:** 1,091,205 miles
- » **Travel cost savings:** \$607,825
- » **Direct jobs from TCC dollars:** 23 FTE
- » **Indirect jobs from TCC dollars:** 11 FTE
- » **Induced jobs from TCC dollars:** 19 FTE

Cumulative Progress Through FY 2022-2023

- » Construction scheduled to begin mid-2024.

Affordable Housing and Sustainable Communities Project



Project partners and resident leaders at the opening of Vista Verde Apartments. Photo credit: National Community Renaissance

ONTARIO TOGETHER’S AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROJECT

aimed to augment housing supply and increase density, aspects that should in turn reduce vehicle miles traveled. Specifically, the project funded the construction of an affordable housing development called Vista Verde Apartments.²⁰ Of these units, 21 are reserved for households making below 30% of the area median income (AMI), 37 are reserved for households at 50% AMI, and 42 are reserved for households at 60% AMI. The remaining unit is reserved for a building manager and is not income restricted. Tenants of the affordable units were selected through a lottery process that gave preference to individuals who already worked and lived in Ontario.

The development was constructed by National Community Renaissance, also known as National CORE, a nonprofit community builder based in Rancho Cucamonga that specializes in affordable, multi-family, mixed-income, senior, workforce, and special-needs housing. Supporting partners included the City of Ontario, the Ontario Housing Authority, and Omnitrans, the main transportation agency for the San Bernardino Valley region. Vista

Recent Accomplishments*

- » 28 free Omnitrans bus passes distributed to housing residents

**Includes only accomplishments during the last fiscal year (July 2022 through June 2023)*

²⁰For a definition of *affordable*, see Appendix A of the FY 2017-2018 AHSC Program Guidelines.

Verde is the first all-electric, zero net energy affordable housing development in Ontario. The building is supported by approximately 188 kW-DC of rooftop solar (funded by TCC) and approximately 161 kW-DC of carport solar (funded by leveraged sources), which together are expected to produce more energy than is needed on-site.

Along with new housing, the project includes a number of transit-related investments to reduce car dependency. The largest investment was the purchase of two new Omnitrans buses that increased the frequency of bus service along Route 83 from every 60 minutes to every 30 minutes. This bus line runs along Euclid Avenue, a central corridor near the housing development. The Omnitrans buses are powered by captured methane gas and take advantage of captured methane gas credits to ensure that all miles driven result in net zero GHG emissions.

Moreover, the project is also funding:

- » A mobility hub that includes at least 25 bike lockers, 12 bike racks, a bike repair kiosk, and electronic screens with real-time transit scheduling
- » 13 real-time messaging boards at select stops
- » 11 new bus shelters
- » 0.51 miles of multi-use bike and pedestrian trails along Grove Avenue
- » 1 pedestrian crossing with in-roadway warning lights and 4 enhanced pedestrian crossings with hybrid beacons
- » 2 speed feedback signs to slow traffic
- » 100 free monthly Omnitrans bus passes over a three-year period for building residents (free bus passes reported under this project are supplemental to those offered through the Transit Operations Project)
- » A travel training program for building residents to encourage a mode shift from driving to public transit



Completed construction of the Vista Verde Apartments. Photo credit: National Community Renaissance

Vista Verde Apartments

Vista Verde Apartments is a 101-unit affordable housing development, with 21 units reserved for households making below 30% of the area median income (AMI), 37 units reserved for households at 50% AMI, and 42 units reserved for households at 60% AMI. It is also the first all-electric, zero net energy affordable housing development in Ontario.

Project Details

- » **Launch date:** April 2019
- » **Anticipated completion date:** June 2024
- » **Project lifetime (post-implementation):** 30 years
- » **TCC grant funds:** \$18,825,393
- » **Leveraged funds:** \$37,490,793
- » **Project lead:** City of Ontario

Estimated Lifetime Benefits*

- » **GHG emissions reductions:** 6,238 MTCO₂e
- » **VMT reduction:** 16,438,915 miles
- » **Travel cost savings:** \$3,837,640
- » **Direct jobs from TCC dollars:** 84 FTE
- » **Indirect jobs from TCC dollars:** 48 FTE
- » **Induced jobs from TCC dollars:** 65 FTE

Cumulative Progress Through FY 2022-2023

- » Completed construction of Vista Verde Apartments
- » Filled all 101 units of housing at Vista Verde with new tenants
- » Approximately 349 kilowatts of DC rated (kW-DC) solar power installed by GRID Alternatives, about 188 kW-DC of which were funded by TCC as part of the Ontario SHINE Program
- » 28 free Omnitrans bus passes distributed to housing residents
- » 2 new Omnitrans buses powered by captured methane gas purchased and put into service along Omnitrans Route 83

Responses to COVID-19

- » Construction workers continued working on-site by wearing masks and physically distancing.

* Calculated estimated benefits were based on original anticipated project outcomes and will be updated at the conclusion of the evaluation to reflect actual project outcomes.

Organics Recycling Project



Residents attend a composting workshop led by Huerta del Valle. Photo credit: Huerta del Valle

ONTARIO’S ORGANICS RECYCLING PROJECT, referred to as the Ontario Carbon Farm, produces compost from food and yard waste donated by project area residents and businesses. The project aims to reduce GHG emissions by diverting organic waste from landfills, where it would otherwise decompose in the absence of oxygen, thereby producing methane — a potent GHG with warming properties up to 34 times more potent than carbon dioxide over 100-year period. By diverting organic waste to an on-site composting facility where it is processed in the presence of oxygen, the project is helping to avoid methane emissions from landfills. The diversion of organic waste to the on-site composting facility should also reduce the vehicle trips needed to transport organic material to off-site landfills; however, these trips are difficult to estimate, so associated GHG emissions reductions are not reported here.

Recent Accomplishments*

- » 6,405 pounds of organic material diverted from landfills
- » 64 residents trained in diversion of household waste and utilization of produced compost
- » 5 businesses trained in food waste prevention and rescue and organics recycling

**Includes only accomplishments during the last fiscal year (July 2022 through June 2023)*

The Ontario Carbon Farm encompasses a single composting facility operated by Huerta del Valle, a local nonprofit that operates a network of urban farms and community gardens in the region. The composting facility is located at Huerta del Valle's Ontario community garden site, located in the TCC project area.

As part of the project, Huerta del Valle conducts outreach to local residents and business within a one-mile radius to encourage their donation of qualifying food scraps and yard waste to the facility. Huerta del Valle also provides educational resources and training to residents and businesses on the benefits of composting and community gardening.

Compost produced at the facility is being fed back into the project area for residents, businesses, and city agencies

to use in gardening, farming, and urban greening applications. When used as a soil amendment, compost sequesters carbon, but there is no established methodology for estimating those sequestration benefits in urban environments, so they are not included in the GHG emissions reductions reported here.

This project is also providing on-the-job training opportunities for residents who are interested in a career in the organics recycling sector. Trainees engage in and learn the fundamentals of the composting process as well as acquire gardening and landscaping skills on how best to incorporate compost into soils to maximize environmental benefits.

Ontario Carbon Farm

The Ontario Carbon Farm project is reducing GHG emissions by diverting organic waste from landfills to an on-site composting facility operated by Huerta del Valle, a local nonprofit that operates a network of urban farms and community gardens in the region.

Project Details

- » **Anticipated completion date:** June 2024
- » **Project lifetime (post-implementation):** 10 years
- » **TCC grant funds:** \$123,717
- » **Leveraged funds:** \$286,500
- » **Project lead:** Huerta del Valle

Estimated Lifetime Benefits

- » **GHG emissions reductions:** 3,023 MTCO₂e*
- » **Material diverted from landfill:** 11,575 tons
- » **Direct jobs from TCC dollars:** 7 FTE
- » **Indirect jobs from TCC dollars:** 2 FTE
- » **Induced jobs from TCC dollars:** 4 FTE

Cumulative Progress Through FY 2022-2023

- » Finalized work plans for water access and project site construction
- » 6,405 pounds of organic material diverted from landfills
- » 64 residents trained in diversion of household waste and utilization of produced compost
- » 5 businesses trained in food waste prevention and rescue and organics recycling

*This estimate does not include the potential carbon sequestration benefits of compost that is used as a soil amendment. There is currently no standardized methodology for estimating the carbon sequestration benefit of applying compost to soils in urban environments. This estimate also does not include the GHG emissions that may be avoided from reduced vehicle trips needed to transport organic material to off-site landfills.

Rooftop Solar Projects



GRID Alternatives staff and high school students install rooftop solar panels in the project area. Photo credit: GRID Alternatives

ONTARIO TOGETHER'S SOLAR PROJECTS, collectively referred to as the TCC Ontario Solar Homes Initiative & Neighborhood Empowerment (SHINE) Program, aims to enhance the generation of local renewable energy by installing up to 700 kilowatts of DC rated (kW-DC) solar photovoltaic (PV) panels on the roofs of residential buildings, all at no cost to property owners. A total of 360 kW-DC will be installed on single-family homes and 340 kW-DC will be installed on multi-family structures. The installations are being led by GRID Alternatives, a nonprofit organization based in Oakland that installs solar power systems and provides job training for underserved communities.

The solar projects are specifically benefiting disadvantaged households. Thus, all single-family homes must be owner-occupied by a low-income household to qualify. For multi-family installations, GRID Alternatives is specifically targeting properties that provide permanent and/or transitional housing units serving homeless and/or low-income residents. Installations at single-family properties are directly reducing utility costs for homeowners, while installations at multi-family properties are reducing operational costs that can be used to increase services for residents.

The solar projects are also providing on-the-job training opportunities for residents. The training is being conducted by GRID Alternatives, which provides two training tracts: (1) solar photovoltaic system design/installation and construction basics; and (2) outreach coordination and project administration.

Recent Accomplishments*

- » 10,000 households contacted about the Ontario SHINE Program through paper mailers
- » 13 solar PV systems installed on single-family homes, totaling around 20 kW-DC in capacity
- » 3 interns employed in solar PV system design/installation and construction basics job training
- » 2 interns transitioned into full-time employment with GRID Alternatives
- » Held first in-person application workshop in June 2023 at the Ovitt Family Community Library

**Includes only accomplishments during the last fiscal year (July 2022 through June 2023)*

Ontario SHINE: Single-Family Solar PV

The Ontario SHINE Single-Family Solar Photovoltaic (PV) project is installing a total of 360 kW-DC on single-family homes in the project area. Installations at single-family properties are directly reducing utility costs for homeowners. The solar projects are also providing on-the-job training opportunities for residents.

Project Details

- » **Launch date:** January 2020
- » **Anticipated completion date:** June 2024
- » **Project lifetime (post-implementation):** 30 years
- » **TCC grant funds:** \$1,860,820
- » **Leveraged funds:** \$800,000
- » **Project lead:** GRID Alternatives

Estimated Lifetime Benefits

- » **GHG emissions reductions:** 4,628 MTCO₂e
- » **Renewable energy generation:** 15,273,279 kWh
- » **Energy cost savings:** \$2,040,510
- » **Direct jobs from TCC dollars:** 10 FTE
- » **Indirect jobs from TCC dollars:** 4 FTE
- » **Induced jobs from TCC dollars:** 7 FTE

Cumulative Progress Through FY 2022-2023

- » 24,170 households contacted about the Ontario SHINE Program through paper mailers
- » Conducted outreach and application assistance hours at the Ovitt Family Community Library on a weekly basis, engaging a total of 760 residents with information on the Ontario SHINE Program and related job training opportunities
- » 118 site visits conducted at single-family properties to assess potential for solar
- » 47 solar PV systems installed on single-family homes, totaling around 199 kW-DC in capacity
- » 11 paid interns completed job training on solar photovoltaic system design/installation and construction basics
- » 9 paid interns completed job training on outreach coordination and project administration
- » 8 interns transitioned into full-time employment with GRID Alternatives
- » 3 workshops held about TCC-funded solar installations through Ontario SHINE, with 33 to 44 participants reached at each workshop (also counted toward CEP accomplishments)
- » Adopted the expanded and increased state income limits, which opened program eligibility to more households
- » Hosted an in-person application workshop at the Ovitt Family Community Library that offered bilingual services to assist residents with the application process

Responses to COVID-19

- » Solar PV systems were installed by permanent GRID Alternatives staff in lieu of the typical community barn-raising model that includes interns, job trainees, and community volunteers.
- » Paid internships with GRID Alternatives were modified so that interns could work remotely on either outreach or design-related tasks.
- » Resident outreach shifted from a mixed-methods approach (mailers, canvassing, flyers, etc.) to focus on mailers, resulting in three rounds of mailers sent out instead of the conventional practice of one round.

Ontario SHINE: Multi-Family Solar PV

The Ontario SHINE Multi-Family Solar Photovoltaic (PV) project is installing a total of 340 kW-DC on multi-family structures in the project area. GRID Alternatives is specifically targeting properties that provide permanent and/or transitional housing units serving homeless and/or low-income residents.

Project Details

- » **Launch date:** January 2020
- » **Anticipated completion date:** June 2024
- » **Project lifetime (post-implementation):** 25 years
- » **TCC grant funds:** \$1,141,180
- » **Leveraged funds:** \$132,000
- » **Project lead:** GRID Alternatives
- » **Estimated Lifetime Benefits**
- » **GHG emissions reductions:** 4,125 MTCO₂e
- » **Renewable energy generation:** 13,094,418 kWh
- » **Energy cost savings:** \$1,749,414
- » **Direct jobs from TCC dollars:** 6 FTE
- » **Indirect jobs from TCC dollars:** 2 FTE
- » **Induced jobs from TCC dollars:** 4 FTE

Cumulative Progress Through FY 2022-2023

- » 6 site visits conducted to assess solar capacity at different multi-family properties in the project area
- » 1 solar PV system installed (Vista Verde Apartments) totaling 188 kW-DC in capacity

Transit Operations Project



Omnitrans bus providing service along Route 83 in the project area. Photo credit: Omnitrans

ONTARIO TOGETHER’S TRANSIT OPERATIONS PROJECT is coordinated by Omnitrans, the main transportation agency for the San Bernardino Valley region, and is designed to enhance bus ridership in the TCC project area and across Omnitrans’ network more broadly. To accomplish this, Omnitrans trained residents in the TCC project area on how to navigate the public transit system to meet their travel needs. In addition to the trainings, the project is giving away 100 free monthly transit passes for a three-year period to project-area residents so that residents are able to utilize the Omnitrans bus system. The transit trainings and free bus passes described here are supplemental to those being provided through the Affordable Housing and Sustainable Communities project (**see page 62**).

Funds from this project are also being used to increase the frequency of bus service along Route 83, utilizing in part two new buses powered by captured methane gas. The capital costs of the buses were financed through the Affordable Housing and Sustainable Communities project. The GHG-reduction benefits and co-benefits from the added bus service are captured under the Affordable Housing and Sustainable Communities project, to avoid the double counting of benefits across projects.

Recent Accomplishments*

- » 54,135 additional revenue miles supported by TCC dollars
- » 3,472 free transit passes provided to residents as part of the Transit Pass Program
- » 3,467 additional revenue hours supported by TCC dollars
- » Increased the frequency of bus service along Route 83 from every 60 to 30 minutes

**Includes only accomplishments during the last fiscal year (July 2022 through June 2023)*

Transit Passes / Travel Training / Route 83 Expansion

The **Transit Operations** project, coordinated by the Omnitrans transportation agency, is enhancing bus ridership in the TCC project area by providing training to residents on how to navigate the public transit system, giving away free monthly transit passes, and increasing the frequency of bus service along Route 83.

Project Details

- » **Launch date:** September 2021
- » **Anticipated completion date:** June 2024
- » **Project lifetime (post-implementation):** 3 years
- » **TCC grant funds:** \$1,900,500
- » **Leveraged funds:** \$0
- » **Project lead:** Omnitrans

Estimated Lifetime Benefits

- » **GHG emissions reductions:** 121 MTCO_{2e}
- » **VMT reduction:** 267,735 miles
- » **Travel cost savings:** \$233,864*
- » **Direct jobs from TCC dollars:** 40 FTE
- » **Indirect jobs from TCC dollars:** 5 FTE
- » **Induced jobs from TCC dollars:** 9 FTE

Cumulative Progress Through FY 2022-2023

- » 54,135 additional revenue miles supported by TCC dollars**
- » 4,113 free transit passes provided to project-area residents through the Transit Pass Program, which targets residents across five city facilities
- » 3,467 additional revenue hours supported by TCC dollars***
- » 31 residents graduated from the travel training program
- » 3 travel trainings held to provide residents with information on how to navigate public transportation safely and independently
- » Increased the frequency of bus service along Route 83 from 60 to 30 minutes during peak times of the day, increasing the daily ridership average

Responses to COVID-19

- » To maximize the impact of the transit investments on ridership, all components of this project were delayed until after COVID-19 vaccinations were widely available and schools reopened.

* This estimate only includes cost savings for new riders who are induced by transit investments, and does not include cost savings for riders who financially benefit from free transit passes but who do not change their travel behavior as a result (“anyway riders”). This approach is consistent with the travel cost savings methodology published by the California Air Resources Board (CARB), which focuses on the co-benefits of GHG-reduction activities funded by the California Climate Investments project. While transit subsidies for anyway riders lead to social welfare benefits for those riders, they do not reduce GHG emissions, and therefore are not captured by CARB’s methodology.

** “Revenue miles” are defined as the miles that buses are scheduled to or actually travel while in revenue service (i.e., the time when a bus is available to the general public and there is an expectation of carrying passengers). Retrieved and adapted from: <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary#R>

*** “Revenue hours” are defined as the hours that buses travel while in revenue service. Retrieved and adapted from: <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary#R>

Urban and Community Forestry Project



Tree saplings planted in Downtown Ontario funded by TCC investments. Photo credit: City of Ontario

ONTARIO TOGETHER'S URBAN AND COMMUNITY FORESTRY

PROJECT aims to mitigate current and future urban heat island effects by planting 365 trees within the project area. Due to extenuating circumstances, including physical obstructions that prevented plantings in certain areas as well as changes in project financing, the project ultimately planted 247 trees. As the trees mature, they will reduce GHG emissions by sequestering atmospheric carbon dioxide and by cooling nearby buildings, which should reduce the demand for electricity on hot days. Moreover, the trees will help absorb stormwater runoff during rainy days, thereby reducing the load on local wastewater treatment facilities.

The trees — a mix of drought-tolerant species, including oaks, ginkgoes, and sycamores — were planted by the City of Ontario's contractor, West Coast Arborists, Inc., and will continue to be maintained past the grant period through ongoing watering and structural pruning.

Recent Accomplishments*

» Planted trees continue to be routinely maintained, including through structural pruning and tree staking

**Includes only accomplishments during the last fiscal year (July 2022 through June 2023)*

Urban Canopy

The Urban and Community Forestry project aims to mitigate current and future urban heat island effects by planting trees within the project area. As the trees mature, they will reduce GHG emissions by sequestering atmospheric carbon dioxide and by cooling nearby buildings.

Project Details

- » **Launch date:** June 2020
- » **Anticipated completion date:** December 2024
- » **Project lifetime (post-implementation):** 40 years
- » **TCC grant funds:** \$529,821
- » **Leveraged funds:** \$11,463
- » **Project lead:** City of Ontario

Estimated Lifetime Benefits*

- » **GHG emissions reductions:** 857 MTCO_{2e}
- » **Avoided stormwater runoff:** 3,750,056 gallons
- » **Energy cost savings:** \$222,568
- » **Direct jobs from TCC dollars:** 6 FTE
- » **Indirect jobs from TCC dollars:** 1 FTE
- » **Induced jobs from TCC dollars:** 2 FTE

Cumulative Progress Through FY 2022-2023

- » 247 trees planted in parks and along commercial corridors (all trees were in 15 gallon pots)
- » 21 participants engaged at a workshop to educate businesses and residents about the next phase of the Urban and Community Forestry Project
- » 14 participants engaged at a community meeting about the impacts of the forestry project and the tree selection process (also counted toward Community Engagement Plan accomplishments)

Responses to COVID-19

- » Trees were planted by the City of Ontario’s contractor, West Coast Arborists Inc., in lieu of planned community plantings
- » Community meeting was moved to a virtual environment

* Calculated estimated benefits were based on original anticipated project outcomes and will be updated at the conclusion of the evaluation to reflect actual project outcomes.



Ontario residents lead a public demonstration of Zūm-Up! (a free fitness and leadership class), one of the signature offerings of the Healthy Ontario Initiative, in February 2020 at De Anza Park. Photo credit: City of Ontario

LEVERAGED PROJECTS are those that further the goals of TCC investments and use entirely external sources of funding. In the case of Ontario Together, there are two leveraged projects that are helping lay the foundation for local economic and health transformation, namely: (1) the Healthy Ontario Initiative and (2) the Small Business Support Program. The Healthy Ontario Initiative works in concert with active transportation projects and the organics recycling project by connecting residents to opportunities to exercise safely and farm locally. The Small Business Support Program is enhancing the impact of the Workforce Development Plan by fostering economic innovation, which leads to skilled employment opportunities for residents. The following section provides an overview of the two leveraged projects underway in Ontario.

Healthy Ontario Initiative



Ontario residents participate in a walking club event to Stoddard Peak on March 4, 2020. Photo credit: City of Ontario

THE HEALTHY ONTARIO INITIATIVE (HOI; “THE INITIATIVE”) is a long-term, multifaceted endeavor underway in Ontario that aims to broadly improve community health. The Initiative works in concert with Ontario Together’s active transportation projects to provide safe opportunities for residents to engage in physical activity and with the organics recycling project to connect residents with compost for local food production.

The Initiative was launched in 2007 and is coordinated by the City of Ontario’s Planning Department in collaboration with private health care providers (Kaiser Permanente, San Antonio Regional Hospital), community-based organizations (The Social Impact Artists, Huerta del Valle), school districts, and community residents. The Initiative utilizes only leveraged funds, including a competitive grant awarded in 2012 by Kaiser Permanente’s Healthy Eating Active Living Zone Initiative. The City of Ontario is reviewing and enhancing the HOI as part of its General Plan Update.

Recent Accomplishments*

- » 850 free Zūm-Up! fitness and leadership classes provided for the community, serving an average of 14 individuals per class
- » 246 nutritional classes/food access events offered, serving an average of 79 individuals per class
- » 51 walking club activities held, serving an average of three individuals per class

**Includes only accomplishments during the last fiscal year (July 2022 through June 2023)*

USING A COMMUNITY-BASED APPROACH to wellness, the HOI seeks to make changes at multiple levels to bring about improved health outcomes. The Initiative has four main strategies for improving health in the community: (1) prevention and wellness; (2) health care access and utilization; (3) education and lifelong learning; and (4) safe and complete neighborhoods.

To prevent chronic disease and improve general wellness, the City of Ontario offers a number of services, programs, and facilities that support individuals who want to take a proactive approach to their health by eating healthy and being physically active. Within the project area, healthy eating resources include free produce (in exchange for volunteer hours) at Huerta del Valle, Ontario’s first community garden, and the Seeds of Joy Community Garden. Physical recreation resources within the project area include outdoor fitness equipment, a walking club offering residents weekly walks along three miles of Euclid Avenue (a historic, tree-lined boulevard through the heart of Ontario), and free Zūm-Up! fitness classes offered six days per week at five community centers. The Zūm-Up! fitness classes couple Zumba© instruction with leadership skill development.

With respect to health care access, HOI partners with health care providers and local, regional, state, and federal agencies to attract and retain a diversity of affordable, quality health care facilities and providers to serve the en-

tire community. Initiative partners then conduct targeted outreach to connect residents to health care resources.

Within the HOI framework, educational attainment is considered a key social determinant of health and wellness. Thus, the Initiative seeks to provide a range of educational and training opportunities for residents of all ages and abilities to advance in their education or professional development. Within the project area, educational and training referrals are offered at the city library, five community centers, and the senior center. Referral opportunities include math classes, homework help, citizenship classes, and literacy classes, among others. The city library also houses a veterans’ resource center staffed by volunteers trained to help veterans access public benefits and financial aid for educational advancement.

The HOI framework also recognizes neighborhood safety and completeness as important social determinants of physical and mental health. The Initiative defines a safe and complete neighborhood as one that serves most of the daily needs of its residents within an ideal walking distance of a quarter to a half mile, with convenient, safe pathways of travel. Within the project area, neighborhood safety and completeness efforts include holistic programming at health hubs such as the Huerta del Valle community garden, the Dorothy A. Quesada Community Center, and the De Anza Community Center, where residents can get multiple needs.

Healthy Ontario Initiative

Project Details

- » **Launch date:** April 2007
- » **Anticipated completion date:** June 2024
- » **Project lead:** City of Ontario
- » **TCC grant funds:** \$0
- » **Leveraged funds:** \$333,595

Cumulative Progress Through FY 2022-2023

- » 2,785 free Zūm-Up! classes provided for the community, serving an average of 12 individuals per class
- » 353 nutritional classes/food access events offered, serving a total of 19,940 unique participants
- » 202 walking club activities held, serving a total of 557 unique participants
- » 21 HOI community forums held regarding resources for residents (including those funded by TCC), engaging a total of 217 unique participants

Responses to COVID-19

- » Group activities (e.g., walking club events, nutritional classes, HOI community events) were suspended
- » Zūm-Up! instructors recorded fitness videos, which the City of Ontario posted online
- » Outdoor recreational facilities remained open to the public, except for playgrounds per state public health guidelines

Small Business Support Program



Technology showcase attendees at Ontario’s Beyond Cowork business center in April 2021. Photo credit: City of Ontario

ONTARIO’S SMALL BUSINESS SUPPORT PROGRAM attracts and retains small businesses in Downtown Ontario, thereby supporting local job creation and economic growth within the project area. The program provides a mix of physical resources, programming, technical assistance, and outreach services. While Ontario Together’s Workforce Development Plan focuses on the needs of workers, the Small Business Support Program focuses on those of employers. The two initiatives are complementary and together, augment the economic opportunities available to Ontario residents.

Launched in 2018, the program is led by the Inland Empire Small Businesses Development Center in partnership with: (a) the City of Ontario Economic Development Department and (b) 4th Sector Innovations, a business unit within the Wellness Education Society Ethics and Environment Collective. The program is funded with leveraged sources, including a mix of federal and county funding, as well as private donations.

Recent Accomplishments*

- » 95 site visits conducted to inform businesses about resources**
- » 3 workshops for local businesses held**
- » 3 outreach events for local businesses held**

* Includes only accomplishments during the last fiscal year (July 2022 through June 2023)

**Also counted toward Displacement Avoidance Plan accomplishments

Physical resources

The Small Business Support Program offers two publicly accessible spaces to the community for commercial activities: (1) Lightspeed Makerspace and (2) Beyond Cowork.

Lightspeed Makerspace opened in August 2018 and is located at the Ovitt Family Community Library in Downtown Ontario. The space provides library card holders with access to a laser cutter, electronics and circuits, robotics, and other high-tech equipment which can be used for a variety of manufacturing applications. These physical applications align with the technology curriculum offered to students in the Ontario-Montclair School District, which exposes students to programming, coding and elementary circuitry, and computer-aided design.

Beyond Cowork opened in January 2020 in a vacant, city-owned building on Euclid Avenue in Downtown Ontario. The City of Ontario worked with 4th Sector Innovations to transform the former boxing gym into a publicly accessible business center with hot desks, conference rooms, a media studio, and workspaces that can be reserved in advance. The facility also has a coffee shop and tap house for more informal meetings.

Programming

In 2020, the City of Ontario worked with 4th Sector Innovations to launch two new programs for entrepreneurs in the e-commerce and logistics sector: (1) a business incubator, known locally as Interphase; and (2) a business accelerator, known locally as Instantaneous. Both programs are free and nondilutive (they do not require equity in the company) and are open to firms of all sizes.

The incubator program works with entrepreneurs for a nine-month period to test the viability of their ideas before they invest resources in creating their product. Participants meet weekly to go through learning modules on early business development and discuss their progress with peers and industry experts. The first cohort of entrepreneurs, four business teams in total, graduated from the incubator program in June 2020.

The accelerator program works with entrepreneurs with a viable business idea and are ready to start commercialization. Participants meet weekly for three months and complete a curriculum to assess the scalability of their idea, perfect their pitch, and start securing investors. The first cohort of entrepreneurs began in the fall of fiscal year 2020-2021.

Technical Assistance

In addition to structured programming, the City of Ontario offers ad hoc technical assistance services for local businesses. Every week, staff from 4th Sector Innovations hold office hours in which members from the community can pose questions related to business development, such as financing, marketing, and contracting.

Business Outreach

To inform businesses about the aforementioned resources and services, the City of Ontario is conducting targeted outreach within the TCC project area. Outreach activities are conducted by the Inland Empire Small Businesses Development Center and the City of Ontario Economic Development Department through mailers, phone calls, email blasts, social media posts, and in-person site visits.

Small Business Support Program

Project Details

- » **Launch date:** November 2018
- » **Anticipated completion date:** June 2024
- » **Project lead:** Inland Empire Small Businesses Development Center
- » **TCC grant funds:** \$0
- » **Leveraged funds:** \$1,000,489

Cumulative Progress Through FY 2022-2023

- » 633 site visits conducted to inform businesses about available resources*
- » 120 webinars offered in English and Spanish on small business relevant topics, such as how to start a small business, the rise of online ordering, customer service, content marketing, and best practices for hiring
- » 90+ businesses received free consulting services during open office hours with 4th Sector Innovations
- » 75 networking events held with a total of 1,400 participants
- » 12 business teams graduated from the incubator program
- » 8 business teams graduated from the accelerator program
- » 5 technology showcases held featuring more than 20 companies with approximately 700 total attendees
- » 3 workshops hosted for local businesses*
- » 3 outreach events organized for local businesses, including business roundtable events and a 'Pancakes and Politics' series*
- » Opened the Beyond Cowork business center and Lightspeed Makerspace

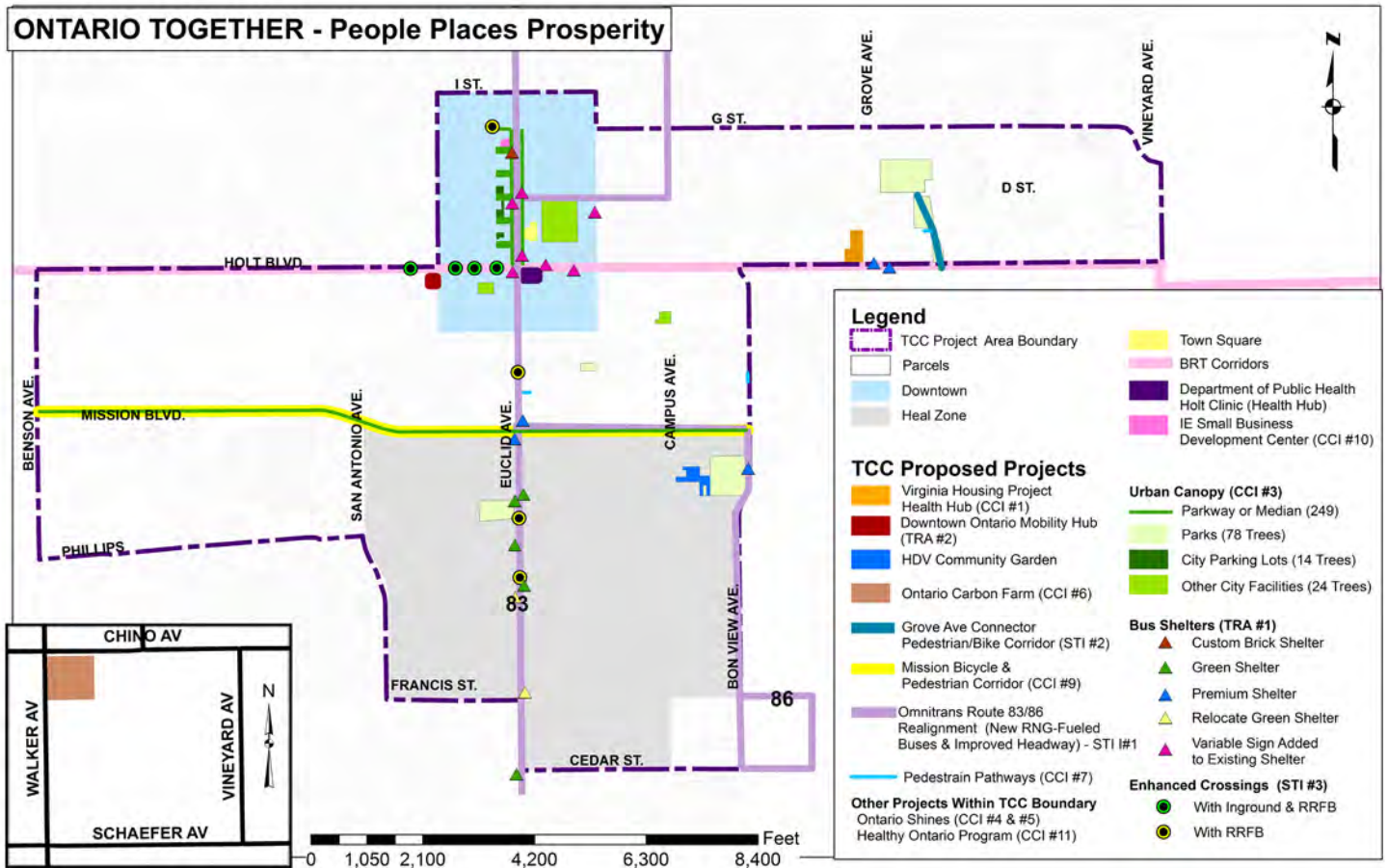
Responses to COVID-19

- » 75 businesses provided targeted technical assistance to address challenges relating to the pandemic
- » Reconfigured Beyond Cowork business center to be compliant with county public health guidelines
- » Moved incubator program online and modified curriculum to address business solutions to COVID-19

* Also counted toward Displacement Avoidance Plan accomplishments

APPENDICES

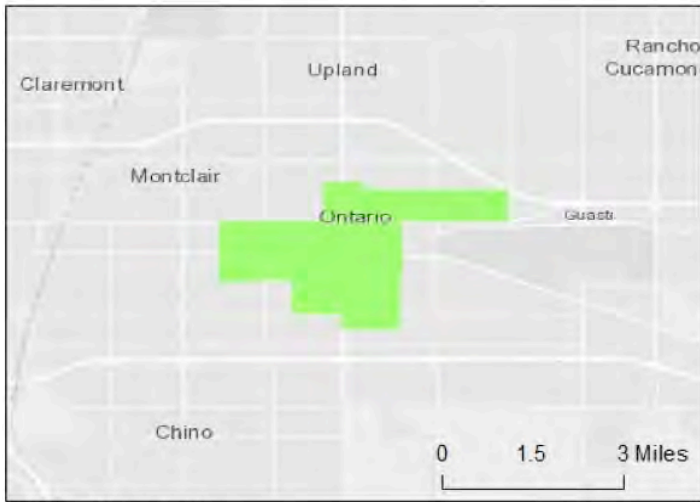
Appendix 1: Supplemental Maps



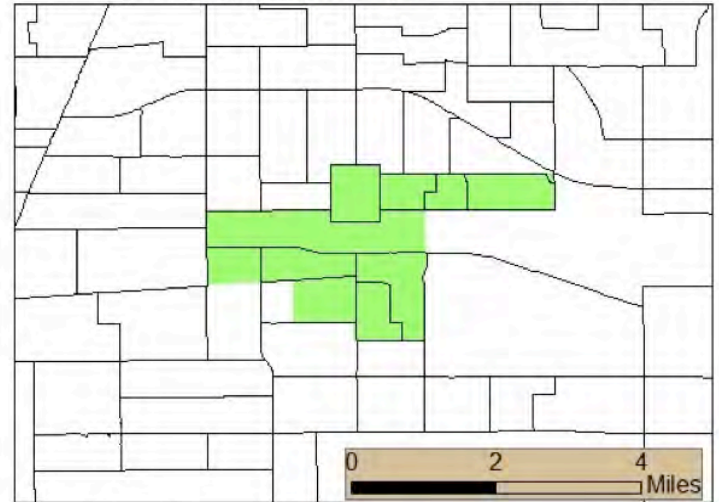
Detailed project map at the time of proposal. Some project plans have since been modified. Figure credit: City of Ontario

OntarioTCC Project Area Overlay Maps

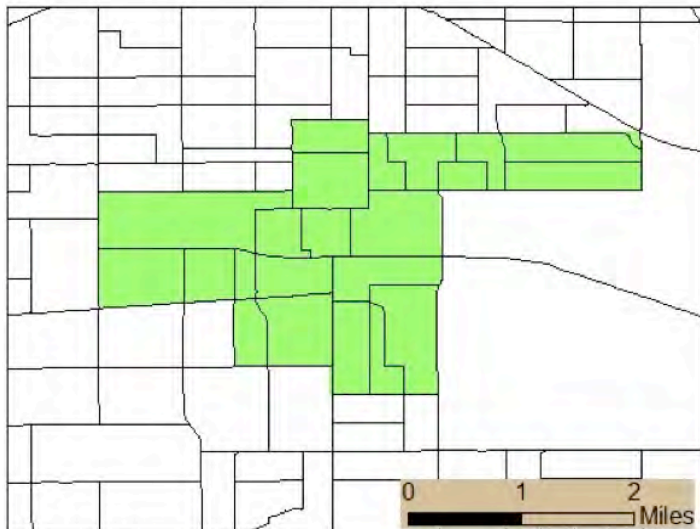
(#) = number of geographic units that intersect with TCC project area (excluding units with less than 2% of total area under TCC project area)
 Census tract, block group, and zip code maps from US Census Bureau (2016)



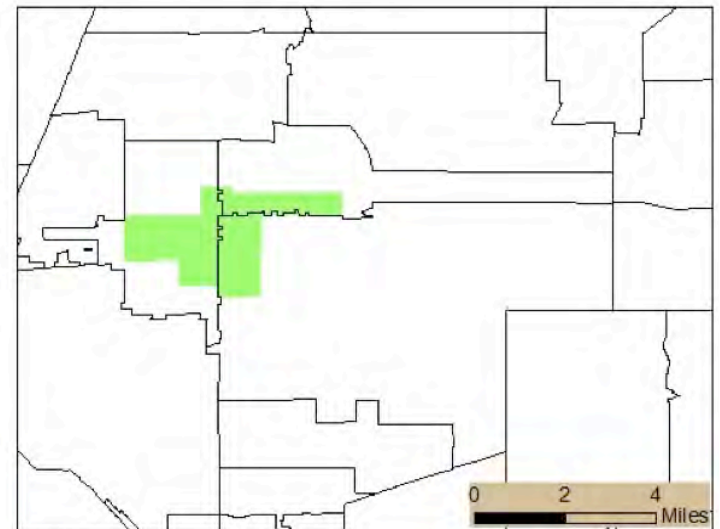
OntarioTCC Project Area



Census Tracts (11)



Census Block Groups (28)



Zip Code Tabulation Areas (3)

Maps depicting the scale of the TCC project area. Figure credit: UCLA Luskin Center for Innovation

Appendix 2: Summary of Methods for Estimating Project Benefits

Benefit	Methodology	Version	Revision Date
Avoided stormwater runoff	iTree Planting	1.2.0	N/A
Energy cost savings	California Air Resources Board (CARB) Co-benefit Assessment Methodology for Energy and Fuel Cost Savings*	N/A	9/13/2019
Greenhouse gas (GHG) reductions	CARB Quantification Methodology (QM): Active Transportation Program	FY 2016-17	N/A
	CARB QM: Affordable Housing and Sustainable Communities Program	FY 2016-17	10/2/2017
	CARB QM: Low Income Weatherization Program	FY 2015-16	11/14/2016
	CARB QM: Transit and Intercity Rail Capital Program	FY 2016-17	N/A
	CARB QM: Urban and Community Forestry Program	FY 2016-17	12/8/2016
	CARB QM: Waste Diversion Grant and Loan Program	FY 2015-16/ FY 2016-17	N/A
Jobs	CARB Job Co-benefit Assessment Methodology	April 2019	4/29/2019
Renewable energy generation	CARB QM: Low Income Weatherization Program	FY 2015-16	11/14/2016
Travel cost savings	CARB Co-benefit Assessment Methodology for Travel Cost Savings **	N/A	10/18/2019
Vehicle miles traveled (VMT) reductions	CARB QM: Active Transportation Program	FY 2016-17	N/A
	CARB QM: Affordable Housing and Sustainable Communities Program	FY 2016-17	10/2/2017
	CARB QM: Transit and Intercity Rail Capital Program	FY 2016-17	N/A

* CARB’s energy and fuel cost savings methodology does not provide an explicit example of how to calculate cost savings from urban forestry and greening projects. Nonetheless, CARB’s methodology does provide a basic framework for estimating cost savings from any project that achieves energy use reductions: (energy cost savings = net decline in energy use X per unit cost of energy). Thus, for urban forestry and urban greening projects, the UCLA-UCB evaluation team estimated energy cost savings by taking two outputs from iTree (annual electricity savings and annual natural gas savings) and multiplying these outputs by their per unit cost (as based on cost assumptions from Appendix A of CARB’s energy cost savings methodology). The evaluation team then scaled up these costs by 40 years and prorated them according to the percentage of trees that actually shade buildings (and therefore have a meaningful impact on electricity and gas use).

** To calculate travel cost savings, CARB’s travel cost savings methodology relies on estimates about changes in transit ridership. For Affordable Housing and Sustainable Communities (AHSC) projects, subsequent changes in ridership are unknown, and CARB’s methodology does not provide a method for calculating travel cost savings in the face of that unknown. Thus, the UCLA-UCB evaluation team expanded upon CARB’s methodology by estimating travel cost savings from AHSC projects without ridership estimates. To do so, the evaluation team conservatively assumes the following: (1) VMT reductions associated with the AHSC projects are achieved by drivers who switch to the most expensive alternative mode (which between transit, biking, and walking would be transit); (2) all individuals in the apartment complex will take transit so often that they buy a monthly transit pass because that’s the most economical thing to do at high levels of transit ridership; and (3) that all individuals in the apartment complex buy a pass for the duration of the project lifetime (less the number of months for which they receive a free pass). The evaluation team estimated the number of individuals in the apartment complex by multiplying the number of units by the average household size for the TCC census tracts.

Appendix 3: Ontario TCC Trustees

Member*	Membership Type
City of Ontario	Grantee
Virginia-Holt Housing LP	Project Partner
Ontario Housing Authority	Project Partner
Huerta del Valle	Project Partner
The Social Impact Artists	Project Partner
GRID Alternatives Inland Empire	Project Partner
Omnitrans	Project Partner
San Bernardino County Workforce Development Department	Project Partner
San Bernardino County Public Health Department	Project Partner
Inland Empire Small Business Development Center	Project Partner
Center for Community Action and Environmental Justice	Stakeholder
Ontario-Montclair Schools Foundation	Stakeholder
Inland Mediation Board, DBA Inland Fair Housing and Mediation Board	Stakeholder
Mercy House	Stakeholder
Neighborhood Partnership Housing Services	Stakeholder
San Bernardino County Transportation Authority	Stakeholder
Rosario Santillán	Ex Officio Delegate

*The Safe Routes to School National Partnership originally constituted one of seven Ontario TCC Trustee stakeholder groups. As of 2023, they are no longer an active stakeholder.

Appendix 4: Ontario Together TCC Census Tracts

Census Tract GEOID Number	City	Population (ACS 2011-2016 estimate)	Area (sq. mi.)	Population Density (pop./ sq.mi.)	Overlap with TCC Project Area (%)
14000US06071001600	Ontario	5,742	4.80	1,197	27%
14000US06071001702	Ontario	5,073	0.97	5,257	32%
14000US06071001400	Ontario	2,611	0.44	5,902	99%
14000US06071001813	Ontario	4,898	0.60	8,187	100%
14000US06071001707	Ontario	6,740	0.66	10,211	67%
14000US06071001812	Ontario	3,715	0.34	10,831	100%
14000US06071001504	Ontario	5,571	0.50	11,240	100%
14000US06071001706	Ontario	5,924	0.43	13,765	100%
14000US06071001501	Ontario	4,177	0.29	14,393	100%
14000US06071001503	Ontario	3,991	0.21	18,664	100%

Appendix 5: Ontario Together Control Census Tracts

Census Tract GEOID Number	City	Population (ACS 2011-2016 estimate)	Area (sq. mi.)	Population Density (pop./ sq.mi.)
14000US06071000603	Chino / Ontario	5,090	0.87	5,852
14000US06071000702*	Chino / Ontario	N/A	0.10	N/A
14000US06071003803	Rialto / San Bernardino	5,222	0.64	8,193
14000US06071000207	Montclair	4,744	0.49	9,770
14000US06071002804	Fontana	5,958	0.39	15,377
14000US06071002602	Fontana	7,616	0.78	9,802
14000US06071002902	Fontana	6,579	0.75	8,762
14000US06071003200	Fontana	8,724	1.00	8,719
14000US06071003201*	Fontana	N/A	0.50	N/A
14000US06071003202*	Fontana	N/A	0.50	N/A
14000US06071003102	Fontana	5,939	0.50	11,850
14000US06071003301	Fontana	5,111	0.75	6,830
14000US06071003101	Fontana	4,638	0.53	8,711
14000US06071003509	Rialto	4,335	0.75	5,760
14000US06071004700	San Bernardino	5,143	0.77	6,677
14000US06071004604	San Bernardino	5,438	0.94	5,755
14000US06071006700	Colton	4,424	0.73	6,023
14000US06071007000	Colton	6,880	0.88	7,836
14000US06071007001	Colton	N/A	0.33	N/A
14000US06071007002	Colton	N/A	0.54	N/A
14000US06071000201	Montclair	4,455	1.14	3,923
14000US06071003401	Fontana	7,453	1.00	7,448
14000US06071000904	Upland	3,273	0.45	7,321
14000US06071001104	Ontario	5,783	0.69	8,356
14000US06071001001	Ontario	5,500	0.56	9,855
14000US06071001305	Ontario	4,621	0.46	10,153
14000US06071003607	Rialto	5,626	0.71	7,974
14000US06071006604	Colton	3,883	0.38	10,299
14000US06071002204	Unincorporated / Fontana	7,039	7.45	945

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* As of 2020, the geographies of the 2020 decennial census have been redrawn from the 2010 decennial census. These boundary changes have impacted most of the census tracts at the site boundary level or the control tract level. Please see Appendix 4 and Appendix 5 to view a detailed list of what census tracts or control tracts have changed. For more information please visit the following: <https://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2020/geography-changes.html>

Census Tract GEOID Number	City	Population (ACS 2011-2016 estimate)	Area (sq. mi.)	Population Density (pop./ sq.mi.)
14000US06071006302	Unincorporated / San Bernardino / Highland	9,383	1.00	9,365
14000US06071006303*	Unincorporated / San Bernardino / Highland	N/A	0.47	N/A
14000US06071006304*	Unincorporated / San Bernardino / Highland	N/A	0.54	N/A
14000US06071000303	Unincorporated / Montclair	7,799	0.81	9,639
14000US06071000307*	Unincorporated / Montclair	N/A	0.51	N/A
14000US06071000308*	Unincorporated / Montclair	N/A	0.29	N/A
14000US06071002402	Unincorporated / Fontana	8,166	1.51	5,418
14000US06071002405*	Unincorporated / Fontana	N/A	0.58	N/A
14000US06071002406*	Unincorporated / Fontana	N/A	0.92	N/A
14000US06071002401	Unincorporated / Fontana	8,847	1.52	5,818
14000US06071002403*	Unincorporated / Fontana	N/A	1.02	N/A
14000US06071002404*	Unincorporated / Fontana	N/A	0.50	N/A
14000US06071002501	Unincorporated / Fontana	6,185	1.54	4,017
14000US06071003302	Unincorporated / Fontana	6,097	1.04	5,854

* As of 2020, the geographies of the 2020 decennial census have been redrawn from the 2010 decennial census. These boundary changes have impacted most of the census tracts at the site boundary level or the control tract level. Please see Appendix 4 and Appendix 5 to view a detailed list of what census tracts or control tracts have changed. For more information please visit the following: <https://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2020/geography-changes.html>

Appendix 6: Indicator Data

Appendix 6.1: Demographics

Table A6.1.1: American Community Survey (ACS) Demographic Indicators*

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Total Population (B01003)	2018-2022	48,574	2,424	189,633	5,086	2,180,563	0	39,356,104	0
	2017-2021	48,509	2,356	189,123	5,132	2,171,071	0	39,455,353	0
	2016-2020	50,590	2,557	192,532	5,372	2,162,532	0	39,346,023	0
	2015-2019	49,016	1,413	185,013	3,121	2,149,031	0	39,283,497	0
	2014-2018	50,922	1,403	182,411	3,019	2,135,413	0	39,148,760	0
	2013-2017	49,834	1,493	182,092	2,884	2,121,220	0	38,982,847	0
	2012-2016	48,442	1,471	179,951	2,976	2,106,754	0	38,654,206	0
	2011-2015	47,102	1,605	179,944	2,973	2,094,769	0	38,421,464	0
	2010-2014	48,364	1,721	179,541	3,182	2,078,586	0	38,066,920	0
2009-2013	47,203	1,756	179,329	3,345	2,056,915	0	37,659,181	0	
Percent Hispanic, all races (B03002)	2018-2022	78.4%	3.1%	80.5%	1.5%	55.0%	0.0%	39.7%	0.0%
	2017-2021	78.4%	2.8%	80.3%	1.4%	54.6%	0.0%	39.5%	0.0%
	2016-2020	78.5%	2.6%	79.2%	1.5%	53.8%	0.0%	39.1%	0.0%
	2015-2019	78.9%	2.1%	79.2%	1.3%	53.3%	0.0%	39.0%	0.0%
	2014-2018	78.7%	1.8%	79.1%	1.2%	52.8%	0.0%	38.9%	0.0%
	2013-2017	78%	2.0%	78.7%	1.1%	52.3%	0.0%	38.8%	0.0%
	2012-2016	78.6%	2.0%	78.5%	1.1%	51.7%	0.0%	38.6%	0.0%
	2011-2015	78.7%	2.2%	78.2%	1.1%	51.1%	0.0%	38.4%	0.0%
	2010-2014	80%	2.1%	78.4%	1.2%	50.5%	0.0%	38.2%	0.0%
2009-2013	79.9%	2.5%	78.2%	1.2%	49.9%	0.0%	37.9%	0.0%	

Table continues on next page

* Margins of error (MOE) for the county and the state are obtained directly from the U.S. Census Bureau. MOEs for TCC and control census tracts are derived by the UCLA Luskin Center for Innovation (LCI) in accordance with the methods described by the U.S. Census Bureau in Understanding and Using American Community Survey Data: What All Data Users Need to Know (2018). All MOEs are reported at the 90% confidence interval.

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent White, non-Hispanic (B03002)	2018-2022	9.3%	1.1%	10.1%	0.8%	25.9%	0.1%	35.2%	0.0%
	2017-2021	9.8%	1.1%	10.4%	0.8%	26.6%	0.1%	35.8%	0.0%
	2016-2020	9.8%	1.0%	11.5%	0.8%	27.6%	0.1%	36.5%	0.0%
	2015-2019	9.9%	1.0%	11.6%	0.7%	28.5%	0.0%	37.2%	0.0%
	2014-2018	9.4%	0.9%	11.7%	0.7%	29.2%	0.0%	37.5%	0.0%
	2013-2017	10.5%	1.1%	11.9%	0.6%	29.8%	0.0%	37.9%	0.0%
	2012-2016	10.4%	1.1%	11.7%	0.7%	30.5%	0.0%	38.4%	0.0%
	2011-2015	11.8%	1.4%	12.0%	0.7%	31.2%	0.0%	38.7%	0.0%
	2010-2014	11.1%	1.2%	12.5%	0.7%	31.8%	0.0%	39.2%	0.0%
	2009-2013	11.8%	1.4%	12.1%	0.7%	32.5%	0.0%	39.7%	0.0%
Percent all communities of color, non-Hispanic: Black, Asian, Pacific Islander, American Indian, other, and two or more races (B03002)	2018-2022	12.3%	1.9%	9.4%	1.0%	19.1%	0.2%	25.1%	0.1%
	2017-2021	11.8%	2.0%	9.3%	1.0%	18.8%	0.2%	24.7%	0.1%
	2016-2020	11.7%	2.0%	9.3%	1.0%	18.6%	0.2%	24.4%	0.1%
	2015-2019	11.2%	1.3%	9.3%	0.8%	18.2%	0.2%	23.8%	0.0%
	2014-2018	11.9%	1.4%	9.2%	0.8%	18.0%	0.2%	23.6%	0.0%
	2013-2017	11.5%	1.3%	9.4%	0.8%	17.9%	0.2%	23.3%	0.0%
	2012-2016	11.0%	1.4%	9.7%	0.9%	17.8%	0.2%	23.1%	0.0%
	2011-2015	9.5%	1.2%	9.8%	0.9%	17.7%	0.2%	22.9%	0.0%
	2010-2014	8.9%	1.2%	9.1%	0.8%	17.7%	0.2%	22.7%	0.0%
	2009-2013	8.3%	1.2%	9.7%	0.8%	17.6%	0.2%	22.4%	0.0%
Percent other communities of color, non-Hispanic: Pacific Islander, American Indian, Other, two or more races	2018-2022	2.5%	0.9%	1.9%	0.4%	4.1%	0.2%	4.9%	0.0%
	2017-2021	2.0%	0.9%	1.9%	0.4%	3.9%	0.2%	4.6%	0.0%
	2016-2020	2.1%	0.9%	1.8%	0.4%	3.8%	0.2%	4.4%	0.0%
	2015-2019	1.7%	0.5%	1.4%	0.3%	3.3%	0.1%	4.0%	0.0%
	2014-2018	2.1%	0.6%	1.5%	0.3%	3.3%	0.2%	3.9%	0.0%
	2013-2017	1.9%	0.6%	1.5%	0.4%	3.2%	0.1%	3.9%	0.0%
	2012-2016	1.7%	0.5%	1.6%	0.4%	3.1%	0.1%	3.8%	0.0%
	2011-2015	1.5%	0.5%	1.6%	0.4%	3.1%	0.1%	3.7%	0.0%
	2010-2014	1.5%	0.5%	1.9%	0.4%	3.1%	0.1%	3.7%	0.0%
	2009-2013	1.3%	0.6%	2.0%	0.4%	3.0%	0.1%	3.6%	0.0%

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	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent Black, non-Hispanic (B03002)	2018-2022	5.0%	1.4%	4.5%	0.8%	7.5%	0.1%	5.3%	0.0%
	2017-2021	5.1%	1.5%	4.4%	0.8%	7.6%	0.1%	5.4%	0.0%
	2016-2020	5.6%	1.6%	4.7%	0.8%	7.7%	0.1%	5.4%	0.0%
	2015-2019	5.0%	1.0%	4.8%	0.6%	7.9%	0.1%	5.5%	0.0%
	2014-2018	4.7%	0.9%	4.9%	0.6%	7.9%	0.1%	5.5%	0.0%
	2013-2017	5.2%	0.9%	5.1%	0.6%	8.0%	0.1%	5.5%	0.0%
	2012-2016	5.4%	1.1%	5.1%	0.6%	8.1%	0.1%	5.6%	0.0%
	2011-2015	4.4%	0.9%	5.3%	0.7%	8.1%	0.1%	5.6%	0.0%
	2010-2014	4.6%	0.9%	4.6%	0.6%	8.2%	0.1%	5.7%	0.0%
	2009-2013	3.9%	0.8%	5.0%	0.6%	8.3%	0.1%	5.7%	0.0%
Percent Asian, non-Hispanic (B03002)	2018-2022	4.8%	1.0%	3.1%	0.5%	7.5%	0.1%	14.9%	0.0%
	2017-2021	4.7%	0.9%	3.0%	0.5%	7.3%	0.1%	14.7%	0.0%
	2016-2020	4.1%	0.9%	2.8%	0.4%	7.2%	0.1%	14.6%	0.0%
	2015-2019	4.5%	0.7%	3.1%	0.4%	7.0%	0.1%	14.3%	0.0%
	2014-2018	5.0%	0.9%	2.8%	0.4%	6.8%	0.1%	14.1%	0.0%
	2013-2017	4.5%	0.8%	2.8%	0.4%	6.7%	0.1%	13.9%	0.0%
	2012-2016	3.9%	0.8%	3.0%	0.5%	6.6%	0.1%	13.7%	0.0%
	2011-2015	3.6%	0.7%	2.8%	0.4%	6.5%	0.1%	13.5%	0.0%
	2010-2014	2.8%	0.6%	2.6%	0.4%	6.4%	0.1%	13.3%	0.0%
	2009-2013	3.1%	0.7%	2.7%	0.4%	6.3%	0.1%	13.1%	0.0%
Percent Pacific Islanders, non-Hispanic (B03002)	2018-2022	<0.01%	0.1%	0.1%	0.1%	0.3%	0.0%	0.3%	0.0%
	2017-2021	<0.01%	0.1%	0.1%	0.1%	0.3%	0.0%	0.3%	0.0%
	2016-2020	<0.01%	0.1%	0.2%	0.2%	0.3%	0.0%	0.3%	0.0%
	2015-2019	0.1%	0.1%	0.1%	0.1%	0.3%	0.0%	0.4%	0.0%
	2014-2018	0.2%	0.2%	0.3%	0.2%	0.3%	0.0%	0.4%	0.0%
	2013-2017	0.2%	0.2%	0.3%	0.3%	0.3%	0.0%	0.4%	0.0%
	2012-2016	0.2%	0.2%	0.4%	0.3%	0.3%	0.0%	0.4%	0.0%
	2011-2015	0.2%	0.2%	0.3%	0.2%	0.3%	0.0%	0.4%	0.0%
	2010-2014	0.1%	0.2%	0.3%	0.2%	0.3%	0.0%	0.4%	0.0%
	2009-2013	0.0%	0.1%	0.2%	0.2%	0.3%	0.0%	0.4%	0.0%

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	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent American Indian, non-Hispanic (B03002)	2018-2022	0.2%	0.1%	0.3%	0.2%	0.3%	0.0%	0.3%	0.0%
	2017-2021	0.1%	0.1%	0.4%	0.2%	0.3%	0.0%	0.3%	0.0%
	2016-2020	0.1%	0.1%	0.4%	0.2%	0.3%	0.0%	0.3%	0.0%
	2015-2019	0.2%	0.1%	0.3%	0.2%	0.4%	0.0%	0.4%	0.0%
	2014-2018	0.2%	0.1%	0.2%	0.1%	0.3%	0.0%	0.4%	0.0%
	2013-2017	0.2%	0.1%	0.1%	0.1%	0.3%	0.0%	0.4%	0.0%
	2012-2016	0.2%	0.1%	0.1%	0.1%	0.3%	0.0%	0.4%	0.0%
	2011-2015	0.1%	0.1%	0.2%	0.2%	0.4%	0.0%	0.4%	0.0%
	2010-2014	0.0%	0.1%	0.3%	0.2%	0.4%	0.0%	0.4%	0.0%
	2009-2013	0.1%	0.1%	0.4%	0.2%	0.4%	0.0%	0.4%	0.0%
Percent two or more races, non-Hispanic (B03002)	2018-2022	2.1%	0.9%	1.1%	0.3%	3.1%	0.1%	3.8%	0.0%
	2017-2021	1.8%	0.9%	1.3%	0.3%	3.1%	0.2%	3.6%	0.0%
	2016-2020	1.9%	0.9%	1.1%	0.3%	2.9%	0.2%	3.4%	0.0%
	2015-2019	1.2%	0.4%	0.9%	0.2%	2.5%	0.1%	3.0%	0.0%
	2014-2018	1.3%	0.4%	0.9%	0.2%	2.4%	0.1%	3.0%	0.0%
	2013-2017	1.2%	0.5%	0.9%	0.2%	2.4%	0.1%	2.9%	0.0%
	2012-2016	0.8%	0.3%	0.9%	0.2%	2.3%	0.1%	2.9%	0.0%
	2011-2015	1.0%	0.4%	1.0%	0.2%	2.2%	0.1%	2.8%	0.0%
	2010-2014	1.1%	0.5%	1.2%	0.3%	2.2%	0.1%	2.7%	0.0%
	2009-2013	0.9%	0.4%	1.3%	0.3%	2.1%	0.1%	2.6%	0.0%
Percent other, non-Hispanic (B03002)	2018-2022	0.1%	0.1%	0.3%	0.2%	0.4%	0.1%	0.4%	0.0%
	2017-2021	0.1%	0.2%	0.2%	0.1%	0.3%	0.1%	0.4%	0.0%
	2016-2020	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.3%	0.0%
	2015-2019	0.2%	0.2%	0.1%	0.1%	0.2%	0.0%	0.3%	0.0%
	2014-2018	0.4%	0.3%	0.1%	0.1%	0.2%	0.0%	0.2%	0.0%
	2013-2017	0.3%	0.3%	0.2%	0.1%	0.2%	0.0%	0.2%	0.0%
	2012-2016	0.4%	0.4%	0.2%	0.1%	0.2%	0.0%	0.2%	0.0%
	2011-2015	0.2%	0.2%	0.1%	0.1%	0.2%	0.0%	0.2%	0.0%
	2010-2014	0.2%	0.2%	0.1%	0.1%	0.2%	0.0%	0.2%	0.0%
	2009-2013	0.3%	0.4%	0.2%	0.1%	0.2%	0.0%	0.2%	0.0%

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	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent foreign-born population (B05006)	2018-2022	32.9%	2.5%	29.9%	1.1%	21.1%	0.3%	25.5%	0.1%
	2017-2021	33.4%	2.3%	29.1%	1.0%	20.7%	0.3%	26.5%	0.1%
	2016-2020	32.9%	2.4%	29.9%	1.1%	20.7%	0.2%	26.6%	0.1%
	2015-2019	33.5%	1.8%	30.0%	1.0%	21.0%	0.2%	26.8%	0.1%
	2014-2018	33.8%	1.6%	29.8%	0.9%	21.0%	0.2%	26.9%	0.1%
	2013-2017	33.6%	1.7%	30.7%	1.0%	20.9%	0.2%	27.0%	0.1%
	2012-2016	34.8%	1.7%	32.1%	1.0%	21.3%	0.2%	27.0%	0.1%
	2011-2015	35.3%	1.9%	31.9%	1.0%	21.3%	0.3%	27.0%	0.1%
	2010-2014	36.6%	2.1%	32.3%	1.1%	21.3%	0.3%	27.0%	0.1%
	2009-2013	36.4%	2.3%	32.9%	1.1%	21.1%	0.2%	27.0%	0.1%
Percent born in Asia (B05006)	2018-2022	3.2%	0.8%	2.3%	0.4%	5.4%	0.1%	10.7%	0.0%
	2017-2021	3.0%	0.7%	2.2%	0.3%	5.2%	0.1%	10.6%	0.0%
	2016-2020	2.8%	0.7%	2.4%	0.4%	5.2%	0.1%	10.6%	0.0%
	2015-2019	3.4%	0.6%	2.8%	0.5%	5.2%	0.1%	10.6%	0.0%
	2014-2018	3.3%	0.6%	2.4%	0.4%	5.1%	0.1%	10.5%	0.0%
	2013-2017	3.1%	0.6%	2.4%	0.4%	5.0%	0.1%	10.4%	0.0%
	2012-2016	3.0%	0.6%	2.5%	0.4%	5.0%	0.1%	10.2%	0.0%
	2011-2015	2.8%	0.6%	2.3%	0.4%	5.0%	0.1%	10.1%	0.0%
	2010-2014	2.2%	0.5%	2.1%	0.3%	4.8%	0.1%	10.0%	0.0%
	2009-2013	2.4%	0.5%	2.1%	0.3%	4.7%	0.1%	9.8%	0.0%
Percent born in Africa (B05006)	2018-2022	0.2%	0.2%	0.3%	0.2%	0.5%	0.1%	0.5%	0.0%
	2017-2021	0.2%	0.2%	0.2%	0.1%	0.5%	0.1%	0.5%	0.0%
	2016-2020	0.1%	0.1%	0.2%	0.2%	0.4%	0.1%	0.5%	0.0%
	2015-2019	0.2%	0.2%	0.2%	0.1%	0.4%	0.0%	0.5%	0.0%
	2014-2018	0.2%	0.2%	0.2%	0.1%	0.4%	0.1%	0.5%	0.0%
	2013-2017	0.2%	0.2%	0.2%	0.1%	0.5%	0.1%	0.5%	0.0%
	2012-2016	0.2%	0.2%	0.3%	0.1%	0.5%	0.1%	0.5%	0.0%
	2011-2015	0.2%	0.2%	0.2%	0.1%	0.5%	0.1%	0.4%	0.0%
	2010-2014	0.1%	0.1%	0.2%	0.1%	0.5%	0.1%	0.4%	0.0%
	2009-2013	0.1%	0.1%	0.2%	0.1%	0.5%	0.1%	0.4%	0.0%

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent born in Latin America (B05006)	2018-2022	28.7%	2.5%	30.0%	1.1%	14.4%	0.2%	13.1%	0.1%
	2017-2021	29.5%	2.3%	26.3%	1.0%	14.2%	0.2%	13.1%	0.1%
	2016-2020	29.3%	2.4%	25.8%	1.0%	14.2%	0.2%	13.2%	0.1%
	2015-2019	29.4%	1.8%	26.8%	1.0%	14.5%	0.2%	13.5%	0.1%
	2014-2018	29.7%	1.6%	26.9%	0.9%	14.5%	0.2%	13.7%	0.1%
	2013-2017	29.6%	1.7%	27.7%	0.9%	14.5%	0.2%	13.8%	0.1%
	2012-2016	31.1%	1.7%	28.8%	1.0%	14.9%	0.2%	14.0%	0.0%
	2011-2015	31.8%	1.9%	29.0%	1.0%	14.9%	0.2%	14.2%	0.1%
	2010-2014	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	2009-2013	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Appendix 6.2: Economy

Table A6.2.1: American Community Survey (ACS) Economic Indicators *

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Median household income (B19001)	2018-2022	\$69,310	N/A	\$67,735	N/A	\$77,423	\$806	\$91,905	\$277
	2017-2021	\$62,941	N/A	\$62,979	N/A	\$70,287	\$765	\$84,097	\$236
	2016-2020	\$59,279	N/A	\$57,494	N/A	\$65,761	\$602	\$78,672	\$270
	2015-2019	\$53,180	N/A	\$54,368	N/A	\$63,362	\$581	\$75,235	\$232
	2014-2018	\$50,112	N/A	\$51,731	N/A	\$60,164	\$626	\$71,228	\$217
	2013-2017	\$46,959	N/A	\$49,769	N/A	\$57,156	\$594	\$67,169	\$192
	2012-2016	\$44,335	N/A	\$45,894	N/A	\$54,469	\$559	\$63,783	\$188
	2011-2015	\$43,398	N/A	\$44,516	N/A	\$53,433	\$571	\$61,818	\$156
	2010-2014	\$44,019	N/A	\$43,993	N/A	\$54,100	\$452	\$61,489	\$154
2009-2013	\$43,547	N/A	\$43,503	N/A	\$54,090	\$511	\$61,094	\$157	
Percent of individuals living below poverty (B17001)	2018-2022	16.1%	2.4%	17.5%	1.6%	13.8%	0.4%	12.1%	0.1%
	2017-2021	15.8%	2.3%	16.9%	1.5%	14.3%	0.4%	12.3%	0.1%
	2016-2020	16.7%	2.4%	17.6%	1.5%	15.0%	0.3%	12.6%	0.1%
	2015-2019	17.6%	2.1%	18.7%	1.4%	16.0%	0.3%	13.4%	0.1%
	2014-2018	20.1%	2.3%	19.2%	1.4%	17.3%	0.4%	14.3%	0.1%
	2013-2017	21.9%	2.3%	20.3%	1.4%	18.2%	0.4%	15.1%	0.1%
	2012-2016	23.9%	2.5%	22.3%	1.5%	19.1%	0.4%	15.8%	0.1%
	2011-2015	25.2%	2.5%	24.1%	1.5%	19.5%	0.4%	16.3%	0.1%
	2010-2014	26.5%	3.0%	24.3%	1.6%	19.2%	0.4%	16.4%	0.1%
2009-2013	27.5%	3.3%	25.1%	1.7%	18.7%	0.5%	15.9%	0.1%	
Percent high income (\$125k +) (B19001)	2018-2022	19.5%	2.5%	19.4%	1.4%	27.0%	0.6%	36.4%	0.1%
	2017-2021	15.3%	2.3%	15.7%	1.3%	23.1%	0.5%	32.6%	0.1%
	2016-2020	13.7%	2.2%	12.7%	1.2%	20.3%	0.4%	29.8%	0.1%
	2015-2019	11.0%	1.6%	9.7%	0.9%	18.6%	0.4%	28.0%	0.1%
	2014-2018	9.9%	1.6%	8.8%	0.9%	17.1%	0.4%	26.1%	0.1%
	2013-2017	8.1%	1.4%	6.8%	0.7%	15.3%	0.4%	23.9%	0.1%
	2012-2016	5.7%	1.2%	5.7%	0.7%	13.9%	0.3%	22.1%	0.1%
	2011-2015	4.8%	1.0%	5.7%	0.7%	13.2%	0.3%	20.9%	0.1%
	2010-2014	5.1%	1.1%	5.6%	0.7%	13.4%	0.3%	20.4%	0.1%
2009-2013	5.7%	1.3%	5.2%	0.7%	13.1%	0.3%	19.9%	0.1%	

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* MOEs for the county and the state are obtained directly from the U.S. Census Bureau. MOEs for TCC and control census tracts are derived by LCI in accordance with the methods described by the U.S. Census Bureau in *Understanding and Using American Community Survey Data: What All Data Users Need to Know* (2018). All MOEs are reported at the 90% confidence interval.

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent with less than high school education (S1501)	2018-2022	33.4%	2.6%	30.3%	1.3%	18.6%	0.3%	15.6%	0.1%
	2017-2021	34.9%	2.3%	30.7%	1.3%	18.9	0.4%	15.8%	0.1%
	2016-2020	33.8%	2.3%	30.3%	1.3%	19.3%	0.4%	16.1%	0.1%
	2015-2019	36.1%	2.2%	32.8%	1.3%	20.0%	0.3%	16.7%	0.1%
	2014-2018	38.1%	2.3%	34.0%	1.3%	20.5%	0.3%	17.1%	0.1%
	2013-2017	37.5%	2.3%	35.3%	1.3%	20.8%	0.3%	17.5%	0.1%
	2012-2016	39.4%	2.3%	37.0%	1.3%	21.2%	0.3%	17.9%	0.1%
	2011-2015	40.1%	2.6%	37.5%	1.3%	21.4%	0.3%	18.2%	0.1%
	2010-2014	41.7%	2.7%	38.6%	1.4%	21.7%	0.3%	18.5%	0.1%
	2009-2013	40.7%	2.9%	38.4%	1.4%	21.8%	0.3%	18.8%	0.1%
Percent with bachelor's degree or higher (S1501)	2018-2022	15.0%	1.8%	12.5%	0.8%	22.4%	0.3%	35.9%	0.1%
	2017-2021	14.2%	1.8%	12.0%	0.8%	21.9%	0.3%	35.3%	0.1%
	2016-2020	14.2%	1.8%	12.0%	0.8%	21.4%	0.3%	34.7%	0.1%
	2015-2019	13.2%	1.3%	11.5%	0.7%	21.0%	0.3%	33.9%	0.1%
	2014-2018	12.3%	1.2%	11.2%	0.7%	20.3%	0.3%	33.3%	0.1%
	2013-2017	12.0%	1.2%	10.7%	0.7%	19.8%	0.3%	32.6%	0.1%
	2012-2016	10.9%	1.1%	9.6%	0.7%	19.3%	0.3%	32.0%	0.1%
	2011-2015	10.2%	1.2%	8.7%	0.6%	19.0%	0.3%	31.4%	0.1%
	2010-2014	9.7%	1.3%	8.5%	0.6%	18.8%	0.3%	31.0%	0.1%
	2009-2013	9.7%	1.4%	8.4%	0.6%	18.7%	0.3%	30.7%	0.1%
Percent employed for the population 16 years and over (B23025)	2018-2022	62.0%	1.9%	58.7%	1.0%	56.8%	0.3%	59.2%	0.1%
	2017-2021	61.8%	1.8%	58.6%	1.1%	56.2%	0.3%	59.3%	0.1%
	2016-2020	61.8%	1.6%	58.5%	1.1%	56.0%	0.3%	59.4%	0.1%
	2015-2019	61.6%	1.6%	58.7%	1.0%	55.7%	0.3%	59.4%	0.1%
	2014-2018	60.4%	1.4%	57.2%	1.0%	54.8%	0.3%	58.9%	0.1%
	2013-2017	58.3%	1.6%	56.2%	0.9%	53.9%	0.3%	58.2%	0.1%
	2012-2016	58.1%	1.5%	55.0%	0.9%	53.0%	0.3%	57.5%	0.1%
	2011-2015	56.9%	1.7%	53.1%	0.9%	52.3%	0.3%	56.9%	0.1%
	2010-2014	54.6%	1.6%	51.3%	0.9%	51.9%	0.3%	56.4%	0.1%
	2009-2013	53.9%	1.8%	51.5%	0.8%	52.0%	0.3%	56.4%	0.1%

Appendix 6.3: Energy

Table A6.3.1: American Community Survey (ACS) Energy Indicators*

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent of households heating home with electricity (B25040)	2018-2022	23.1%	2.4%	24.9%	1.6%	20.7%	0.5%	28.3%	0.1%
	2017-2021	21.7%	2.3%	24.8%	1.5%	20.1%	0.5%	27.7%	0.1%
	2016-2020	23.1%	2.1%	23.5%	1.5%	19.7%	0.5%	27.1%	0.1%
	2015-2019	31.1%	2.7%	24.2%	1.3%	19.8%	0.3%	26.6%	0.1%
	2014-2018	35.7%	2.5%	25.7%	1.3%	20.5%	0.4%	26.4%	0.1%
	2013-2017	40.0%	2.6%	27.1%	1.4%	20.9%	0.4%	26.5%	0.1%
	2012-2016	41.6%	2.7%	28.2%	1.4%	21.1%	0.3%	26.4%	0.1%
	2011-2015	43.0%	2.8%	28.1%	1.4%	20.8%	0.3%	26.2%	0.1%
	2010-2014	38.1%	2.8%	27.2%	1.5%	20.0%	0.3%	25.8%	0.1%
	2009-2013	33.1%	2.7%	25.6%	1.4%	18.9%	0.4%	25.5%	0.1%
Percent of households heating home with other non-fossil fuels (B25040)	2018-2022	0.1%	0.2%	0.7%	0.3%	2.3%	0.1%	2.3%	0.0%
	2017-2021	0.3%	0.2%	0.8%	0.3%	2.2%	0.2%	2.2%	0.0%
	2016-2020	0.3%	0.2%	0.8%	0.3%	2.1%	0.1%	2.2%	0.0%
	2015-2019	0.3%	0.2%	0.7%	0.3%	2.1%	0.1%	2.1%	0.0%
	2014-2018	0.2%	0.2%	0.6%	0.2%	2.0%	0.1%	2.1%	0.0%
	2013-2017	0.3%	0.3%	0.5%	0.2%	1.9%	0.1%	2.0%	0.0%
	2012-2016	0.1%	0.2%	0.4%	0.2%	1.9%	0.1%	1.9%	0.0%
	2011-2015	0.1%	0.2%	0.3%	0.2%	2.1%	0.1%	1.9%	0.0%
	2010-2014	0.3%	0.4%	0.4%	0.2%	2.1%	0.1%	1.9%	0.0%
	2009-2013	0.2%	0.4%	0.6%	0.3%	2.2%	0.1%	1.8%	0.0%

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* MOEs for the county and the state are obtained directly from the U.S. Census Bureau. MOEs for TCC and control census tracts are derived by LCI in accordance with the methods described by the U.S. Census Bureau in *Understanding and Using American Community Survey Data: What All Data Users Need to Know* (2018). All MOEs are reported at the 90% confidence interval.

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent of households heating home with utility gas (B25040)	2018-2022	70.9%	3.5%	69.3%	1.7%	71.7%	0.5%	62.3%	0.1%
	2017-2021	71.3%	3.5%	69.1%	1.6%	72.4%	0.5%	63.0%	0.1%
	2016-2020	70.4%	3.7%	70.6%	1.6%	72.9%	0.4%	63.6%	0.1%
	2016-2020	70.4%	3.7%	71.1%	1.8%	72.9%	0.4%	63.6%	0.1%
	2015-2019	63.6%	2.7%	69.8%	1.5%	72.9%	0.3%	64.1%	0.0%
	2014-2018	59.2%	2.4%	68.3%	1.5%	72.1%	0.4%	64.3%	0.1%
	2013-2017	55.8%	2.6%	67.1%	1.4%	72.0%	0.4%	64.4%	0.1%
	2012-2016	54.6%	2.6%	66.6%	1.4%	72.1%	0.4%	64.6%	0.1%
	2011-2015	53.6%	2.8%	67.3%	1.5%	72.4%	0.4%	65.0%	0.1%
	2010-2014	58.4%	3.1%	68.3%	1.5%	73.1%	0.4%	65.6%	0.1%
	2009-2013	63.1%	3.0%	69.0%	1.5%	74.1%	0.4%	66.0%	0.1%
Percent of households heating home with other fossil fuels (B25040)	2018-2022	2.5%	1.0%	1.4%	0.4%	3.4%	0.2%	3.7%	0.0%
	2017-2021	2.5%	1.0%	1.2%	0.3%	3.2%	0.2%	3.6%	0.0%
	2016-2020	2.3%	1.1%	1.1%	0.3%	3.3%	0.2%	3.6%	0.0%
	2015-2019	1.6%	0.5%	1.1%	0.3%	3.2%	0.2%	3.5%	0.0%
	2014-2018	1.2%	0.5%	0.9%	0.3%	3.2%	0.1%	3.5%	0.0%
	2013-2017	1.2%	0.5%	1.0%	0.3%	3.2%	0.1%	3.5%	0.0%
	2012-2016	1.0%	0.5%	0.9%	0.3%	3.2%	0.1%	3.4%	0.0%
	2011-2015	1.0%	0.5%	0.7%	0.3%	3.1%	0.2%	3.4%	0.0%
	2010-2014	1.0%	0.5%	0.7%	0.3%	3.2%	0.2%	3.4%	0.0%
	2009-2013	0.8%	0.5%	0.7%	0.3%	3.3%	0.1%	3.5%	0.0%
Percent of houses with no fuel used (B25040)	2018-2022	3.2%	0.9%	3.5%	0.6%	1.7%	0.1%	3.1%	0.0%
	2017-2021	4.0%	1.1%	4.0%	0.7%	1.7%	0.1%	3.1%	0.0%
	2016-2020	3.6%	1.0%	3.9%	0.6%	1.7%	0.1%	3.2%	0.0%
	2015-2019	3.3%	0.9%	4.2%	0.7%	1.8%	0.1%	3.3%	0.0%
	2014-2018	3.5%	0.9%	4.4%	0.7%	2.0%	0.1%	3.4%	0.0%
	2013-2017	2.7%	0.8%	4.2%	0.6%	1.7%	0.1%	3.4%	0.0%
	2012-2016	2.7%	0.8%	3.9%	0.6%	1.6%	0.1%	3.3%	0.0%
	2011-2015	2.3%	0.8%	3.5%	0.6%	1.5%	0.1%	3.2%	0.0%
	2010-2014	2.2%	0.7%	3.3%	0.6%	1.3%	0.1%	3.0%	0.0%
	2009-2013	2.8%	0.9%	4.0%	0.7%	1.3%	0.1%	2.9%	0.0%

Table A6.3.2: Solar PV Systems per 1,000 Households*

Indicator	Dataset Year	Ontario TCC Census Tracts	Control Census Tracts	San Bernardino County	California
Solar PV Systems for All Building Types	2018	24.4	45.5	55.4	49.4

*Solar photovoltaic (PV) system data were sourced from The DeepSolar Project, a product of Stanford Engineering. For TCC census tracts and control tracts, a weighted average was applied, as based on the number of households within each census tract (using 2011-2015 ACS data).

Appendix 6.4: Environment

Table A6.4.1: Land-Cover Indicators*

Indicator	Dataset Year	Percent area for TCC Project Area	Square Miles
Impervious / buildings	2016	56.6%	2.8
Dry vegetation / barren	2016	21.8%	1.1
Green vegetation	2016	18.3%	0.9
Shadow	2016	3.2%	0.2
Unclassified	2016	0.2%	<0.1
Water	2016	0%	0

*Land-cover indicators were derived from satellite imagery maintained by the National Agriculture Imagery Program (NAIP).

Appendix 6.5: Health

Table A6.5.1: American Community Survey (ACS) Health Indicators*

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent with health insurance coverage (B27001)	2018-2022	88.0%	1.5%	88.1%	0.9%	91.4%	0.3%	92.9%	0.1%
	2017-2021	88.3%	1.6%	88.1%	0.8%	91.5%	0.3%	92.8%	0.1%
	2016-2020	86.7%	1.3%	88.2%	0.9%	91.7%	0.2%	92.8%	0.1%
	2015-2019	86.1%	1.4%	87.4%	0.7%	91.6%	0.2%	92.5%	0.1%
	2014-2018	84.0%	1.2%	85.6%	0.7%	90.6%	0.2%	91.5%	0.1%
	2013-2017	81.0%	1.4%	82.0%	0.9%	88.4%	0.2%	89.5%	0.1%
	2012-2016	77.9%	1.5%	78.6%	0.9%	85.9%	0.3%	87.4%	0.1%
	2011-2015	74.6%	1.5%	75.2%	1.0%	83.5%	0.3%	85.3%	0.1%
	2010-2014	71.0%	1.8%	71.7%	1.0%	80.9%	0.3%	83.3%	0.1%
	2009-2013	70.1%	2.1%	70.8%	1.1%	79.8%	0.4%	82.2%	0.1%
Percent with private health insurance coverage (B27002)	2018-2022	46.5%	2.1%	45.3%	1.3%	56.7%	0.6%	64.2%	0.2%
	2017-2021	44.8%	2.0%	45.4%	1.3%	56.7%	0.5%	64.3%	0.2%
	2016-2020	45.2%	2.1%	44.5%	1.4%	56.6%	0.4%	64.3%	0.2%
	2015-2019	44.9%	2.2%	43.5%	1.3%	56.4%	0.5%	63.8%	0.2%
	2014-2018	43.2%	1.9%	42.6%	1.2%	56.0%	0.4%	63.4%	0.2%
	2013-2017	42.3%	2.0%	41.6%	1.2%	55.4%	0.4%	62.6%	0.2%
	2012-2016	43.6%	2.1%	40.4%	1.2%	54.6%	0.4%	61.8%	0.2%
	2011-2015	41.2%	2.0%	39.6%	1.2%	54.4%	0.5%	61.2%	0.2%
	2010-2014	39.8%	2.3%	38.7%	1.2%	54.1%	0.5%	60.8%	0.2%
	2009-2013	40.1%	2.4%	38.5%	1.2%	54.5%	0.5%	61.0%	0.2%
Percent with public health insurance coverage (B27003)	2018-2022	48.7%	3.0%	48.7%	1.7%	42.4%	0.5%	38.5%	0.1%
	2017-2021	49.7%	2.9%	47.6%	1.7%	42.3%	0.4%	38.0%	0.1%
	2016-2020	47.2%	2.8%	48.8%	1.6%	42.5%	0.5%	38.0%	0.1%
	2015-2019	46.4%	2.4%	48.6%	1.4%	42.6%	0.4%	38.0%	0.1%
	2014-2018	45.3%	2.2%	47.7%	1.3%	41.8%	0.3%	37.2%	0.1%
	2013-2017	43.3%	2.0%	45.3%	1.3%	40.1%	0.3%	35.8%	0.1%
	2012-2016	38.6%	2.0%	43.3%	1.3%	38.2%	0.3%	34.3%	0.1%
	2011-2015	37.6%	2.2%	40.3%	1.3%	35.7%	0.4%	32.6%	0.1%
	2010-2014	34.7%	2.2%	37.4%	1.3%	33.1%	0.3%	30.8%	0.1%
	2009-2013	33.8%	2.4%	36.5%	1.3%	31.7%	0.3%	29.5%	0.1%

* MOEs for the county and the state are obtained directly from the U.S. Census Bureau. MOEs for TCC and control census tracts are derived by LCI in accordance with the methods described by the U.S. Census Bureau in *Understanding and Using American Community Survey Data: What All Data Users Need to Know* (2018). All MOEs are reported at the 90% confidence interval.

Table A6.5.2: Vehicle Collisions Involving Bicyclists and Pedestrians*

Indicator	Dataset Year	Gross Number of Collisions				Normalized by 1,000 Street Mile			
		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size	
		0ft	50 ft	0ft	50 ft	0ft	50ft	0ft	50ft
Bicycle Collision at Injury Level 1: Fatal	2022	0	0	3	4	0		6.4	8.5
	2021	0	0	0	0	0	0	0	0
	2020	0	0	0	0	0	0	0	0
	2019	0	0	1	1	0	0	2.1	2.1
	2018	2	2	0	1	21.5	21.5	0	2.1
	2017	0	0	0	0	0	0	0	0
	2016	0	0	0	1	0	0	0	2.1
	2015	0	0	0	0	0	0	0	0
	2014	0	0	0	0	0	0	0	0
	2013	2	2	2	2	21.5	21.5	4.3	4.3
Bicycle Collision at Injury Level 2: Severe Injury	2022	2	3	2	3	21.5	32.3	4.3	6.4
	2021	1	1	0	1	10.8	10.8	0	2.1
	2020	0	0	3	3	0	0	6.4	6.4
	2019	1	2	1	1	10.8	21.5	2.1	2.1
	2018	0	1	2	3	0	10.8	4.3	6.4
	2017	0	0	2	2	0	0	4.3	4.3
	2016	0	0	2	3	0	0	4.3	6.4
	2015	1	1	1	3	10.8	10.8	2.1	6.4
	2014	3	3	1	1	32.3	32.3	2.1	2.1
	2013	0	0	0	1	0	0	0	2.1

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* Collision data were obtained from the Transportation Injury Mapping System (TIMS). The numbers presented here are conservative in that they do not include collisions that were missing geographic coordinates in TIMS. Street mileage was obtained from OpenStreetsMap (OSM) and totaled 129 miles for the project area and 470 miles for the control tracts. Vehicle collisions involving bicycles and pedestrians are not mutually exclusive because some accidents may involve both modes.

Indicator	Dataset Year	Gross Number of Collisions				Normalized by 1,000 Street Mile			
		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size	
		0ft	50 ft	0ft	50 ft	0ft	50ft	0ft	50ft
Bicycle Collision at Injury Level 3: Visible Injury	2022	2	3	19	26	21.5	40.4	32.3	55.3
	2021	6	6	14	19	64.5	64.5	29.8	40.4
	2020	1	1	18	24	10.8	10.8	38.3	51.1
	2019	8	8	20	21	86.0	86.0	42.6	44.7
	2018	5	6	24	32	53.8	64.5	51.1	68.1
	2017	2	2	24	29	21.5	21.5	51.1	61.7
	2016	7	9	19	22	75.3	96.8	40.4	46.8
	2015	8	9	29	33	86.0	96.8	61.7	70.3
	2014	8	8	26	36	86.0	86.0	55.3	76.6
	2013	10	11	29	36	107.5	118.3	61.7	76.6
Bicycle Collision at Injury Level 4: Complaint of Pain	2022	4	4	10	16	43.0	43.0	21.3	34.1
	2021	2	2	11	16	21.5	21.5	23.4	34.1
	2020	1	1	8	10	10.8	10.8	17.0	21.3
	2019	4	4	12	14	43.0	43.0	25.5	29.8
	2018	10	11	15	19	107.5	118.3	31.9	40.4
	2017	2	3	14	22	21.5	32.3	29.8	46.8
	2016	10	11	18	20	107.5	118.3	38.3	42.6
	2015	5	6	21	26	53.8	64.5	44.7	55.3
	2014	5	7	18	28	53.8	75.3	38.3	59.6
	2013	14	14	16	23	150.5	150.5	34.1	49.0
Pedestrian Collision at Injury Level 1: Fatal	2022	0	0	10	15	0	0	21.3	31.9
	2021	1	1	3	4	10.8	10.8	6.4	8.5
	2020	0	1	6	10	0	10.8	12.8	21.3
	2019	2	2	10	13	21.5	21.5	21.3	27.7
	2018	1	3	10	12	10.8	32.3	21.3	25.5
	2017	1	1	5	8	10.8	10.8	10.6	17.0
	2016	1	2	7	7	10.8	21.5	14.9	14.9
	2015	0	0	7	9	0	0	14.9	19.2
	2014	3	3	5	6	32.3	32.3	10.6	12.8
	2013	2	2	4	6	21.5	21.5	8.5	12.8

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Indicator	Dataset Year	Gross Number of Collisions				Normalized by 1,000 Street Mile			
		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size	
		0ft	50 ft	0ft	50 ft	0ft	50ft	0ft	50ft
Pedestrian Collision at Injury Level 2: Severe Injury	2022	2	2	9	10	21.5	21.5	19.2	21.3
	2021	3	4	12	18	32.3	43.0	25.5	38.3
	2020	3	4	4	6	32.3	43.0	8.5	12.8
	2019	6	7	14	15	64.5	75.3	29.8	31.9
	2018	1	1	9	12	10.8	10.8	19.2	25.5
	2017	1	1	14	19	10.8	10.8	29.8	40.4
	2016	1	3	10	15	10.8	32.3	21.3	31.9
	2015	3	4	7	8	32.3	43.0	14.9	17.0
	2014	3	4	9	12	32.3	43.0	19.2	25.5
	2013	0	0	7	8	0	0	14.9	17.0
Pedestrian Collision at Injury Level 3: Visible Injury	2022	11	12	25	35	118.3	129.0	53.2	74.5
	2021	7	8	21	26	75.3	86.0	44.7	55.3
	2020	3	3	26	31	32.3	32.3	55.3	66.0
	2019	7	7	23	28	75.3	75.3	49.0	59.6
	2018	4	6	22	29	43.0	64.5	46.8	61.7
	2017	3	5	23	27	32.3	53.8	49.0	57.5
	2016	9	9	21	32	96.8	96.8	44.7	68.1
	2015	6	8	25	29	64.5	86.0	53.2	61.7
	2014	5	5	29	36	53.8	53.8	61.7	76.6
	2013	7	7	17	24	75.3	75.3	36.2	51.1
Pedestrian Collision at Injury Level 4: Complaint of Pain	2022	2	3	17	24	21.5	32.3	36.2	51.1
	2021	5	5	16	23	53.8	53.8	34.1	49.0
	2020	1	1	11	15	10.8	10.8	23.4	31.9
	2019	3	4	22	27	32.3	43.0	46.8	57.5
	2018	9	10	13	25	96.8	107.5	27.7	53.2
	2017	5	5	22	30	53.8	53.8	46.8	63.9
	2016	2	2	24	31	21.5	21.5	51.1	66.0
	2015	7	8	23	34	75.3	86.0	49.0	72.4
	2014	4	5	20	24	43.0	53.8	42.6	51.1
	2013	3	3	17	22	32.3	32.3	36.2	46.8

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Indicator	Dataset Year	Gross Number of Collisions				Normalized by 1,000 Street Mile			
		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size	
		0ft	50 ft	0ft	50 ft	0ft	50ft	0ft	50ft
Combined Bicycle and Pedestrian Collision at Injury Level 1: Fatal	2022	0	0	0	0	0	0	0	0
	2021	0	0	0	0	0	0	0	0
	2020	0	0	0	0	0	0	0	0
	2019	0	0	0	0	0	0	0	0
	2018	0	0	0	0	0	0	0	0
	2017	0	0	0	0	0	0	0	0
	2016	0	0	0	0	0	0	0	0
	2015	0	0	0	0	0	0	0	0
	2014	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0	
Combined Bicycle and Pedestrian Collision at Injury Level 2: Severe Injury	2022	0	0	0	0	0	0	0	0
	2021	0	0	0	0	0	0	0	0
	2020	0	0	0	0	0	0	0	0
	2019	0	0	0	0	0	0	0	0
	2018	0	0	0	0	0	0	0	0
	2017	0	0	0	0	0	0	0	0
	2016	0	0	0	0	0	0	0	0
	2015	0	0	0	0	0	0	0	0
	2014	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0	
Combined Bicycle and Pedestrian at Injury Level 3: Visible Injury	2022	0	0	0	0	0	0	0	0
	2021	0	0	0	0	0	0	0	0
	2020	0	0	0	0	0	0	0	0
	2019	0	0	0	0	0	0	0	0
	2018	0	0	1	1	0	0	2.1	2.1
	2017	0	0	0	0	0	0	0	0
	2016	0	0	0	0	0	0	0	0
	2015	0	0	0	0	0	0	0	0
	2014	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0	

Indicator	Dataset Year	Gross Number of Collisions				Normalized by 1,000 Street Mile			
		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size		Value for TCC Site by Buffer Size		Value for Controls by Buffer Size	
		0ft	50 ft	0ft	50 ft	0ft	50ft	0ft	50ft
Combined Bicycle and Pedestrian at Injury Level 4: Complaint of Pain	2022	0	0	0	0	0	0	0	0
	2021	0	0	0	0	0	0	0	0
	2020	0	0	0	0	0	0	0	0
	2019	0	0	0	0	0	0	0	0
	2018	0	0	0	0	0	0	0	0
	2017	0	0	0	0	0	0	0	0
	2016	0	0	0	0	0	0	0	0
	2015	0	0	0	0	0	0	0	0
	2014	0	0	0	0	0	0	0	0
	2013	0	0	0	0	0	0	0	0

Appendix 6.6: Housing

Table A6.6.1: American Community Survey (ACS) Housing Indicators*

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent renters (B25003)	2018-2022	58.5%	2.8%	47.9%	1.7%	38.9%	0.5%	44.4%	0.2%
	2017-2021	58.9%	2.5%	47.7%	1.6%	39.5%	0.5%	44.5%	0.1%
	2016-2020	59.5%	2.5%	47.7%	1.6%	39.9%	0.5%	44.7%	0.1%
	2015-2019	60.6%	2.4%	48.1%	1.4%	40.2%	0.4%	45.2%	0.1%
	2014-2018	61.7%	2.2%	47.4%	1.4%	40.7%	0.4%	45.4%	0.1%
	2013-2017	62.7%	2.2%	47.6%	1.4%	40.8%	0.5%	45.5%	0.1%
	2012-2016	62.8%	2.3%	48.5%	1.4%	40.9%	0.4%	45.9%	0.2%
	2011-2015	61.9%	2.4%	48.0%	1.4%	40.3%	0.5%	45.7%	0.1%
	2010-2014	61.3%	2.3%	46.9%	1.4%	39.1%	0.4%	45.2%	0.1%
	2009-2013	58.0%	2.8%	46.4%	1.5%	38.1%	0.3%	44.7%	0.1%
Percent homeowners (B25003)	2018-2022	41.5%	3.3%	52.1%	1.5%	61.1%	0.5%	55.6%	0.3%
	2017-2021	41.1%	3.0%	52.3%	1.5%	60.5%	0.5%	55.5%	0.3%
	2016-2020	40.5%	3.2%	52.3%	1.5%	60.1%	0.6%	55.3%	0.3%
	2015-2019	39.4%	2.3%	51.9%	1.3%	59.8%	0.5%	54.8%	0.3%
	2014-2018	38.3%	2.1%	52.6%	1.3%	59.3%	0.4%	54.6%	0.3%
	2013-2017	37.3%	2.1%	52.4%	1.4%	59.2%	0.5%	54.5%	0.3%
	2012-2016	37.2%	2.2%	51.5%	1.3%	59.1%	0.5%	54.1%	0.3%
	2011-2015	38.1%	2.3%	52.0%	1.3%	59.7%	0.5%	54.3%	0.3%
	2010-2014	38.7%	2.4%	53.1%	1.3%	60.9%	0.5%	54.8%	0.3%
	2009-2013	42.0%	2.8%	53.6%	1.4%	61.9%	0.4%	55.3%	0.3%
Percent of households paying ≥30% of income on rent (B25070)	2018-2022	56.2%	4.7%	55.3%	3.1%	54.7%	1.0%	51.6%	0.2%
	2017-2021	57.1%	4.6%	53.9%	3.0%	54.0%	1.1%	51.5%	0.2%
	2016-2020	56.6%	4.7%	54.8%	3.0%	54.1%	1.0%	51.5%	0.2%
	2015-2019	58.3%	4.6%	56.0%	3.0%	54.6%	1.0%	52.1%	0.2%
	2014-2018	60.2%	4.6%	58.1%	3.0%	55.5%	1.0%	52.6%	0.2%
	2013-2017	61.4%	4.4%	58.5%	2.9%	55.5%	0.9%	53.1%	0.1%
	2012-2016	60.9%	4.4%	59.8%	2.9%	56.3%	1.1%	53.6%	0.1%
	2011-2015	59.9%	4.4%	61.3%	3.0%	56.8%	0.9%	54.0%	0.1%
	2010-2014	61.7%	4.9%	64.1%	3.1%	57.0%	1.0%	54.2%	0.1%
2009-2013	62.1%	5.0%	65.4%	3.3%	56.8%	1.0%	54.1%	0.2%	

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* MOEs for the county and the state are obtained directly from the U.S. Census Bureau. MOEs for TCC and control census tracts are derived by LCI in accordance with the methods described by the U.S. Census Bureau in *Understanding and Using American Community Survey Data: What All Data Users Need to Know* (2018). All MOEs are reported at the 90% confidence interval.

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent of households paying ≥50% of income on rent (B25070)	2018-2022	30.8%	4.0%	30.1%	2.6%	28.3%	0.8%	26.6%	0.2%
	2017-2021	29.5%	3.8%	28.9%	2.4%	27.6%	0.8%	26.3%	0.2%
	2016-2020	30.6%	4.3%	29.4%	2.4%	27.4%	0.8%	26.2%	0.2%
	2015-2019	29.9%	3.4%	29.5%	2.3%	27.7%	0.8%	26.6%	0.2%
	2014-2018	30.2%	3.4%	29.4%	2.2%	28.5%	0.7%	27.0%	0.2%
	2013-2017	31.7%	3.3%	29.5%	2.1%	28.7%	0.7%	27.4%	0.1%
	2012-2016	32.8%	3.5%	31.6%	2.2%	29.7%	0.9%	27.9%	0.1%
	2011-2015	32.3%	3.4%	31.6%	2.3%	30.1%	0.7%	28.2%	0.2%
	2010-2014	29.9%	3.6%	33.4%	2.4%	30.0%	0.7%	28.5%	0.1%
	2009-2013	30.0%	3.7%	35.8%	2.7%	29.8%	0.7%	28.3%	0.1%
Percent of households paying ≥30% of income on mortgage (B25091)	2018-2022	35.0%	6.2%	26.7%	2.3%	15.5%	0.5%	14.8%	0.1%
	2017-2021	33.6%	6.5%	26.5%	2.4%	15.8%	0.4%	15.1%	0.1%
	2016-2020	33.6%	6.3%	29.0%	2.4%	16.2%	0.5%	15.4%	0.1%
	2015-2019	29.9%	4.3%	25.4%	2.0%	25.5%	0.6%	24.4%	0.0%
	2014-2018	30.0%	4.4%	26.5%	2.0%	25.6%	0.5%	24.7%	0.0%
	2013-2017	33.2%	4.6%	26.4%	2.0%	26.3%	0.5%	25.3%	0.0%
	2012-2016	34.1%	4.4%	28.1%	2.0%	27.3%	0.5%	26.2%	0.2%
	2011-2015	33.8%	4.6%	29.9%	2.1%	28.4%	0.6%	27.4%	0.2%
	2010-2014	36.1%	5.1%	31.2%	2.3%	29.5%	0.6%	28.5%	0.0%
	2009-2013	41.8%	5.4%	31.6%	2.3%	31.0%	0.6%	29.7%	0.1%
Percent of households paying ≥50% of income on mortgage (B25091)	2018-2022	6.0%	4.1%	4.8%	1.0%	4.9%	0.3%	5.0%	0.1%
	2017-2021	7.6%	4.3%	5.0%	1.1%	4.9%	0.3%	5.1%	0.1%
	2016-2020	8.3%	4.1%	5.6%	1.1%	5.2%	0.3%	5.2%	0.1%
	2015-2019	6.5%	1.9%	6.2%	1.1%	5.5%	0.3%	5.3%	0.0%
	2014-2018	6.7%	2.1%	6.0%	1.0%	5.6%	0.3%	5.4%	0.1%
	2013-2017	7.1%	2.1%	6.5%	1.1%	5.8%	0.3%	5.5%	0.1%
	2012-2016	6.5%	2.0%	6.6%	1.0%	6.0%	0.3%	5.8%	0.1%
	2011-2015	7.8%	2.5%	6.9%	1.1%	6.4%	0.3%	6.2%	0.0%
	2010-2014	9.0%	2.8%	7.2%	1.1%	6.9%	0.3%	6.7%	0.0%
	2009-2013	12.0%	3.4%	8.1%	1.2%	7.4%	0.3%	7.2%	0.1%

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	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent of households with more than one occupant per room (B25014)	2018-2022	16.9%	2.3%	19.2%	1.5%	9.1%	0.3%	8.2%	0.1%
	2017-2021	15.9%	2.2%	19.1%	1.5%	8.8%	0.3%	8.2%	0.1%
	2016-2020	16.3%	2.0%	18.9%	1.5%	8.8%	0.3%	8.2%	0.1%
	2015-2019	16.7%	2.0%	18.3%	1.3%	8.8%	0.3%	8.2%	0.1%
	2014-2018	17.4%	2.0%	17.8%	1.3%	9.0%	0.3%	8.2%	0.1%
	2013-2017	17.0%	2.0%	17.0%	1.3%	8.8%	0.3%	8.2%	0.1%
	2012-2016	17.2%	1.9%	16.8%	1.2%	8.8%	0.3%	8.2%	0.1%
	2011-2015	16.8%	2.1%	17.7%	1.3%	8.6%	0.3%	8.2%	0.1%
	2010-2014	18.7%	2.4%	18.1%	1.4%	8.8%	0.3%	8.2%	0.1%
	2009-2013	18.9%	2.6%	19.1%	1.4%	8.9%	0.3%	8.2%	0.1%
Percent of households with more than one occupant per room (renters) (B25014)	2018-2022	13.0%	2.2%	11.9%	1.2%	5.5%	0.2%	5.8%	0.1%
	2017-2021	12.3%	2.0%	11.3%	1.2%	5.4%	0.3%	5.9%	0.1%
	2016-2020	12.5%	1.8%	11.6%	1.2%	5.4%	0.3%	5.9%	0.1%
	2015-2019	12.0%	1.8%	11.7%	1.1%	5.6%	0.2%	6.0%	0.1%
	2014-2018	12.7%	1.7%	11.5%	1.1%	5.7%	0.2%	6.0%	0.0%
	2013-2017	12.6%	1.7%	11.0%	1.1%	5.5%	0.2%	6.0%	0.1%
	2012-2016	12.7%	1.7%	10.9%	1.0%	5.6%	0.2%	6.1%	0.0%
	2011-2015	12.0%	1.7%	11.2%	1.1%	5.5%	0.2%	6.0%	0.1%
	2010-2014	12.9%	2.1%	11.1%	1.1%	5.4%	0.2%	6.0%	0.0%
	2009-2013	13.3%	2.2%	11.4%	1.1%	5.4%	0.2%	6.0%	0.0%
Percent of households with more than one occupant per room (homeowners) (B25014)	2018-2022	3.9%	1.0%	7.3%	0.9%	3.6%	0.2%	2.4%	0.0%
	2017-2021	3.6%	1.0%	7.8%	1.0%	3.4%	0.2%	2.4%	0.0%
	2016-2020	3.8%	1.0%	7.2%	0.9%	3.4%	0.2%	2.3%	0.0%
	2015-2019	4.7%	1.0%	6.6%	0.8%	3.2%	0.2%	2.2%	0.0%
	2014-2018	4.7%	1.0%	6.3%	0.7%	3.3%	0.2%	2.2%	0.0%
	2013-2017	4.4%	1.0%	6.0%	0.7%	3.2%	0.2%	2.2%	0.0%
	2012-2016	4.5%	0.9%	5.9%	0.7%	3.2%	0.2%	2.1%	0.0%
	2011-2015	4.8%	1.1%	6.5%	0.8%	3.2%	0.2%	2.2%	0.0%
	2010-2014	5.8%	1.3%	7.0%	0.8%	3.4%	0.2%	2.2%	0.0%
	2009-2013	5.6%	1.4%	7.7%	0.8%	3.4%	0.2%	2.3%	0.0%

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	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent of households in same house 1 year ago (renters) (B07013)	2018-2022	55.0%	4.1%	41.1%	2.0%	32.1%	0.6%	35.5%	0.2%
	2017-2021	55.0%	3.6%	40.1%	1.9%	32.5%	0.6%	35.6%	0.2%
	2016-2020	53.7%	3.8%	40.2%	1.9%	32.4%	0.6%	35.6%	0.2%
	2015-2019	50.6%	3.0%	39.8%	1.8%	31.9%	0.5%	35.9%	0.2%
	2014-2018	51.2%	3.0%	39.3%	1.7%	31.9%	0.5%	35.8%	0.2%
	2013-2017	50.8%	2.8%	38.5%	1.7%	31.1%	0.5%	35.6%	0.2%
	2012-2016	50.6%	2.8%	37.8%	1.7%	30.5%	0.5%	35.4%	0.2%
	2011-2015	49.4%	3.2%	35.7%	1.6%	29.3%	0.6%	34.7%	0.2%
	2010-2014	48.5%	3.5%	33.6%	1.7%	27.7%	0.5%	33.7%	0.2%
	2009-2013	44.3%	3.8%	32.9%	1.7%	26.0%	0.4%	32.7%	0.2%
Percent of households in same house 1 year ago (homeowners) (B07013)	2018-2022	37.5%	2.7%	51.4%	1.8%	57.8%	0.7%	53.6%	0.2%
	2017-2021	36.9%	2.7%	52.0%	1.9%	56.8%	0.6%	53.1%	0.2%
	2016-2020	37.7%	2.8%	51.2%	1.8%	56.2%	0.6%	52.7%	0.2%
	2015-2019	39.2%	2.8%	50.3%	1.5%	55.8%	0.5%	52.0%	0.3%
	2014-2018	39.0%	2.5%	50.2%	1.5%	55.1%	0.5%	51.6%	0.2%
	2013-2017	38.6%	2.6%	49.6%	1.4%	55.2%	0.5%	51.4%	0.2%
	2012-2016	38.4%	2.5%	48.8%	1.5%	55.1%	0.6%	51.0%	0.3%
	2011-2015	38.5%	2.8%	49.2%	1.5%	55.6%	0.6%	51.3%	0.3%
	2010-2014	37.2%	2.8%	49.9%	1.6%	56.5%	0.6%	51.7%	0.3%
	2009-2013	39.1%	3.1%	49.9%	1.5%	57.4%	0.5%	52.3%	0.3%
Percent of households in same house 1 year ago (w/ income of ≥\$75k) (B07010)	2018-2022	8.3%	1.0%	7.9%	0.6%	14.2%	0.2%	20.4%	0.1%
	2017-2021	6.8%	0.9%	6.7%	0.5%	12.1%	0.2%	18.3%	0.1%
	2016-2020	5.8%	0.9%	5.3%	0.5%	10.7%	0.2%	16.8%	0.1%
	2015-2019	4.8%	0.7%	4.5%	0.4%	10.2%	0.2%	16.0%	0.1%
	2014-2018	4.2%	0.7%	4.0%	0.3%	9.4%	0.2%	14.8%	0.1%
	2013-2017	3.8%	0.7%	3.4%	0.3%	8.7%	0.2%	13.8%	0.1%
	2012-2016	3.1%	0.6%	3.0%	0.3%	8.1%	0.2%	13.0%	0.1%
	2011-2015	2.9%	0.5%	2.9%	0.3%	8.0%	0.2%	12.4%	0.1%
	2010-2014	2.4%	0.5%	2.8%	0.3%	8.1%	N/A	12.3%	0.1%
	2009-2013	2.7%	0.5%	2.7%	0.3%	8.1%	N/A	12.1%	0.1%

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	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent of households in same house 1 year ago (w/ income of < \$75k) (B07010)	2018-2022	84.2%	5.7%	84.8%	3.1%	75.3%	0.5%	67.8%	0.1%
	2017-2021	85.2%	5.7%	85.4%	3.1%	76.8%	0.6%	69.6%	0.1%
	2016-2020	85.2%	5.8%	86.1%	3.2%	77.3%	0.6%	70.6%	0.1%
	2015-2019	84.5%	2.3%	85.8%	1.2%	77.0%	0.5%	71.0%	0.1%
	2014-2018	85.4%	2.1%	85.9%	1.1%	77.2%	0.5%	71.8%	0.1%
	2013-2017	85.3%	2.0%	85.3%	1.3%	77.3%	0.5%	72.4%	0.1%
	2012-2016	85.6%	1.8%	84.7%	1.2%	77.2%	0.5%	72.8%	0.1%
	2011-2015	85.1%	1.7%	83.1%	1.2%	76.9%	0.5%	72.9%	0.1%
	2010-2014	83.4%	1.8%	81.9%	1.2%	76.2%	N/A	72.5%	0.1%
	2009-2013	81.1%	1.9%	81.6%	1.2%	75.5%	N/A	72.2%	0.1%
Percent of housing units for rent that are vacant (B25002 and B25004)	2018-2022	1.1%	0.7%	1.3%	0.4%	1.2%	0.1%	1.7%	0.0%
	2017-2021	1.0%	0.6%	1.3%	0.4%	1.2%	0.1%	1.7%	0.0%
	2016-2020	1.0%	0.6%	1.2%	0.4%	1.4%	0.1%	1.6%	0.0%
	2015-2019	1.1%	0.6%	1.4%	0.4%	1.5%	0.1%	1.6%	0.0%
	2014-2018	1.0%	0.5%	1.6%	0.4%	1.6%	0.1%	1.5%	0.0%
	2013-2017	1.4%	0.7%	1.7%	0.4%	1.8%	0.1%	1.6%	0.0%
	2012-2016	2.0%	0.8%	2.4%	0.6%	2.1%	0.1%	1.7%	0.0%
	2011-2015	2.3%	0.8%	2.7%	0.5%	2.2%	0.1%	1.8%	0.0%
	2010-2014	2.6%	0.9%	2.9%	0.6%	2.4%	0.1%	2.0%	0.0%
	2009-2013	3.8%	1.2%	3.2%	0.6%	2.5%	0.1%	2.1%	0.1%
Percent of housing units for sale that are vacant (B25002 and B25004)	2018-2022	0.0%	0.2%	0.6%	0.3%	0.7%	0.1%	0.5%	0.0%
	2017-2021	0.3%	0.3%	0.6%	0.3%	0.0%	0.1%	0.5%	0.0%
	2016-2020	0.3%	0.3%	0.6%	0.3%	0.9%	0.1%	0.5%	0.0%
	2015-2019	0.7%	0.5%	0.4%	0.2%	0.9%	0.1%	0.6%	0.0%
	2014-2018	0.6%	0.4%	0.5%	0.2%	1.0%	0.1%	0.6%	0.0%
	2013-2017	0.9%	0.5%	0.5%	0.2%	1.0%	0.1%	0.6%	0.0%
	2012-2016	0.6%	0.5%	0.6%	0.2%	1.1%	0.1%	0.6%	0.0%
	2011-2015	0.8%	0.6%	0.9%	0.3%	1.3%	0.1%	0.7%	0.0%
	2010-2014	0.8%	0.6%	1.3%	0.4%	1.5%	0.1%	0.8%	0.0%
	2009-2013	1.7%	0.9%	1.4%	0.4%	1.6%	0.2%	0.9%	0.0%

Appendix 6.7: Transportation

Table A6.7.1: American Community Survey (ACS) Transportation Indicators

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent of households with a vehicle available (B08201)	2018-2022	N/A	N/A	N/A	N/A	95.5%	0.9%	93.1%	0.1%
	2017-2021	N/A	N/A	N/A	N/A	95.3%	0.8%	93.1%	0.2%
	2016-2020	N/A	N/A	N/A	N/A	95.2%	0.9%	93.0%	0.1%
	2015-2019	N/A	N/A	N/A	N/A	95.2%	0.7%	92.9%	0.1%
	2014-2018	N/A	N/A	N/A	N/A	94.9%	0.7%	92.8%	0.1%
	2013-2017	N/A	N/A	N/A	N/A	94.7%	0.7%	92.6%	0.1%
	2012-2016	N/A	N/A	N/A	N/A	94.4%	0.7%	92.4%	0.1%
	2011-2015	N/A	N/A	N/A	N/A	94.3%	0.6%	92.3%	0.1%
	2010-2014	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	2009-2013	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Percent of workers commuting to work alone by car (B08301)	2018-2022	78.4%	2.7%	77.1%	1.6%	76.3%	0.5%	68.4%	0.1%
	2017-2021	78.3%	2.7%	77.2%	1.6%	77.4%	0.6%	70.1%	0.1%
	2016-2020	79.2%	2.2%	77.7%	1.6%	78.4%	0.5%	72.1%	0.1%
	2015-2019	78.9%	1.7%	77.7%	1.2%	79.6%	0.4%	73.7%	0.0%
	2014-2018	76.5%	2.2%	77.2%	1.3%	79.3%	0.2%	73.7%	0.0%
	2013-2017	76.2%	1.9%	77.2%	1.2%	78.9%	0.4%	73.6%	0.1%
	2012-2016	74.9%	1.8%	76.6%	1.3%	78.5%	0.3%	73.5%	0.0%
	2011-2015	74.2%	1.9%	76.9%	1.2%	77.8%	0.4%	73.4%	0.1%
	2010-2014	73.3%	2.3%	75.9%	1.2%	76.6%	0.3%	73.2%	0.1%
	2009-2013	73.7%	2.5%	74.8%	1.3%	75.7%	0.4%	73.2%	0.1%
Percent of workers commuting to work by carpool (B08301)	2018-2022	11.3%	1.5%	11.3%	1.0%	10.8%	0.3%	9.5%	0.1%
	2017-2021	11.8%	1.7%	11.3%	1.0%	10.8%	0.3%	9.6%	0.1%
	2016-2020	11.6%	1.6%	12.1%	1.0%	11.2%	0.3%	10.0%	0.1%
	2015-2019	12.6%	1.6%	12.6%	1.0%	11.0%	0.3%	10.1%	0.1%
	2014-2018	14.8%	1.9%	13.0%	1.0%	11.5%	0.4%	10.3%	0.1%
	2013-2017	14.9%	1.7%	13.8%	1.1%	12.0%	0.3%	10.4%	0.1%
	2012-2016	16.5%	1.9%	14.8%	1.2%	12.5%	0.3%	10.6%	0.1%
	2011-2015	17.1%	2.0%	15.1%	1.2%	13.3%	0.3%	10.8%	0.1%
	2010-2014	17.8%	2.2%	16.4%	1.3%	14.6%	0.4%	11.1%	0.1%
	2009-2013	17.6%	2.5%	17.5%	1.4%	15.2%	0.4%	11.3%	0.1%

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	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent of workers commuting to work by public transit (B08301)	2018-2022	1.5%	0.7%	1.4%	0.3%	1.0%	0.1%	3.6%	0.0%
	2017-2021	1.7%	0.7%	1.5%	0.4%	1.1%	0.1%	4.1%	0.0%
	2016-2020	1.8%	0.7%	1.8%	0.4%	1.3%	0.1%	4.6%	0.0%
	2015-2019	2.3%	0.8%	2.1%	0.5%	1.4%	0.1%	5.1%	0.0%
	2014-2018	2.5%	0.8%	2.4%	0.5%	1.5%	0.1%	5.1%	0.0%
	2013-2017	2.9%	0.9%	2.3%	0.5%	1.5%	0.1%	5.2%	0.0%
	2012-2016	2.9%	0.9%	2.4%	0.5%	1.6%	0.1%	5.2%	0.0%
	2011-2015	3.2%	1.0%	2.6%	0.5%	1.7%	0.1%	5.2%	0.0%
	2010-2014	2.3%	0.8%	2.4%	0.5%	1.7%	0.1%	5.2%	0.0%
	2009-2013	2.1%	0.8%	2.7%	0.5%	1.8%	0.1%	5.2%	0.0%
Percent of workers commuting to work by foot (B08301)	2018-2022	0.9%	0.4%	1.3%	0.5%	1.5%	0.1%	2.4%	0.0%
	2017-2021	0.6%	0.3%	1.2%	0.5%	1.5%	0.2%	2.4%	0.0%
	2016-2020	0.8%	0.4%	1.4%	0.6%	1.6%	0.1%	2.5%	0.0%
	2015-2019	0.8%	0.4%	1.0%	0.3%	1.5%	0.1%	2.6%	0.0%
	2014-2018	1.1%	0.4%	1.3%	0.3%	1.6%	0.1%	2.7%	0.0%
	2013-2017	1.3%	0.6%	1.2%	0.3%	1.7%	0.1%	2.7%	0.0%
	2012-2016	1.5%	0.5%	1.5%	0.4%	1.7%	0.1%	2.7%	0.0%
	2011-2015	1.7%	0.6%	1.6%	0.4%	1.8%	0.1%	2.7%	0.0%
	2010-2014	2.3%	1.4%	1.5%	0.4%	1.8%	0.1%	2.7%	0.0%
	2009-2013	2.3%	1.5%	1.5%	0.4%	1.9%	0.1%	2.7%	0.0%
Percent of workers commuting to work by bike (B08301)	2018-2022	0.4%	0.3%	0.3%	0.1%	0.2%	0.0%	0.7%	0.0%
	2017-2021	0.4%	0.3%	0.3%	0.1%	0.2%	0.0%	0.8%	0.0%
	2016-2020	0.5%	0.3%	0.4%	0.2%	0.2%	0.0%	0.8%	0.0%
	2015-2019	0.4%	0.3%	0.4%	0.2%	0.3%	0.0%	1.0%	0.0%
	2014-2018	0.3%	0.3%	0.5%	0.2%	0.3%	0.0%	1.0%	0.0%
	2013-2017	0.4%	0.3%	0.5%	0.2%	0.3%	0.0%	1.1%	0.0%
	2012-2016	0.3%	0.3%	0.4%	0.2%	0.4%	0.1%	1.1%	0.0%
	2011-2015	0.4%	0.3%	0.4%	0.2%	0.4%	0.1%	1.1%	0.0%
	2010-2014	1.0%	0.8%	0.4%	0.2%	0.4%	0.1%	1.1%	0.0%
	2009-2013	1.5%	1.0%	0.4%	0.2%	0.4%	0.1%	1.1%	0.0%

	Time Period (ACS 5-Year sample)	Estimate for TCC Tracts	MOE	Estimate for Control Tracts	MOE	Estimate for San Bernardino County	MOE	Estimate for California	MOE
Percent of workers commuting to work by other modes: taxicab, motorcycle, and other (B08301)	2018-2022	0.8%	0.5%	1.3%	0.4%	1.2%	0.1%	1.7%	0.0%
	2017-2021	0.9%	0.5%	1.3%	0.4%	1.2%	0.1%	1.6%	0.0%
	2016-2020	0.7%	0.5%	1.2%	0.3%	1.1%	0.1%	1.6%	0.0%
	2015-2019	0.9%	0.7%	1.0%	0.3%	1.0%	0.1%	1.6%	0.0%
	2014-2018	0.9%	0.7%	1.0%	0.3%	0.9%	0.1%	1.6%	0.0%
	2013-2017	0.8%	0.6%	0.9%	0.2%	0.9%	0.1%	1.5%	0.0%
	2012-2016	0.7%	0.5%	0.8%	0.2%	0.9%	0.1%	1.4%	0.0%
	2011-2015	0.9%	0.7%	0.5%	0.2%	0.9%	0.1%	1.4%	0.0%
	2010-2014	0.8%	0.6%	0.6%	0.2%	0.9%	0.1%	1.3%	0.0%
	2009-2013	1.1%	0.7%	0.6%	0.2%	1.0%	0.1%	1.3%	0.0%

Table A6.7.2: Plug-in Electric Vehicle (PEV) Registrations*

Indicator	Dataset Year	Gross Number			Normalized per 10,000 Residents		
		TCC Census Tracts	Control Census Tracts	San Bernardino County	TCC Census Tracts	Control Census Tracts	San Bernardino County
Battery-electric vehicle (BEV)	2022	219	620	19,717	45.1	32.7	90.4
	2021	144	367	11,865	29.7	19.4	54.7
	2020	115	168	7,596	22.7	12.5	35.1
	2019	86	134	4,997	17.5	7.2	23.3
	2018	43	73	2,991	8.4	4.0	14.0
	2017	25	54	2,186	5.0	3.0	10.3
	2016	19	44	1,619	3.9	2.4	7.7
	2015	10	33	1,224	2.1	1.8	5.8
Plug-in hybrid electric vehicle (PHEV)	2022	176	477	10,914	36.2	25.2	50.1
	2021	152	433	9,729	31.3	22.9	44.8
	2020	139	324	8,105	27.5	24.1	37.5
	2019	112	292	6,631	22.8	15.8	30.9
	2018	66	200	5,022	13.0	11.0	23.5
	2017	36	111s	2,649	7.2	6.1	12.5
	2016	29	95	2,465	6.0	5.3	11.7
	2015	23	84	1,971	4.9	4.7	9.4
Fuel-cell vehicle (FCEV)	2022	4	10	253	0.8	0.5	1.2
	2021	4	8	216	0.8	0.4	1.0
	2020	3	2	179	0.6	0.2	0.8
	2019	1	2	136	0.2	0.1	0.5
	2018	0	2	103	0	0.1	0.4
	2017	0	0	0	0	0	0
	2016	0	0	13	0	0	0.1
	2015	0	0	5	0	0	0
Total EVs	2022	399	1107	11,787	82.1	58.4	54.1
	2021	300	808	21,810	61.8	42.7	100.5
	2020	257	494	15,880	50.8	36.7	73.4
	2019	199	428	11,764	40.6	23.1	17.8
	2018	109	275	8,116	21.4	15.1	19.1
	2017	61	165	4,840	12.2	9.1	22.8
	2016	48	139	4,097	9.9	7.7	19.4
	2015	33	117	3,195	7.0	6.5	15.2

* EV registration data were obtained by request from the California Air Resources Boards (CARB) Online Fleet Database. The EV registration data were normalized with five-year ACS data for the respective year.

Table A6.7.3: Publicly Available Charging Infrastructure*

Indicator	Dataset Year	Gross Number			Normalized per 10,000 Residents		
		TCC Census Tracts	Control Census Tracts	San Bernardino County	TCC Census Tracts	Control Census Tracts	San Bernardino County
Level 2 Stations	2023	6	5	304	1.2	0.4	1.4
	2022	6	7	259	1.2	0.5	1.2
	2021	5	7	262	1.0	0.5	1.2
	2020	3	8	142	0.6	0.6	0.7
	2019	3	5	72	0.6	0.3	0.3
	2018	3	4	80	0.6	0.4	0.9
	2017	0	4	83	0	0.2	0.4
	2016	1	3	69	0.2	0.2	0.3
	2015	1	2	58	0.2	0.1	0.3
DC Fast-Charging Stations	2023	1	1	104	0.2	0.1	0.5
	2022	1	2	94	0.2	0.2	0.4
	2021	0	1	80	0	<0.1	0.4
	2020	0	1	53	0	<0.1	0.3
	2019	0	1	31	0	<0.1	0.1
	2018	0	1	28	0	0.1	0.1
	2017	0	1	25	0	0.1	0.1
	2016	0	1	19	0	0.1	0.1
	2015	0	0	16	0	0	0.1

* Charging station data were obtained by request from the Alternative Fuels Data Center (AFDC), a resource administered by the U.S. Department of Energy’s Office of Energy Efficiency and Renewable Energy’s Vehicle Technologies Office. Each dataset includes active stations and does not include stations that have previously opened and closed. In other words, each dataset is a snapshot of currently active stations in that year (taken during fall of each year). The charging station data were normalized with five-year ACS data for the respective year.

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