

Evaluation Criteria for Providing Benefits To Priority Populations
SUSTAINABLE TRANSPORTATION

California Climate Investments
2018 Funding Guidelines
Benefit Criteria Table – September 2019 Updates



Project Type:
SUSTAINABLE TRANSPORTATION

California Climate Investments are required to meet minimum levels of investments to projects that benefit residents of disadvantaged communities, low-income communities, and low-income households, collectively referred to as “priority populations.”

All projects counting toward the statutory investment minimums must be located within an identified community and benefit individuals living within that community, or directly benefit residents of low-income households anywhere in the State. Administering agencies must determine if a project meets the criteria for providing direct, meaningful, and assured benefits to priority populations using the following evaluation approach:

Step 1: Identify the Priority Population(s). Be located within a census tract identified as a disadvantaged community or low-income community, or directly benefit residents of a low-income household.

Step 2: Address a Need. Meaningfully address an important community or household need for the disadvantaged community, low-income community, or low-income household.

Step 3: Provide a Benefit. Using the evaluation criteria, identify at least one direct, meaningful, and assured benefit that the project provides to priority populations. The benefit provided must directly address the identified need.

Only investments that meet these criteria will be counted toward achieving the statutory investment minimums identified for priority populations. Administering agencies can fund projects that otherwise provide meaningful benefits, but do not meet these criteria; however, those projects will not be counted toward investment minimums.

The following table includes the minimum criteria for administering agencies to use to determine whether projects satisfy each of the three steps. The criteria are designed to enable administering agencies to readily make an objective “yes” or “no” decision about whether a particular project provides a benefit to a priority population. Administering agencies may provide more detailed criteria specific to the project types funded or program requirements to determine benefits to priority populations.

Evaluation Criteria for Providing Benefits To Priority Populations SUSTAINABLE TRANSPORTATION

Administering agencies must use the criteria table that is applicable to the specific project type(s) funded. For complex projects, there may be more than one applicable criteria table. A complete list of available criteria tables is available at: www.arb.ca.gov/cci-fundingguidelines.

Administering agencies may choose to have applicants assess their proposed project against the criteria and provide the benefit criteria table as part of solicitation materials. Administering agencies must refer to CARB's Funding Guidelines for direction on how to use the criteria table in program design and implementation, project evaluation, project selection, and reporting (www.arb.ca.gov/cci-fundingguidelines).

Evaluation Criteria for Providing Benefits To Priority Populations
SUSTAINABLE TRANSPORTATION

Projects must satisfy the applicable criteria in Steps 1, 2, and 3 to be considered to provide direct, meaningful, and assured benefits to priority populations and count toward statutory investment minimums.

Step 1: Identify the Priority Population(s).¹ *Ensure that the project is located within a census tract identified as a disadvantaged or low-income community, or directly benefits residents of a low-income household.*

Step 1.a: Identify the Project.

Describe the project:

Continue Step 1 on the following page.

¹ An online mapping tool of identified disadvantaged communities and low-income communities, and a “look-up” tool list of “low-income” thresholds by county and household size are available at: <https://www.arb.ca.gov/cc-communityinvestments>.

Evaluation Criteria for Providing Benefits To Priority Populations
SUSTAINABLE TRANSPORTATION

Step 1.b: Identify How Project Location Is Determined Using the Applicable Project Type.	
<i>For this Project Type:</i>	<i>Project Location may be determined by:</i>
Consumer-based incentives (e.g., vouchers, rebates, transit passes, free-fare days to individuals or households)	Residence of the direct recipient, OR at least one stop or station in the service to which incentives are applied
New/replacement transit or school buses, new service, or service improvements & supporting infrastructure (includes shared mobility services)	Where the vehicle or equipment is registered, domiciled, or operated a majority of the time, OR at least one stop or station in the service
Other new/replacement vehicles or equipment & supporting infrastructure	Where the vehicle or equipment is registered, domiciled, or operated a majority of the time
Projects that operate at freight facilities, hubs, ports, or railyards	Where the vehicle or equipment is registered, domiciled, or operated a majority of the time, OR at least a portion of the facility, hub, port, or railyard
Active transportation infrastructure	Location of at least a portion of the infrastructure, AND at least one access point to a priority population
Transit station/stop improvement	Location of at least one stop or station improved by the project
Production of renewable, low-carbon transportation fuel	Where the vehicle or equipment that uses the majority of the fuel produced is registered, domiciled, or operated a majority of the time
Identify the applicable project type and how project location is determined:	
<i>Continue Step 1 on the following page.</i>	

Evaluation Criteria for Providing Benefits To Priority Populations
SUSTAINABLE TRANSPORTATION

Step 1.c: Identify the Priority Population(s).

Using the location determination from Step 1.b, evaluate the project against each of the following criteria. Check all the boxes that apply.

- A. Is the project located within the boundaries of a **disadvantaged community census tract**?
- B. Is the project located within the boundaries of a **low-income community census tract**?
- C. Is the project located outside of but **within ½-mile of the boundaries of a disadvantaged community and within the boundaries of a low-income community census tract**?
- D. Is the project located within the boundaries of a **low-income household**?

If the project does not meet at least one of the qualifying location criteria, it will not count toward statutory investment minimums and no further evaluation is needed.

If the project meets at least one of the qualifying location criteria as described in Step 1.c, continue to Step 2 on the following page.

Evaluation Criteria for Providing Benefits To Priority Populations
SUSTAINABLE TRANSPORTATION

Step 2: Address a Need. Identify an important community or household need of the priority population(s) identified in Step 1.c through one of the approaches below.

To identify a need that the project will address, agencies and/or applicants can use a variety of approaches:

- A. **Recommended Approach:** Host accessible community meetings, workshops, outreach efforts, or public meetings as part of the planning process to engage local residents and community groups for input on community or household needs, and document how the received input was considered in the design and/or selection of projects to address those needs. For more recommendations on how to make outreach efforts accessible, see the California Climate Investments guide, Best Practices for Community Engagement and Building Successful Projects.²
- B. **Recommended Approach:** Receive documentation of support from local community-based organizations and/or residents (e.g., letters, emails) identifying a need that the project addresses and demonstrating that the project has broad community support;
- C. **Alternative Approach:** Where direct engagement is infeasible, look at the individual factors in CalEnviroScreen that are most impacting an identified disadvantaged or low-income community (i.e., factors that score above the 75th percentile), and confirm that the project will reduce the impacts of at least one of those factors; or
- D. **Alternative Approach:** Where direct engagement is infeasible, refer to the list of common needs for priority populations in CARB’s Funding Guidelines Table 5 and confirm that the project addresses at least one listed need.

Describe the identified community or household need(s):

If the project does not address a community or household need, it will not count toward statutory investment minimums and no further evaluation is needed.

If the project addresses a community or household need as described in Step 2, continue to Step 3 on the following page.

² <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/cci-community-leadership-bestpractices.pdf>

Evaluation Criteria for Providing Benefits To Priority Populations
SUSTAINABLE TRANSPORTATION

Step 3: Provide a Benefit. Evaluate the project against each of the following criteria to determine if it provides direct, meaningful, and assured benefits to priority populations. **The benefit provided must directly address the need identified in Step 2.**

Project must meet at least one of the following benefit criteria:

- A. Project reduces criteria air pollutant or toxic air contaminant emissions.
- B. Project provides increased access to clean and/or shared transportation options.
- C. Project improves connectivity between travel modes.
- D. Project improves mobility between key destinations and communities.
- E. Project improves safety and comfort of the transportation system.
- F. Project improves combined housing and transportation affordability.
- G. Project improves public health through increased access to active transportation.

Describe how the project provides the benefit(s) identified:

If the project does not provide a direct, meaningful, and assured benefit, it will not count toward statutory investment minimums.

If the project meets the criteria in Steps 1, 2, and 3, it will be considered as providing direct, meaningful, and assured benefits to priority populations and will be counted toward statutory investment minimums.