

# California Climate Investments 2024 Funding Guidelines

## Priority Populations Benefit Assessment Tool

**Project Type: Transportation and Equipment**



**Purpose:** The benefit assessment tool is used to determine if a project funded by California Climate Investments is located within and provides a benefit to a priority population.

**Who uses it:** Administering agencies, applicants, and/or funding recipients.

**Background:** Whenever possible, projects should have direct, meaningful, and assured benefits to residents of disadvantaged communities, low-income communities, and low-income households. These three groups are collectively called *priority populations*.

This tool must be used to determine if a project benefits a priority population. California Climate Investments recognizes a project as benefiting a priority population if it meets one option in each of the three steps of the benefit assessment tool.

There are different *benefit assessment tools* for different types of projects. For complex projects, there may be more than one that is a good fit. Email the *GGRF Program* for any questions related to this tool.

**Project Type Description:** Projects incentivize, develop, or promote zero-emission or the cleanest (or lowest emission) available, vehicles and equipment, the infrastructure to support them, public transit, shared transportation options like carsharing, active transportation options like biking, and other strategies to reduce greenhouse gas emissions and/or the amount of driving people need to do, also known as reducing vehicle miles traveled.

### Steps to Determine if a Project Benefits a Priority Population

Select one option per step to answer the question: "Does this project benefit a priority population?" with a "yes" or "no." This tool does not capture all benefits a project may provide.

**Step 1: Identify the Priority Population.** The project must be located within a community identified as disadvantaged or low-income, or directly benefit residents of a low-income household;

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**Step 2: Identify a Need.** The project must identify an important community or household need for the priority population identified in Step 1; and

**Step 3: Provide a Benefit.** The project must provide one of the direct, meaningful, and assured benefits listed in Step 3. The benefit must be to the priority population identified in Step 1 and must directly address the need identified in Step 2.

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### Step 1 - Identify the Priority Population

**Instructions:** Review the questions below and select one that is a “yes” for the project.

**Note: For consumer-based incentives (e.g., vouchers, rebates, transit passes, free fare days to individuals or households):** the project location may be determined by the residential address or the low-income household boundary of the direct recipient, OR at least one stop or station in the service to which incentives are applied.

**For commercial or industrial business-based incentives (e.g., vouchers, rebates, grants):** the project location may be determined by where the vehicle or equipment is domiciled or located a majority of the time.

**For new/replacement transit or school buses, new service, or service improvements & supporting infrastructure (includes shared mobility services):** the project location may be determined by where the vehicle or equipment is domiciled or operated a majority of the time, OR at least one stop or station in the service.

**For other new/replacement vehicles or equipment & supporting infrastructure:** the project location may be determined by where the vehicle or equipment is domiciled or operated a majority of the time.

**For projects that operate at freight facilities, hubs, ports, railyards, or airports:** the project location may be determined by where the vehicle or equipment is domiciled or operated a majority of the time, OR at least a portion of the facility, hub, port, railyard, or airport.

**For active transportation infrastructure:** the project location may be determined by the location of at least a portion of the infrastructure, OR at least one access point to a priority population.

**For transit station/stop improvement:** the project location may be determined by the location of at least one stop or station improved by the project.

**For projects that implement green zones:** the project location may be determined by where the vehicle or equipment is domiciled or operated a majority of the time, OR a majority of the green zone.

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**For projects that operate at schools:** the project location may be determined by at least one school where the vehicle or equipment is domiciled or operated.

**For the production of renewable, low-carbon transportation fuel:** the project location may be determined by where the vehicle or equipment that uses the majority of the fuel produced is domiciled or operated a majority of the time.

**For electric vehicle chargers or charging stations, hydrogen refueling stations, or mobile refuelers/chargers:** the project location may be determined by where the charger or the charging station, or the hydrogen refueling station, or mobile refueler/charger is domiciled or operated a majority of the time.

**For facilities that produce hydrogen, renewable fuels, or low-carbon fuels:** the project location may be determined by where the facility is domiciled or operated, OR where the majority of their fuel recipients are domiciled or operated, OR where the majority of their fuel is supplied for end-use.

**Resources:** Visit the [California Climate Investments Resource Portal](#) for the:

- Priority Populations Map: a geographic tool to identify disadvantaged communities and low-income communities by address or census tract.
- Low-income Household Tool: a look-up tool to find low-income thresholds by county and household size.

- ☐ **A. Disadvantaged Community:** Is the project located in a disadvantaged community census tract or disadvantaged community Tribal land?
- ☐ **B. Low-income Community:** Is the project located in a low-income community census tract?
- ☐ **C. Disadvantaged Community ½ mile neighbor:** Is the project located outside of, but within a ½ mile of, a disadvantaged community and also in one of the following:
  - a low-income community census tract?
  - a low-income household?
- ☐ **D. Low-income Household:** Is the project located in a low-income household?

**Next Step:** If the answer to one of the questions in Step 1 is “yes,” continue to Step 2. If the answers are all “no,” do not continue.

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### Step 2 - Identify a Need

**Instructions:** Review the options below and select one that explains how the community or household need for the priority population identified in Step 1 was determined.

**Note:** California Climate Investments strongly encourages that program administrators and those that plan and implement projects work directly with local community residents and community-based organizations to identify and meaningfully address an important need.

**Resources:** Visit the [California Climate Investments Resource Portal](#) to explore promising practices, success stories, and other guides and resources about community outreach and engagement.

- ☐ **A. Direct Engagement:** Engage local residents and community groups in meetings, workshops, or other opportunities as part of the planning process to identify community or household needs, and document how the engagement informed the design and/or selection of projects to address those needs.

**Note:** For specific types of projects, direct engagement with the community may not be possible. Those types of projects can use option B and option C to identify an important need.

- ☐ **B. Local Documentation:** Receive documentation of broad support from local community-based organizations and/or residents (e.g., letters, emails) identifying a need that the project addresses or confirm the project furthers the goals identified in a local plan or initiative designed to address local needs (e.g., regional sustainability plan, local transit agency plan, community needs assessment) that was developed through, or as a result of, a robust community engagement process.
- ☐ **C. Data Tools:** Refer to one of the tools provided [on the California Climate Investments website](#) and confirm that the project will reduce the impacts related to at least one of the factors or indicators.

*Continue to next page for option D*

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**Note:** Option D is for programs or projects serving individual households or businesses only, such as through vouchers or rebates distributed to qualifying applicants on either a first-come, first-served basis or on a needs-based model.

- ☐ **D. Direct Engagement During Program Development:** During program design, outreach, or updates, engage residents and community groups from priority populations to identify community or household needs and document how the engagement informed the design of the program to address those needs.

**Instructions:** Describe the community or household need and how it was identified. If option “B. Local Documentation” was chosen, briefly describe the documentation. If option “C. Data Tools” was chosen, include the name of the tool in the description.

**Next Step:** If an option in Step 2 is selected, continue to Step 3. If none are selected, do not continue.

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### Step 3 - Provide a Benefit

**Instructions:** Review the options below and select one that demonstrates how the project directly benefits the priority population identified in Step 1 and addresses the need identified in Step 2.

**Note:** Projects must avoid potential substantial burdens or harms to priority populations.

**Resources:** Visit the [Climate Investments Resource Portal](#) to learn more about strategies for projects to avoid causing burdens and harms, including working with community members and community advocates to identify potential burdens or harms whenever possible.

- ☐ **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 reduces the transportation cost burden.
- ☐ **G.** Project improves public health through increased access to active transportation.

**Next Step:** If the project meets one option in each of the three steps above, then it is located within and considered to provide a direct, meaningful, and assured benefit to priority populations.