Clean Transportation Program projects that provide benefit to residents of disadvantaged communities, low-income communities, and low-income households, collectively referred to as “priority populations”, must use the instructions below to identify benefits.

The evaluation team will 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.

Applicants must describe how the proposed project will provide direct, meaningful and assured benefits to disadvantaged communities, low-income communities, priority populations, and/or tribal lands in the Project Narrative, as discussed in the Application Manual.

Additionally, Applicants must complete the Evaluation Criteria for Providing Benefits to Priority Populations (Attachment 12), Steps 1 through 3. Information included in Attachment 12 does not count towards the page limitation for the Project Narrative.

The following table will be used to determine whether projects satisfy each of the three steps. The criteria are designed to enable the evaluation team to readily make an objective “yes” or “no” decision about whether a particular project provides a benefit to a priority population. Projects must satisfy the applicable criteria through Step 3 to be considered to provide direct, meaningful, and assured benefits to priority populations.

|  |  |
| --- | --- |
| **Step 1 – Identify the Priority Population(s)**[1](#bookmark0)  Evaluate the project against each of the following criteria. Check all boxes that apply. | |
| Note: For this project type, the project location may be determined by where the vehicle, infrastructure, or equipment is registered, domiciled, or operated a majority of the time. For projects that produce low carbon transportation fuel, the project location may be determined by the vehicles or equipment that use the majority of the fuel produced. For projects that offer consumer-based incentives (e.g., vouchers, rebates, transit passes), the project location may be determined by the residence of the direct recipient. For projects that offer incentives for transit vehicles, at least one stop or station served by the vehicle must be within a disadvantaged or low-income community census tract. For projects located at freight facilities or hubs, the freight facility or hub must be at least partially within a disadvantaged or low-income community census tract. | |
|  | 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 a disadvantaged community, but **within**  **½-mile of a disadvantaged community and within a low-income community census tract**? |
|  | D. Is the project located within the boundaries of a **low-income household**? |
| *If a project does not meet at least one of the qualifying criteria in Step 1, no further evaluation is needed. If the project meets at least one Step 1 criterion, continue the evaluation in Step 2.* | |

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/cci-communityinvestments.](https://www.arb.ca.gov/cci-communityinvestments)

|  |  |
| --- | --- |
| **Step 2 – Address a Need** Identify an important community or household need and evaluate whether the project provides a benefit that meaningfully addresses that need. Check all boxes that apply. | |
| To identify a need that the project will address, Applicants may use a variety of approaches: | |
|  | A. ***Recommended Approach:*** Host 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. |
|  | 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 to 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. |
|  | D. ***Alternative Approach:*** Where direct engagement is infeasible, refer to the List of Common Needs for Priority Populations (found below this table) and confirm that the project addresses at least one listed need. |
| ***Describe identified community or household need(s):*** | |
| *If the project addresses a community or household need as described in Step 2, proceed to Step 3. If the project does not address a community or household need, no further evaluation is needed.* | |

**List of Common Needs for Priority Populations**

|  |
| --- |
| **Public Health** |
| 1. Reduce health harms (e.g., asthma) suffered disproportionately by priority  populations due to air pollutants.  2. Reduce health harms (e.g., obesity) suffered disproportionately by priority  populations due to the built environment (e.g., provide active transportation, parks,  playgrounds).  3. Increase community safety.  4. Reduce heat-related illnesses and increase thermal comfort (e.g., weatherization  and solar energy can provide more efficient and affordable air-conditioning; urban  forestry can reduce heat-island effect).  5. Increase access to parks, greenways, open space, and other community assets. |
| **Economic** |
| 1. Create quality jobs and increase family income (e.g., targeted hiring for living-wage  jobs that provide access to health insurance and retirement benefits with long-term  job retention, using project labor agreements with targeted hire commitments,  community benefit agreements, community workforce agreements, partnerships with  community-based workforce development and job training entities, State-certified  community conservation corps).  2. Increase job readiness and career opportunities (e.g., workforce development  programs, on-the-job training, industry-recognized certifications).  3. Revitalize local economies (e.g., increased use of local businesses) and support  California-based small businesses.  4. Reduce housing costs (e.g., affordable housing).  5. Reduce transportation costs (e.g., free or reduced cost transit passes) and improve  access to public transportation (e.g., new services in under-served communities).  6. Reduce energy costs for residents (e.g., weatherization, solar).  7. Improve transit service levels and reliability on systems/routes that have high use by  disadvantaged and/or low-income community residents or low-income riders.  8. Bring jobs and housing closer together (e.g., affordable housing in transit-oriented  development and in healthy, high-opportunity neighborhoods).  9. Preserve community stability and maintain housing affordability for low-income  households (e.g., prioritize projects in jurisdictions with anti-displacement policies).  10.Provide educational and community capacity building opportunities through  community engagement and leadership. |
| **Environmental** |
| 1. Reduce exposure to local environmental contaminants, such as toxic air  contaminants, criteria air pollutants, and drinking water contaminants (e.g., provide a  buffer between bike/walk paths and transportation corridors).  2. Prioritize zero-emission vehicle projects for areas with high diesel air pollution,  especially around schools or other sensitive populations with near-roadway  exposure.  3. Reduce exposure to pesticides in communities near agricultural operations. |

**Source:** California Air Resources Board

|  |  |
| --- | --- |
| **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 identified need. | |
| Project must meet at least one of the following benefit criteria: | |
|  | A. Project provides incentives for vehicles, equipment, or renewable transportation fuel that reduce criteria air pollutant or toxic air contaminant emissions, such as diesel particulate matter. |
|  | B. Project provides greater mobility and increased access to clean transportation for residents of a disadvantaged or low-income community by placing services in that community, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles, smartphone application-based ride-sharing services, bike-sharing services). |
|  | C. Project provides greater mobility and increased access to clean transportation for residents of a disadvantaged or low-income community, or a low-income household, by providing incentives for the retirement or replacement of older, higher-emitting vehicles. |
| *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.* | |