

Draft Funding Guidelines
Volume 2: Investments to Benefit AB 1550 Populations

Appendix 2.A

Table 2.A-1 Low Carbon Transportation

Projects will achieve GHG reductions through the use of zero and near-zero emission passenger vehicles, buses, trucks, freight technology, and the replacement of older, higher-emitting vehicles. For this project type, the project location could be determined by where the vehicle or equipment is registered, domiciled, or operated a majority of the time. Potential administering agencies: CARB, CalSTA/CTC, Caltrans, SGC

When selecting projects for a given investment, give priority to those that maximize benefits to AB 1550 populations¹⁶ (e.g., use scoring criteria that favor projects which provide multiple benefits or the most significant benefits).

CRITERIA TO EVALUATE PROJECTS FOR AB 1550 BENEFITS

Agencies can also use criteria in other tables if applicable to the project type being evaluated. Projects must satisfy the applicable criteria through Step 3 to be considered an AB 1550 benefit and count toward AB 1550 investment minimums.

Step 1 – AB 1550 Populations. Evaluate the project against each of the following criteria for a disadvantaged community, low-income community, or a low-income household. Check all 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 a disadvantaged community, but **within ½-mile of a disadvantaged community and within a low-income community census tract**?
- D. For projects that distribute consumer-based incentives (e.g., vouchers, rebates, transit passes), is the direct recipient of the incentive a **resident of a disadvantaged community census tract** (i.e., is the incentive distributed within a disadvantaged community and made available to the residents of that community)?
- E. For projects that distribute consumer-based incentives (e.g., vouchers, rebates, transit passes), is the direct recipient of the incentive a **resident of a low-income community census tract** (i.e., is the incentive distributed within a low-income community and made available to the residents of that community)?
- F. For projects that distribute consumer-based incentives (e.g., vouchers, rebates, transit passes), is the direct recipient of the incentive a **resident of a low-income household**?

¹⁶ AB 1550 populations include residents of: (1) census tracts identified as disadvantaged by CalEPA, (2) census tracts identified as low-income, or (3) a low-income household. For identification of disadvantaged communities and low-income communities, refer to: www.calepa.ca.gov/EnvJustice/GHGInvest. A “look-up” tool and a list of HCD’s “low-income” thresholds by county and household size are available at: www.arb.ca.gov/auctionproceeds. Only areas that are designated on these maps and lists will be considered disadvantaged or low-income for the purposes of California Climate Investments.

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Table 2.A-1 Low Carbon Transportation
<p>Step 1 – AB 1550 Populations (continued). Evaluate the project against each of the following criteria for a disadvantaged community, low-income community, or a low-income household. Check all boxes that apply.</p> <p><input type="checkbox"/> G. Does the project provide jobs or job training to residents of low-income households?</p>
<p><i>If at least one box of the AB 1550 population criteria in Step 1 is checked, go to Step 2 for further evaluation. If no criteria in Step 1 apply, the project will not count toward AB 1550 investment minimums.</i></p>
<p>Step 2 – Addresses an Important Need for a Community or Household. If a project meets the AB 1550 population criteria in Step 1, agencies and/or applicants must identify an important community or household need that the project will address and evaluate the project to confirm that it will address that need. Note: After project implementation, agencies must report on which important needs the project addresses.</p> <p>To identify a need that the project will address, agencies and/or applicants can use a variety of approaches such as:</p> <p><input type="checkbox"/> A. Host community meetings, workshops, outreach efforts, or public meetings as part of planning process to engage local residents and community groups for input on community or household needs, and provide documentation showing how the received input was considered in the selection of projects that address those needs;</p> <p><input type="checkbox"/> B. Look at the individual factors in CalEnviroScreen 3.0 that are most impacting an identified disadvantaged or low-income community (i.e., factors that score above the 75th percentile), and select a project that reduces the impacts of one of those factors;</p> <p><input type="checkbox"/> C. Receive documentation of support from local community-based organizations and/or residents (e.g., letters, emails) and select a project with documented broad community support; or</p> <p><input type="checkbox"/> D. Refer to the list of common needs for disadvantaged communities in CARB’s Funding Guidelines Table 2-2 and select a project that addresses a listed need.</p>
<p><i>If the project addresses a community or household need as described in Step 2, go to Step 3 for further evaluation. If the project does not address a community or household need, it will not count toward AB 1550 investment minimums.</i></p>
<p>Step 3 – Project Benefits. If a project meets criteria in Step 1 and addresses an important need for a community or household in Step 2, evaluate the project against each of the following criteria to determine if it provides direct, meaningful, and assured benefits to residents of an AB 1550 community or low-income household. Check all boxes that apply.</p> <p>Project must meet at least one of the following criteria focused on reducing air pollution for AB 1550 populations:</p> <p><input type="checkbox"/> A. Project provides incentives for vehicles or equipment registered to individuals with a physical address in an AB 1550 community or to residents of a low-income household;</p>

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Table 2.A-1 Low Carbon Transportation

Step 3 – Project Benefits (continued). *If a project meets criteria in Step 1 and addresses an important need for a community or household in Step 2, evaluate the project against each of the following criteria to determine if it provides direct, meaningful, and assured benefits to residents of an AB 1550 community or low-income household. Check all boxes that apply.*

- B. Project provides incentives for vehicles or equipment that will be domiciled in an AB 1550 community;
- C. Project provides incentives for vehicles or equipment that reduce air pollution, such as diesel particulate matter, on fixed routes that are primarily within an AB 1550 community (e.g., locomotives) or vehicles that serve at least one transit station or stop in an AB 1550 community (e.g., zero-emission buses);
- D. Project provides incentives for freight, construction, or agricultural vehicles or equipment that reduce air pollution and will be domiciled in an AB 1550 community;
- E. Project provides incentives for freight, construction, or agricultural vehicles or equipment that reduce air pollution and will operate a majority of the time in an AB 1550 community;
- F. Project provides greater mobility and increased access to clean transportation for residents of an AB 1550 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);
- G. Project provides greater mobility and increased access to clean transportation for residents of an AB 1550 community or a low-income household by providing incentives for the retirement or replacement of older, higher-emitting vehicles registered to a physical address in an AB 1550 community or to a low-income household;
- H. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25 percent of project work hours performed by residents of an AB 1550 community, or by residents of low-income households; or
- I. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10 percent of project work hours performed by residents of an AB 1550 community, or by residents of low-income households, participating in job training programs which lead to industry-recognized credentials or certifications.

If the project meets the AB 1550 population criteria in Step 1, addresses a community or household need as described in Step 2, and can demonstrate that it meets at least one of the benefit criteria in Step 3, it will count toward AB 1550 investment minimums.

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Table 2.A-2 Transit

Projects will achieve GHG reductions by reducing passenger vehicle miles travelled through incentives, infrastructure, or operational improvements (e.g., improving bus or rail service, providing better bus connections to intercity rail, improving transit stops, encouraging people to shift from cars to transit, providing transit vouchers, linking active transportation to transit, increasing safety and mobility for transit users).

Potential administering agencies: CalSTA, Caltrans, SGC

When selecting projects for a given investment, give priority to those that maximize benefits to AB 1550 populations¹⁷ (e.g., use scoring criteria that favor projects which provide multiple benefits or the most significant benefits).

CRITERIA TO EVALUATE PROJECTS FOR AB 1550 BENEFITS

Agencies can also use criteria in other tables if applicable to the project type being evaluated. Projects must satisfy the applicable criteria through Step 3 to be considered an AB 1550 benefit and count toward AB 1550 investment minimums.

Step 1 – AB 1550 Populations. Evaluate the project against each of the following criteria for a disadvantaged community, low-income community, or a low-income household. Check all boxes that apply.

- A. Is the project at least partially located **within the boundaries of a disadvantaged community census tract**? For projects that improve transit service or increase transit access along transit lines or corridors, is the project serving at least one stop located within the boundaries of a disadvantaged community census tract?
- B. Is the project at least partially located **within the boundaries of a low-income community census tract**? For projects that improve transit service or increase transit access along transit lines or corridors, is the project serving at least one stop 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**? For projects that improve transit service or increase transit access along transit lines or corridors, is the project serving at least one stop located within ½-mile of a disadvantaged community and within a low-income community census tract?

¹⁷ AB 1550 populations include residents of: (1) census tracts identified as disadvantaged by CalEPA, (2) census tracts identified as low-income, or (3) a low-income household. For identification of disadvantaged communities and low-income communities, refer to: www.calepa.ca.gov/EnvJustice/GHGInvest. A “look-up” tool and a list of HCD’s “low-income” thresholds by county and household size are available at: www.arb.ca.gov/auctionproceeds. Only areas that are designated on these maps and lists will be considered disadvantaged or low-income for the purposes of California Climate Investments.

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Table 2.A-2 Transit

Step 1 – AB 1550 Populations (continued). Evaluate the project against each of the following criteria for a disadvantaged community, low-income community, or a low-income household. Check all boxes that apply.

- D. For projects that provide consumer-based incentives (e.g., vouchers, rebates, transit passes, free-fare days), is the incentive to provide benefits to **a resident of a disadvantaged community census tract** (i.e., is the incentive distributed within a disadvantaged community and made available to the residents of that community)?
- E. For projects that provide consumer-based incentives (e.g., vouchers, rebates, transit passes, free-fare days), is the incentive to provide benefits to **a resident of a low-income community census tract** (i.e., is the incentive distributed within a low-income community and made available to the residents of that community)?
- F. For projects that provide consumer-based incentives (e.g., vouchers, rebates, transit passes, free-fare days), is the incentive to provide benefits to **a resident of a low-income household**?
- G. Does the project provide jobs or job training to **residents of low-income households**?

If at least one box of the AB 1550 population criteria in Step 1 is checked, go to Step 2 for further evaluation. If no criteria in Step 1 apply, the project will not count toward AB 1550 investment minimums.

Step 2 – Addresses an Important Need for a Community or Household. If a project meets the AB 1550 population criteria in Step 1, agencies and/or applicants must identify an important community or household need that the project will address and evaluate the project to confirm that it will address that need. Note: After project implementation, agencies must report on which important needs the project addresses.

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

- A. Host community meetings, workshops, outreach efforts, or public meetings as part of planning process to engage local residents and community groups for input on community or household needs, and provide documentation showing how the received input was considered in the selection of projects that address those needs;
- B. Look at the individual factors in CalEnviroScreen 3.0 that are most impacting an identified disadvantaged or low-income community (i.e., factors that score above the 75th percentile), and select a project that reduces the impacts of one of those factors;
- C. Receive documentation of support from local community-based organizations and/or residents (e.g., letters or emails) and select a project with documented broad community support; or

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Table 2.A-2 Transit

Step 2 – Addresses an Important Need for a Community or Household (continued). *If a project meets the AB 1550 population criteria in Step 1, agencies and/or applicants must identify an important community or household need that the project will address and evaluate the project to confirm that it will address that need. Note: After project implementation, agencies must report on which important needs the project addresses.*

- D. Refer to the list of common needs for disadvantaged communities in CARB’s Funding Guidelines Table 2-2 and select a project that addresses a listed need.

If the project addresses a community or household need as described in Step 2, go to Step 3 for further evaluation. If the project does not address a community or household need, it will not count toward AB 1550 investment minimums.

Step 3 – Project Benefits. *If a project meets criteria in Step 1 and addresses an important need for a community or household in Step 2, evaluate the project against each of the following criteria to determine if it provides direct, meaningful, and assured benefits to residents of an AB 1550 community or low-income household. Check all boxes that apply.*

Project must meet at least one of the following criteria focused on increasing transit service along transit lines or corridors that have stations or stops within an AB 1550 community, improving transit access to AB 1550 populations, or reducing air pollution in an AB 1550 community:

- A. Project provides improved transit or passenger rail service for stations or stops within an AB 1550 community (e.g., new transit lines, more frequent service, greater capacity on existing lines that are nearing capacity, improved reliability, improved accessibility, bus rapid transit service);
- B. Project provides transit incentives to residents of an AB 1550 community or a low-income household (e.g., transit vouchers, reduced transit fares, transit passes);
- C. Project improves transit connectivity for residents at stations or stops in an AB 1550 community (e.g., network/fare integration, fare-system investments);
- D. Project improves connectivity between travel modes for vehicles or equipment that service stations or stops in an AB 1550 community (e.g., bicycle racks on transit vehicles, better links between transit and active transportation);
- E. Project creates or improves infrastructure or equipment that reduces air pollution at a station, stop or transit facility located in an AB 1550 community (e.g., auxiliary power, charging stations);
- F. Project creates or improves infrastructure or equipment that reduces air pollution on regular scheduled routes that are primarily within an AB 1550 community (e.g., rail electrification, zero-emission bus);

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Step 3 – Project Benefits (continued). *If a project meets criteria in Step 1 and addresses an important need for a community or household in Step 2, evaluate the project against each of the following criteria to determine if it provides direct, meaningful, and assured benefits to residents of an AB 1550 community or low-income household. Check all boxes that apply.*

- G. Project provides increased access to shared-mobility transportation options for residents of an AB 1550 community by placing services in that community that link to transit, including vanpooling, shuttles, ride-sharing, car-sharing, bike-sharing, or other advanced technology mobility options associated with transit (e.g., smartphone application-based ride-sharing services);
- H. Project improves transit stations or stops within an AB 1550 community to increase safety and comfort (e.g. lights, shelters, benches);
- I. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25 percent of project work hours performed by residents of an AB 1550 community, or by residents of low-income households; or
- J. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10 percent of project work hours performed by residents of an AB 1550 community, or by residents of low-income households, participating in job training programs which lead to industry-recognized credentials or certifications.

If the project meets the AB 1550 population criteria in Step 1, addresses a community or household need as described in Step 2, and can demonstrate that it meets at least one of the benefit criteria in Step 3, it will count toward AB 1550 investment minimums.