

Funding Guidelines for Agencies that Administer California Climate Investments Volume 2: Investments to Benefit Disadvantaged Communities

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, and freight technology.

Potential administering agencies: ARB, CalSTA/CTC, Caltrans / Local Transit Agencies

CRITERIA TO EVALUATE PROJECTS

Agencies can also use criteria in other applicable tables.

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

Step 1 – Located Within. *Evaluate the project to see if it: meets at least one of the following criteria for being located in a disadvantaged community census tract*; provides direct, meaningful, and assured benefits to a disadvantaged community; and meaningfully addresses an important community need**.*

Project must meet at least one of the following criteria focused on reducing air pollution for disadvantaged community residents:

- A. Project provides incentives for vehicles or equipment to those with a physical address in a disadvantaged community***; or
- B. Project provides incentives for vehicles or equipment that will be domiciled in a disadvantaged community; or
- C. Project provides incentives for vehicles or equipment that reduce air pollution on fixed routes that are primarily within a disadvantaged community (e.g., freight locomotives) or vehicles that serve transit stations or stops in a disadvantaged community (e.g., zero-emission buses); or
- D. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services in a disadvantaged 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, bikesharing services).

* For maps of disadvantaged community census tracts, refer to: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.

** To determine community needs, agencies or applicants can use a variety of approaches such as: looking at the factors in CalEnviroScreen that caused an area to be defined as a disadvantaged community; hosting community meetings to get local input; referring to the list of common needs in Table 2-2; or receiving documentation of community support (e.g., letters or emails).

*** “Those with a physical address in a disadvantaged community” may include individuals as well as businesses, public agencies, nonprofits, and other community institutions.

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Table 2.A-1 Low Carbon Transportation (continued)

Projects will achieve GHG reductions through the use of zero and near zero-emission passenger vehicles, buses, trucks, and freight technology.

Potential administering agencies: ARB, CalSTA / CTC, Caltrans / Local Transit Agencies

Step 2 – Provides Benefits To. *If the project does not meet the above criteria for “located within,” evaluate the project to see if it: meets at least one of the following criteria for providing direct, meaningful, and assured benefits to a disadvantaged community; and meaningfully addresses an important community need*.*

Project must meet at least one of the following criteria focused on reducing air pollution for disadvantaged community residents:

- A. Project provides incentives for vehicles or equipment to those with a physical address in a ZIP code that contains a disadvantaged community census tract**; or
- B. Project provides incentives for freight vehicles or equipment that primarily serve freight hubs*** located in a ZIP code that contains a disadvantaged community census tract, as identified in the list provided below; or
- C. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services that are accessible by walking within ½ mile of a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles, bikesharing services).

* To determine community needs, agencies or applicants can use a variety of approaches such as: looking at the factors in CalEnviroScreen that caused an area to be defined as a disadvantaged community; hosting community meetings to get local input; referring to the list of common needs in Table 2-2; or receiving documentation of community support (e.g., letters or emails).

** “Those with a physical address in a disadvantaged community” may include individuals as well as businesses, public agencies, nonprofits, and other community institutions. For maps of disadvantaged community census tracts, refer to: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.

*** For the purposes of #2.B. above:

“Freight Hubs” located in a ZIP code that contains a disadvantaged community census tract include:

Seaports:

- | | | | |
|---------------|------------|-----------------|-------------------|
| • Benicia | • Oakland | • San Diego | • Stockton |
| • Long Beach | • Hueneme | • San Francisco | • West Sacramento |
| • Los Angeles | • Richmond | | |

Rail Yards - BNSF Railway:

- | | | | |
|--------------------|------------------|-------------|---------------|
| • Barstow | • Richmond | • Sheila | • Oakland |
| • Commerce/Eastern | • San Bernardino | • Stockton/ | International |
| • Fresno | • San Diego | Mariposa | Gateway (OIG) |
| • Hobart | | • Watson | |

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“Freight Hubs” located in a ZIP code that contains a disadvantaged community census tract include:
(continued)

Rail Yards – Union Pacific Railroad:

- | | | | |
|--------------------|--------------------|----------------------|------------------|
| • Colton | • Lathrop | • Intermodal | • Los Angeles |
| • Commerce | • Mira Loma | • Container Transfer | • Transportation |
| • City of Industry | • Oakland | • Facility (ICTF)/ | • Center (LATC) |
| • East Los Angeles | • Railport-Oakland | • Dolores | |

Air Cargo Airports:

- | | | | |
|-----------------------|---------------------|--------------------|-------------------|
| • Burbank (BUR) | • Long Beach (LGB) | • San Jose (SJC) | • Sacramento |
| • Fresno (FAT) | • Los Angeles (LAX) | • Oakland (OAK) | • Mather (MHR) |
| • Orange County (SNA) | • Ontario (ONT) | • Sacramento (SMF) | • San Diego (SAN) |

Ports of Entry:

- | | |
|------------|-------------|
| • Calexico | • Otay Mesa |
|------------|-------------|

Distribution Centers and Warehouses:

A facility that is located in a ZIP code containing a disadvantaged community and that averages more than 100 heavy-duty truck trips per day or is serviced by a direct rail line, which receives, sorts, processes, temporarily stores, and redistributes inventory (products, goods) to retailers, wholesalers, or consumers. This does not include "big box" discount or warehouse retail stores, or storage facilities offered for rent or lease to the public.