

Local Transportation Infrastructure Climate Adaptation Project Program Guideline Development Workshop



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Objective



The Local Transportation Infrastructure Climate Adaptation Project (LCAP) Program created by Senate Bill 198 (Chapter 71, Statutes of 2022) provides funding to local agencies for the development and implementation of transportation infrastructure projects that are intended to adapt to the changing climate. (Government Code Section 14564)

Criteria



Projects must:

- Increase climate resiliency and protect at-risk transportation infrastructure.
- Be consistent with state, regional or local climate adaptation plans.
- Include outreach to under-resourced and vulnerable communities related to the proposed project.
- Incorporate environmental equity, protect vulnerable and under-resourced communities, and provide meaningful benefits to underserved communities.

Eligible Agencies



- Transportation Planning Agency
- County Transportation Commission
- Regional Transportation Agency
- Joint Powers Authority*
- Local Transportation Authority
- The Santa Clara Valley Transportation Authority
- City, County or a City and County
- Federally Recognized Native American Tribe

*per Government Code Section 6500 with the consent of the transportation planning agency/county transportation commission

Eligible Facilities



- Highways as defined by 23 U.S. Code § 101
- Public Transportation facilities
- Ports

Project Types



Resilience improvement – improve infrastructure to withstand one or more elements of weather or natural disaster

- Resurfacing, restoring, rehabilitating, reconstructing, replacing, or realigning an existing facility
- Relocating roadways in a base floodplain
- Stabilizing slide areas or slopes
- Using vegetative management practices to improve road-way safety, facilitate wildfire control, and provide erosion control

Project Types, continued



Community resilience and evacuation routes –
strengthen and protect evacuation routes

- Expanding the capacity of evacuation routes
- Constructing new or redundant evacuation routes
- Acquiring evacuation routes or traffic incident management equipment

Project Types, continued



At-Risk coastal infrastructure – address impacts of weather, natural disasters, or conditions such as sea-level rising, coastal flooding, wave action, and coastal erosion, by:

- Strengthening
- Stabilizing
- Hardening
- Elevating
- Relocating
- Enhancing

Prioritization Factors



- Degree of risk of reoccurring damage or failure to the asset
- Preserving or enhancing regional or statewide mobility economy and safety and other benefits
- Preserving and protecting adjacent communities, the environment and other critical infrastructure
- Degree of which the project incorporates environmental equity

Additional Prioritization



- Reducing greenhouse gas emissions
- Reducing vehicle miles traveled

Project Requirements



- Must be developed through a multi-stakeholder process
- Must be aligned with state and local strategies for adapting to climate change
- Must be consistent with the California State Adaptation Strategy and any relevant climate action plan
- Must be consistent with applicable sustainable community strategy

Funding



State and Federal Funds

- State General Fund - \$148 million (must be allocated by June 2024)
- PROTECT - \$250 million (over five years beginning in FFY 2022)

Funding Requirements



Federal Funds

- 2% Set-a-side - Planning Activities
- 40% Maximum - New Construction
- 10% Maximum - Preconstruction Activities
- 20% Match Requirement with exceptions
- 40% Goal - Directed to Federal DACs (Justice40)

Programming Cycles



Option A

	Cycle 1 - 2023			Cycle 2 - 2024	
	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Federal - PROTECT	\$48.5	\$49.5	\$50.5	\$51.5	\$52.5
State - General Fund	\$148.0	\$0.0	\$0.0	\$0.0	\$0.0
	\$196.5	\$49.5	\$50.5	\$51.5	\$52.5
Available for Programming	\$296.5			\$104.0	

Cycle 1 – Adopt Program in June 2023

Cycle 2 – Adopt Program in June 2024

Discussion – Programming Cycles, cont.



Option B

2023						Available for Programming
	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	
Federal - PROTECT	\$48.5	\$49.5	\$50.5	\$51.5	\$52.5	\$ 252.5
State - General Fund	\$148.0					\$ 148.0
	\$196.5	\$49.5	\$50.5	\$51.5	\$52.5	\$ 400.5

Match



- Match - Minimum 20%
 - For projects allocated by June 2024, no match will be required.
 - For projects allocated after June 2024, match will be required.
- What is an allowable match?
 - Local and state funds

Pre-construction Activities



- 10% maximum
 - For funds allocated by June 2024, 10% maximum may not be applicable.
 - Subsequent allocations for pre-construction activities will be limited to the maximum.

New Capacity



- 40% maximum for new capacity

Other



- Require all projects to be federalized?
 - Should we allow some projects to be state funded only if allocated by June 2024?
- Construction ready projects
- Reporting
- Encourage early coordination with State Climate Adaptation Program
- 50% of PROTECT funds may be transferred to other FHWA programs

2023 Cycle Timeline



Tentative Schedule

- Workshop #1 – Guidelines Development – October 13, 2022
- Workshop #2 - Guidelines Development – October 25/26, 2022
- Workshop #3 - Guideline Development – November 3 or 7, 2022
- Draft Guidelines presented to Commission – December 7 – 8, 2022
- Adoption of Program Guidelines – January 25 – 26, 2023
- Call for Projects – January 25 – 26, 2023
- Project Nominations due – April 7, 2023
- Staff Recommendations Released – June 8, 2023
- Program Adoption – June 28 - 29, 2023

Thank You



More Information

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