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2023 LOCAL TRANSPORTATION CLIMATE ADAPTATION PROGRAM GUIDELINES

Resolution G-23-

California Transportation Commission

Table of Contents Placeholder

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I. INTRODUCTION

1. Authority and Purpose

The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (Public Law Number 117-58, November 15, 2021) established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula and Discretionary Grant Programs (BIL §11405). The Formula PROTECT program provides funding to States to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. This funding can be used to support resiliency improvements, community resilience and evacuation routes, and at-threat coastal infrastructure.

Senate Bill 198 (Committee on Budget and Fiscal Review. Transportation, Chapter 71, Statutes of 2022) created the Local Transportation Infrastructure Climate Adaptation Project Program (Local Transportation Climate Adaptation Program) and directed funding from the PROTECT Program be allocated through this program. The Local Transportation Climate Adaptation Program provides funding for the development and implementation of projects that are intended to: adapt to the changing climate, increase climate resiliency, and protect at-risk transportation infrastructure as well as vulnerable and under-resourced communities.

These guidelines describe the policies, standards, criteria, and procedures for the development, adoption, and management of the Local Transportation Climate Adaptation Program and were developed in consultation with the California State Transportation Agency, California Department of Transportation (Caltrans), the California Natural Resources Agency, the Governor's Office of Planning and Research, Regional Transportation Planning Agencies, local agencies, metropolitan planning organizations, County Transportation Commissions, tribal governments, non-governmental organizations, and other transportation stakeholders.

The Commission may update these guidelines after first giving notice of the proposed amendments.

2. Program Objective and Goals

The primary objective of the Local Transportation Climate Adaptation Program is to provide funding for agencies to develop and implement local transportation infrastructure projects that are intended to adapt to the changing climate and meet federal Justice40 goals.

Projects funded by this program must meet all of the following goals:

- Increase climate resiliency and protect at-threat transportation infrastructure using California's climate projections, as specified in *Planning and Investing for a*

Resilient California: A Guidebook for State Agencies, prepared by the Governor's Office of Planning and Research (https://opr.ca.gov/docs/20180313-Building_a_Resilient_CA.pdf).

- Be consistent with state, regional, or local climate adaptation reports, plans, and the Governor's Office of Emergency Services *Adaptation Planning Guide* (https://resilientca.org/apg/) including meeting the climate resiliency goals of the region where the project is located.

- Developed through outreach to and collaboration with climate-vulnerable, underserved, and under-resourced communities related to the project nomination, consistent with the California State Adaptation Strategy and federal Justice40 Initiative requirements (see **Appendix B)**.

- Be consistent with federal Justice40 Initiative which requires that 40 percent of the benefits from federal investments flow to disadvantaged communities to advance environmental justice. https://www.whitehouse.gov/environmentaljustice/justice40/.

- Equitably prioritize the distribution of meaningful environmental and climate resiliency benefits and protect climate-vulnerable, underserved, and under-resourced communities, consistent with the California Natural Resources Agency's California State Adaptation Strategy https://www.climateresilience.ca.gov/.

- Provide flexibility for preconstruction activities, to the extent that state funds are available, due to federal restrictions limiting preconstruction activities to 10% of the total availability of PROTECT Formula funding.

3. Program Schedule

MILESTONE	DATE
Guidelines Development Workshop #1 and #2	October 13 & 18, 2022
Guidelines Development Workshop #3	November 17, 2022
Guidelines Development Workshop #4	February, 2023
Draft Guidelines Presented to the Commission	March 22 – 23, 2023
Final Guidelines Presented to the Commission	May 17 – 18, 2023
Adoption of Program Guidelines	May 17 – 18, 2023
Call for Projects	May 17 – 18, 2023
Project Nominations Due	June 28, 2023
Staff Recommendations Released	September 22, 2023
Program of Projects Adoption	October 18 – 19, 2023

ELIGIBILITY

4. Eligible Applicants

Pursuant to Senate Bill 198, the following entities are eligible to apply for funding under the Local Transportation Climate Adaptation Program:

- Transportation planning agencies (Section 29532 and 29532.1 of the Government Code):
- County transportation commission (Sections 130050, 130050.1, or 130050.2 of the Public Utilities Code).
- Local or regional transportation entities that are designated by statute as regional transportation agencies.
- Joint powers authorities established with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed.
- A Local transportation authority (created or designated pursuant to Division 12.5 (commencing with Section 131000) or Division 19 (commencing with Section 180000) of the Public Utilities Code).
- The Santa Clara Valley Transportation Authority.
- A city, county, or a city and a county.
- A federally recognized Native American tribe.

5. Eligible Facilities

Eligible facilities for the program include:

- Highway projects eligible for assistance under Title 23 United States Code Section 101:
  - Roads, streets, and parkways.
  - Rights-of-way, bridges, railroad-highway crossings, tunnel drainage structures including public roads on dams, signs, guardrails, and protective structures in connection with a highway.
  - Portions of any interstate or international bridge or tunnel and the approaches thereto.
  - Tribal Transportation Facilities
    - Public highway, road, bridge, trail, or transit system located on or provides access to tribal land that appears on the national tribal transportation facility inventory (https://www.bia.gov/bia/ois/division-transportation/operations).
- Public Transportation facilities that may include transit facilities, publicly owned railroads, active transportation facilities, and public parking structures.

Commented [LR1]: Awaiting response from Bureau of Indian Affairs point-of-contact for information on where this list/database may be accessed publicly.

- Port facilities, including facilities that connect ports with other modes of transportation, improve the efficiency of evacuations and disaster relief, or aid transportation.

Commented [LR2]: If the Governor's proposed budget changes are legislated and the state's one-time funding augmentation switches from the General Fund to the State Highway Account, Port facilities may become ineligible for LTCAP state funding under Article XIX of the California Constitution. PROTECT eligibility would remain unchanged.

6. Eligible Activities

Eligible activities for the program include:

- **Resilience Improvements** that improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters [23 United States Code 176(d)(4)(A)].

- **Community Resilience and Evacuation Route** activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: resilience improvements if they will improve evacuation routes, and projects to ensure the ability of the evacuation routes to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events [23 United States Code 176(d)(4)(B)].

- **At-Risk Coastal Infrastructure** activities that strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, current or long-term future risks from a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety or reduce costs by avoiding larger future maintenance or rebuilding costs [23 United States Code 176(d)(4)(C)]. Port facilities and public transportation facilities are also eligible non-rail infrastructure [23 United States Code. 176(c)(3)(B)].

- **System Resilience Elements** for projects carried out with PROTECT Formula Program funds, such as natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem elements that are functionally connected to an eligible transportation improvement project.

II. FUNDING OVERVIEW

7. Funding Source and Program Cycle

The Local Transportation Climate Adaptation Program's initial cycle is funded through the following:

- A one-time appropriation of $148 million from the State General Fund
- Approximately $49.5 million per year for three years from the Federal PROTECT Formula Program

The initial programming cycle will provide a total funding amount of $296.5 million.

The Commission will provide a set-aside of 5% of total funding for federally recognized Tribal applicants.

Projects in the first cycle may be programmed in Fiscal Years 2023-24, 2024-25, and 2025-26.

The State General Fund appropriation of $148 million must be programmed and allocated in Fiscal Years 2023-24 and expended by Fiscal Year 2026-27.

Commented [LR3]: SB 198 originally identified the State General Fund as the augmentation source.

The Governor's Proposed Budget (Jan 2022) proposes "A shift of $200 million [$148 million to the LTCAP] General Fund with $200 million State Highway Account funding, leaving unaffected the project funding that supports climate resiliency and reduces infrastructure risk."

Commented [LR4]: In the event the proposed funding shift from the General Fund to the State Highway Account occurs, then funds from the State Highway Account may be extended one additional year (allocation by FY 24-25 and expended by FY 27/28.

8. State-Only Funds

All project requesting funding from the Local Transportation Climate Adaptation Program must be federal aid eligible.

A nominating agency may request a project be programmed for State-only (non-Federal) funding. The Commission will evaluate the request based upon the project score and the availability of state funds. Priority for state-only funds will be given to rural areas and federally recognized Native American tribal applicants.

Commented [LR5]: Proposed policy

9. Matching Requirements

The Local Transportation Climate Adaptation Program requires a 20% non-federal match.

A nominating agency may request that the required match contribution be programmed with the available Local Transportation Climate Adaptation Program state-only (non-federal) funding. The Commission will evaluate the request based upon the project score and the availability of state funds. Priority for state-only match contributions will be given to rural areas and federally recognized Native American tribal applicants.

Commented [LR6]: Proposed policy

Match contributions may be made from private, local, and state sources. When evaluating matching funds, the Commission will only consider funds that are not allocated by the Commission on a project-specific basis, except for available Local Transportation Climate Adaptation Program state (non-federal) funding.

The matching funds must be expended concurrently and proportionate to the Local Transportation Climate Adaptation Program. Costs incurred prior to allocation will not be counted towards the match.

10. Funding Restrictions

A. The Commission will program a maximum of $30 million for a single project.
B. A program maximum 40% of available funds may be programmed for the construction of new roadway capacity. There is no program minimum for new roadway capacity projects. For Cycle 1, the total will not exceed $118.6 million.

11. Reimbursement

The Local Transportation Climate Adaptation Program is a reimbursement program for eligible costs incurred.

Costs incurred prior to Commission allocation approval, and for federally funded projects Federal Highway Administration project approval (i.e., Authorization to Proceed), are not eligible for reimbursement.

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III. EVALUATION

12. Screening Criteria

Project nominations will receive an initial screening by the Commission for completeness and eligibility before proceeding to the evaluation process.

Incomplete or ineligible applications will not be evaluated. Before evaluation, project nominations will be screened for the following:

A. Identification of at least one projected climate threat that will pose a risk to transportation infrastructure by 2050. The applicant must use one of the data tools provided in **Appendix C.**

B. Identification of climate vulnerable, under-resourced, or underserved communities (defined in **Appendix G**) who will be directly impacted by the climate threat's effects on the at-risk transportation infrastructure. The applicant must use one of the data tools provided in **Appendix D to** support their project nomination.

C. Consistency with each of the following:
   a. An adopted regional transportation plan, and if within the boundaries of a Metropolitan Planning Organization, consistent with a Sustainable Communities Strategy
   b. The Governor's Office of Planning and Research *Adaptation Planning Guide* (https://resilientca.org/apg/)
   c. Climate resiliency and environmental justice goals of the region in which the project nomination is located
   d. Other regional or local climate adaptation plans or reports, if applicable.

D. The project incorporates environmental equity, protects vulnerable and under-resourced communities, and provides meaningful benefits to underserved communities, consistent with the California State Adaptation Strategy.

13. Project Rating Process

All project nominations that meet the minimum screening criteria specified will be evaluated and selected through a competitive process.

Project nominations will be rated and prioritized using the evaluation criteria. Each evaluation criterion will be scored with a "High", "Medium-High", "Medium", "Medium-Low", or "Low". The highest-ranking project nominations will be recommended for programming.

An applicant submitting multiple project nominations must clearly prioritize its project nominations. The Commission may elect to only evaluate the highest priority project nomination(s) submitted by each applicant.

In approving funding for inclusion in the program of projects, the Commission may consider geographic balance within the programming cycle.

14. Evaluation Criteria

Responses to the evaluation criteria must demonstrate how the project nomination meets the Local Transportation Climate Adaptation Program policy objectives. Project applications will be evaluated, scored, and then prioritized based on how well the project nomination addresses and demonstrates the following:

A. **Climate Threat Impacts to Transportation Infrastructure and Climate Vulnerable Communities**
   - Discuss the risks to transportation infrastructure from the climate threat identified in **Section 12A**. Describe how recurring damage or asset failure may impact statewide and regional mobility, economic opportunities, goods movement, and the environment or natural resources.

   - Describe the impacts to the climate-vulnerable, under-resourced, or underserved communities identified in **Section 12B** from the climate threat's effects to the transportation infrastructure. Describe impacts to safety and public health and well-being, including potential displacement of communities and individuals. Describe impacts to cultural resources, including Tribal cultural resources, as applicable.

B. **Resiliency, Preservation, Enhancement, and Protection Benefits**

   Based on the climate threat identified in **Section 12A**:
   - Explain how the proposed project will increase the climate resiliency of the at-risk transportation infrastructure. The application must include comparisons between the historical baselines and modeled projections. If the modeling projections do not include year 2050, applicants must use the next closest projection year provided and cite the year used.

   - Explain how the proposed project will increase the transportation system's ability to preserve, enhance, or protect each of the following at the **local** and **regional or statewide** level:
     - mobility
     - accessibility
     - economic development and vitality
     - goods movement

- environment or natural resources
- safety of adjacent communities and all users of the transportation system
- cultural resources, including Tribal cultural resources, if applicable
- other critical infrastructure, if applicable.

C. **Environmental equity for climate-vulnerable, under-resourced, and/or underserved communities**

- Explain how the proposed project incorporates environmental equity and directly benefits climate-vulnerable, under-resourced, and underserved communities. For a project to qualify as directly benefiting a disadvantaged community (defined in **Appendix G**), the project must:
  - Be located within, or be within reasonable proximity to, the disadvantaged community served by the project,
  - Have a direct connection to the disadvantaged community, or
  - Be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

- Describe how anti-displacement policies (**Appendix E**) and actions are being implemented to discourage project-induced impacts. If indirect displacement is not an issue, applicants must explain why it is not a concern.

D. **Community Engagement**

In alignment with the Commission's Racial Equity Statement (https://catc.ca.gov/about/racial-equity-statement), projects will be evaluated based on their ability to create mobility opportunities for all Californians, especially those from disadvantaged or historically impacted and marginalized communities. Equitable projects demonstrate meaningful and effective public participation in decision making processes, particularly by disadvantaged or historically impacted and marginalized communities.

Based on the climate vulnerable, under-resourced, or underserved communities identified in **Section 12B**:

1) Describe the process used to identify the community's mobility needs.
2) Describe the public outreach, engagement, and collaboration activities performed during the project development and how engagement will continue in the future as the project is being implemented.
3) Explain how community input was received and incorporated into the project.

4) Identify strategies included in the project scope that seek to avoid or minimize impacts, as determined through collaboration with community members.

15. Additional Evaluation Criteria

In addition, the Commission will evaluate proposed projects on the following:

A. **Reduction of Greenhouse Gases** – Identify and describe how the proposed project will reduce greenhouse gas emissions, criteria pollutants, and advance California's air quality and climate goals

B. **Reduction of Vehicle Miles Traveled** – Identify project elements or strategies that will encourage the reduction of vehicle miles traveled.

C. **Transportation, Land Use, and Housing Goals** –

- Regional - The project nomination should explain how the project will advance transportation, land use, and housing goals within the region as identified in the region's Regional Transportation Plan, Sustainable Communities Strategy (where applicable), and Regional Housing Needs Allocation. This may also include demonstrating how the project will support or align with the region's Regional Early Action Planning (REAP) grant investments or other regional planning or implementation efforts.

- Local - The project nomination should explain how the project will advance local transportation, land use, and housing goals. This may include:

    1) Demonstrating, at the time of project nomination, the local jurisdiction has submitted its Housing Element annual progress report to the State of California for the current and prior year; or

    2) Demonstrating the local jurisdiction applied to the Department of Housing and Community Development's Prohousing Designation Program and meets Prohousing criteria that support efficient land use. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) Prohousing Designation Program and to describe how local policies align with prohousing (https://www.hcd.ca.gov/community-development/prohousing/index.html).
        a. The project nomination must include a commitment by the local jurisdiction to continue pursuing full Prohousing Designation after receiving Local Transportation Climate Adaptation Program funding.

- If housing is not an issue for the local jurisdiction, provide a detailed explanation, including an accounting of the jurisdiction's assigned local share of the Regional Housing Needs Allocation and the jurisdiction's progress toward meeting those needs documented in the jurisdiction's Housing Element annual progress report for the current and prior years.

D. **Cost Effectiveness** – Consideration will be given to projects that provide positive benefits in relationship to the project costs. The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis (https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/data-analytics-services/transportation-economics) or an alternative proposed by the applicant.

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IV. PROGRAMMING

16. Programming Funds

The Local Transportation Climate Adaptation Program will be developed consistent with estimated federal and state funding levels for the Local Transportation Climate Adaptation Program. There are no guarantees, minimums, or targets for this program except for federally recognized Tribal governments as specified in **Section 7**. Project nominations will be evaluated based on the evaluation criteria in **Section 14** and **Section 15**.

The Commission may, at the time of programming or allocation, approve non-proportional spending. Adjustments must be made at project closeout to ensure matching funds were spent proportionally to the Commission-approved Local Transportation Climate Adaptation Program at the time of programming.

An implementing agency must provide a project funding plan through construction that demonstrates that all funding in the plan (local, state, federal, and private sources) is reasonably expected to be available and sufficient to complete the project.

The Commission may program Local Transportation Climate Adaptation Program funds to all phases of a capital project:

- Project approval and environmental document
- Plans, specifications, and estimate
- Right-of-way
- Construction

17. Committed Funds

The Commission will program funding to projects in whole thousands of dollars and will program a project phase only if it finds that the phase is fully funded from the Local Transportation Climate Adaptation Program and other committed funds.

The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program and federal formula transit funds, the commitment may be by Federal Transportation Improvement Program approval. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval. Applicants that request state funding for the match contribution must identify alternative fund sources to meet the match requirement should insufficient funding be available to cover the requested match contribution with state funding.

V. DELIVERY

18. Delivery Methods

The Commission supports and encourages innovative delivery methods. If a project is expected to use a delivery method other than design-bid-build, the nomination should identify the delivery method as part of the proposal. If the delivery method is unknown at time of nomination, it should be reported as soon as it is known.

For a project expected to use design-build or design-sequencing delivery methods, the Commission will program the Local Transportation Climate Adaptation Program funds for design, right-of-way, and construction in the construction phase.

When using the Construction Manager/General Contractor delivery method, the project will be programmed and allocated in the same manner as design-bid-build. During the environmental or design phase, Construction Manager/General Contractor contract costs are considered environmental or design phase expenditures. As the project advances in the design phase, it may be desirable to separate the project into packages for efficiencies in the Construction delivery. If this is the case, prior to allocation, the project may be divided into separate delivery contracts after the Commission has been notified.

19. Environmental Process

Projects programmed in the Local Transportation Climate Adaptation Program will need to comply with California Environmental Quality Act and, if applicable, National Environmental Policy Act.

20. Allocation Requests

When an agency is ready to implement a project, the agency will submit an allocation request to Caltrans. After receipt of the request, the typical time required to complete Caltrans review and recommendation and Commission allocation is 60 days. If the project will be implemented by an agency other than the applicant, the allocation request must be signed by the implementing agency and include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.

21. Allocation Review Process

1. Caltrans reviews the allocation request.

2. Caltrans provides a recommendation to the Commission for action. The recommendation from Caltrans will include:

    a. Determination of project readiness.

b. Availability of appropriated funding.

c. Availability of all identified and committed supplementary and matching funding.

d. For the construction phase, certification from Caltrans verifying that a project's plans, specifications, and estimate are complete, environmental and right-of-way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed. Caltrans refers to such projects as "Ready to List".

3. Commission staff may request additional information as part of the Commission's review.

22. Allocation Requirements

1. In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for Plans, Specifications, and Estimates, Right-of-way, or Construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for Plans, Specifications, and Estimates, Right-of-way, or Construction to a federally funded project prior to documentation of environmental clearance under National Environmental Policy Act.

    i. The Commission, as a Responsible Agency, must approve the environmentally cleared project for future funding consideration. The submission forms for this approval are available on the Commission website, which may be accessed here: https://catc.ca.gov/programs/environmental.

2. The Commission will approve an allocation in whole thousands of dollars. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

3. Construction phase and Construction Support phase allocations:

    i. A project will only be placed on the Commission's agenda for an allocation of Construction if the project is ready to list.

ii. The implementing agency must not award the Construction contract for a project until the Commission has approved the allocation and, if federally funded, the Federal Highway Administration has obligated the funding.

iii. If an agency has Commission approval to use more than one contract to deliver the programmed project scope, then it must request separate allocations for each contract.

4. If a project or project phase is ready for implementation earlier than the fiscal year it is programmed in the Local Transportation Climate Adaptation Program, the implementing agency may request an allocation in advance of the programmed year. The Commission may approve an allocation in advance of the programmed year if the allocation will not delay availability of funding for other projects.

23. Timely Use of Funds

The Commission expects certain deadlines to be met as programmed projects are implemented. If the deadlines are not met and a time extension is not approved before the expiration of a deadline, the project will be deleted from the Local Transportation Climate Adaptation Program.

24. Deadlines

1. Allocation Deadline- An allocation for a programmed project phase must be requested in the state fiscal year in which the funds are programmed. Funds programmed to a project expire on June 30 of the state fiscal year in which the funds are programmed. An allocation request must be placed on a Commission meeting agenda no later than the June Commission meeting of the state fiscal year in which the funds are programmed. If programmed funds are not allocated within the state fiscal year programmed, the project will be deleted from the Local Transportation Climate Adaptation Program.

2. Contract Award Deadline- Construction contracts must be awarded within six months of an approved allocation.

3. Preconstruction Expenditure Deadline- After allocation of a preconstruction phase, an implementing agency has the year of allocation plus two additional state fiscal years to complete preconstruction phases. The implementing agency must invoice Caltrans for these costs no later than 180 days after the expenditure deadline.

4. Project Completion Deadline- After award of the construction phase contract(s), an implementing agency has up to 36 months to complete (accept) the contract(s). The

implementing agency must invoice Caltrans for these costs no later than 180 days after the expenditure or completion deadline.

25. Extensions

The Commission may approve the extension of deadlines listed in **Section 23** under the following conditions:

- An unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred to justify the extension.
- No deadline will be extended more than once.
- Each deadline extension request will be considered separately for each programmed project or project component.
- The extension will not exceed the period of delay directly attributed to the extraordinary circumstance.
- The extension request cannot exceed the maximum period of delay identified in this section.
- An implementing agency must submit a time extension request to Caltrans at least 60 days before the Commission meeting in which the extension needs to be approved. Time extension requests must be approved by the Commission before the expiration dates indicated in **Section 23**.
- Caltrans will review and prepare a written analysis of the proposed extension request and forward the written analysis and recommendation to the Commission for action.
- The Commission will consider a time extension request when it receives a time extension request with a recommendation from Caltrans.
- If a time extension is not approved before the expiration of a deadline, the project will be deleted from the Local Transportation Climate Adaptation Program.

General Fund requirements set the deadline to allocate the funds by June 30, 2024 and be fully expended by June 30, 2027, therefore, time extensions will not be approved for projects that are programmed and allocated, in any part, with the State General Fund. If the State General Fund is replaced with the State Highway Account and the statutory deadlines to allocate and expend are extended by one additional Fiscal Year, the following will apply for all projects programmed in the Local Transportation Climate Adaptation Program:

Commented [LR7]: State Highway Account switch would provide an additional year of allocation (to June 30, 2025) and therefore allow for time extension. General Fund source requires allocation by June 30, 2024.

If the funding source does not switch to the State Highway Account, staff will pursue feasibility of trailer bill language to push back the General Fund allocation deadlines.

1. Allocation Extension – May be requested for a maximum of 12 months.

2. Contract Award Extension – May be requested for a maximum of 12 months.

3. Expenditure Time Extension- May be requested for a maximum of 12 months.

4. Project Completion Extension After Allocation – May be requested for a maximum of 12 months if, after allocation, an implementing agency finds that project completion will not occur within 36 months of the construction contract award.

26. Amendments

Project amendments may be considered for the Local Transportation Climate Adaptation Program as follows:

A. **Cost Changes** – While cost changes to a project may occur after the project is programmed, the Local Transportation Climate Adaptation Program will not program additional funds to accommodate any cost increases to a project. Any cost increases must be funded from other fund sources. If there is a change in the cost estimate, the Commission must be notified immediately in writing to explain the change and the plan to fund the increase. A revised electronic Project Programming Request form which identifies the source of the additional funding must also be included. If a fund source is not identified to fund the cost increase, the project will be deleted from the Local Transportation Climate Adaptation Program.

B. **Schedule Changes** – Schedule changes to a project will not be considered unless a time extension was approved, as specified in **Section 25.**

C. **Scope Changes** – The Commission may consider minor changes to the scope of the project if there are no impacts to the project benefits or the scope change increases the benefits of the project. If the proposed scope changes are significant, and the project benefits are decreased, the Commission will evaluate the proposed changes and determine whether to continue funding the project or to delete the project from the Local Transportation Climate Adaptation Project.

Amendment requests must be submitted as soon as an implementing agency has identified a need for one and must include documentation that supports the requested change and its impact on the scope, cost, schedule, and benefits (outputs and outcomes).

Project amendment requests must be submitted as follows:

- Implementing agencies must notify Caltrans in writing of project nomination amendments.

- The written notification to Caltrans must include:
  - Detailed explanation of the proposed change.
  - Reason for the proposed change. Provide documentation as applicable.
  - Impacts to the project benefits, including benefits to climate-vulnerable, underserved, and/or underserved communities (outputs and outcomes).
  - Comparison between the proposed benefits (outputs and outcomes) and those submitted in the initial project nomination, noting an increase, decrease, or no change and an explanation of the methodology used to develop the comparison.
  - Revised electronic Project Programming Request form documenting the proposed changes and the amendment request.

Caltrans will coordinate all amendment requests and utilize the electronic Project Programming Request to help document the change.

Caltrans will review the proposed amendment and present the agency's proposal along with Caltrans' written analysis and recommendation to Commission staff for the Commission's approval.

Project amendments requested by implementing agencies must include approval of all partner and funding entities before presentation to the Commission.

Commission staff will present recommended changes deemed by staff to be minor changes, such as those with little or no impact to project benefits or which increase the benefits of the project, to the Commission as a part of the project allocation request. Staff will present all other amendment changes to the Commission as project amendments.

No scope changes will be considered after the project has been allocated.

27. Project Cost Savings

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable benefits. The expanded scope must be approved by Commission staff before contract award. All other contract award savings will be returned proportionally and made available for redistribution in subsequent programming cycles.

Savings at project completion must be returned proportionally except when an agency has, after project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings must be returned proportionally, through a Commission action, and made available for programming in subsequent programming cycles.

When used in reference to project cost savings the word “proportionally” means that savings will be returned to each funding source based on the amount contributed from the respective source.

VI. REPORTING

28. Project Reporting

Implementing agencies receiving funds from the Local Transportation Climate Adaptation Program shall submit regular and timely updates on the status of the project.

All implementing agencies shall follow the Commission’s Accountability and Transparency Guidelines, which may be accessed here: https://catc.ca.gov/-/media/ctc-media/documents/090418-final-amended-accountability-transparency-guidelines-a11y.pdf.

Reports submitted per this Section shall be posted on the Commission’s website.

29. Project Auditing

The audit requirements are outlined in the Commission’s Accountability and Transparency Guidelines and will be required for all projects programmed in the Local Transportation Climate Adaptation Program.

30. Project Signation

An implementing agency must, for all projects, include signage stating that the project was made possible by the Local Transportation Climate Adaptation Program. The signage should comply with applicable federal and state law, and Caltrans’ manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices, which may be accessed here: https://dot.ca.gov/programs/safety-programs/camutcd/camutcd-files.

31. Title VI Requirements

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq. (“Title VI”) prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal funds or other federal financial assistance.

All projects programmed for Local Transportation Climate Adaptation Program funds shall comply with Title VI requirements, as follows:

i. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds. Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

ii. The implementing agency will ensure that no person or group(s) of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status, be excluded, or otherwise subject to discrimination, related to projects programmed and allocated by the Commission, regardless of whether the programs and activities are federally funded. The implementing agency will comply with all federal and state statutes and implementing regulations relating to nondiscrimination.

iii. A current list of Title VI nondiscrimination and related authorities is available on the Commission's website.

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VII. ATTACHMENTS

Attachment 1 – Project Nominations – Local Transportation Climate Adaptation Program

Project nominations and supporting documentation must be submitted to the Commission by MONTH DAY, YEAR.

General Project Nomination Submittal Instructions

- All project nominations must be submitted by the deadline listed above.
- Project nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.
- Applicants must submit one (1) electronic copy of the project nomination package.
- Electronic copies should be sent via e-mail to EMAIL@catc.ca.gov at or before 11:59 pm on MONTH DAY, YEAR. If electronic files are too large to send via a single e-mail, please break up the files and send via multiple e-mails.
- Each project nomination should be limited to 35 pages, excluding information requested in appendices.
- Each project nomination must utilize the letter convention as specified below.

1. Cover Letter

- The cover letter must be submitted with the project nomination.
- The cover letter must be addressed to the California Transportation Commission's Executive Director and clearly identify the nominating agency or agencies and implementing agency or agencies.
- The cover letter must include the signature of the Chief Executive Officer (or other officer authorized by the nominating agency's governing board), authorizing and approving the project nomination.
- Jointly nominated projects must have the duly authorized signatures of both agencies.

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- Where the project will be implemented by an agency or multiple agencies other than the nominating agency, the cover letter must include the signature(s) of the Chief Executive Officer or other authorized officer(s) of the implementing agency or agencies.

2. Fact Sheet

- A fact sheet, not to exceed two pages, describing the project scope, cost, schedule, and benefits (outputs and outcomes), which also includes a brief narrative of how the project nomination would increase climate resiliency to the identified climate threat, how the project considers transportation equity, and how the project will benefit climate vulnerable, under-resourced, and underserved communities. The fact sheet should be written in "plain language" so it can be easily understood by a non-technical audience. It also must include a high-quality project picture or rendering of at least 300 Dots Per Inch (DPI), as well as the nominating agency's logo. The fact sheet will be posted on the Commission's website and therefore must meet the latest state and federal web accessibility laws. Information about California website accessibility laws is available on the State's website, found here: https://www.ca.gov/accessibility/.

3. General Information

- **Overview**: Include a brief, one to three paragraph, non-technical description of the project, total project cost and requested amount. If the project includes multiple project modes, each project mode must be described.

- **Map**: A map (or maps) that clearly show the project location(s). Provide a brief description of the project location(s) including city and county boundaries.

- **Photos**: Photos (rendering or actual) of the project location(s).

- **Priority**: Project priority if the applicant (nominating agency) is submitting multiple project nominations.

- **Scope**: A clear, concise (no more than two paragraphs), publicly understandable description of the project scope. Include a list of outputs for the project. Make sure the outputs listed here are consistent with the outputs submitted in the electronic Project Programming Request form.

- **Nominating Agency and Implementing Agency Agreement**: Where the project is to be implemented by an agency other than the nominator, documentation of the

agreement between the project nominator and implementing agency must be submitted with the project nomination.

- **Reversible Lanes**: Confirmation that, for any capacity-increasing project or major street or highway realignment project, the agency considered reversible lanes for that project pursuant to Streets and Highways Code Section 100.15.

4. Screening Criteria

- The electronic Project Programming Request form (see **Appendix A**) must list all funding sources (federal, state, local, and private) of committed funds.
- Include the required documentation for eligibility verification as outlined in **Section 4**.
- Applicants must address each criterion identified in **Section 12** to be considered eligible for Local Transportation Climate Adaptation Program funding. If a criterion is not addressed, the project nomination will not be evaluated for scoring.

5. Evaluation Criteria

- Applicants must address each criterion identified in **Section 14**. If a criterion is not addressed, the project may not be funded in the Local Transportation Climate Adaptation Program.

6. Additional Evaluation Criteria

- Applicants may address each criterion identified in **Section 15**. If a criterion is not addressed, the project may not be funded in the Local Transportation Climate Adaptation Program.

7. Funding and Project Delivery

- **Delivery Method**: Specify what delivery method is being used for the project. If a delivery method other than design-bid-build is used for the project, identify the delivery method used. If the delivery method is unknown at the time of nomination, it should be reported as soon as it is known. This can be a one sentence statement, but no more than one paragraph.
- **Contracts**: If more than one contract is needed for the construction phase and separate allocations are needed, explain in this section.

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- **Schedule Threats**: In narrative form or table format, list any potential schedule threats and proposed mitigation strategies to keep the project on schedule. Examples of schedule threats include geotechnical analysis needs or concerns, complicated utility relocations, or land acquisition needs.
    - If the project requests allocation in the last fiscal year of the program, explain why the project will be ready for allocation on time.

- **Other Potential Threats**: A description of other potential threats considered including, but not limited to, threats associated with deliverability and engineering issues, and funding commitments.

- **Rail Company Coordination**: Include a timeline for any necessary coordination with rail companies such as the Union Pacific Railroad or the Burlington Northern Santa Fe railroad. Below are examples of rail company involvement:
    a) A construction maintenance agreement.
    b) Permission from a rail company is required to use, make changes to, acquire, or work on their land.
    c) A rail company must review and approve the project design.
    d) Any other kind of significant involvement.

    - If the project requires coordination with a rail company, include a timeline with the following information:

        a) When the project team will begin and end engagement with the rail company.
        b) Average review and approval timeframes for the rail company.
        c) Dates when the project team will secure any necessary approvals.
        d) Any other major milestones.

- **California Environmental Quality Act and National Environmental Policy Act Status**:
    a) A one to two paragraph description of where the applicant is in the process of securing approval for California Environmental Quality Act and, if necessary, National Environmental Policy Act.
        i. If the California Environmental Quality Act documents are not complete, in a one or two paragraph description, explain how the applicant will ensure the completion of required environmental documentation within six months of program adoption as required in the guidelines as outlined in **Section 19**.
        ii. A one to two paragraph description of the environmental and community impacts as identified in the environmental document and if applicable the proposed mitigations. This can also be presented in a table format.

iii. A link to the final environmental document(s), or the draft environmental document(s), must be included for all project segments.

8. Funding

- **Funding Table** - Provide the table below for all project phases. This table must be consistent with the electronic Project Programming Request form submitted with the project nomination.

Phase	Fiscal Year of Allocation	Amount	Funding Source	Committed or Uncommitted

- **Required Match**: Project funding must include the required funding match (as outlined in **Section 9**), if applicable.

- **Cost Overruns**: A description that demonstrates the ability to absorb any cost overruns and deliver the project nomination with no additional funding from this program.

- **Federal Discretionary Grant Funds**: Identify any discretionary federal grant funds that have been committed as of the project nomination due date, or those discretionary federal grant funds that have been applied for and not yet committed. Proof of the commitment should be provided in the form of a letter or public announcement issued by the authorizing federal agency.

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VIII. APPENDICES

Appendix A: Project Programming Request

Each project nomination must include an electronic Project Programming Request form. The electronic Project Programming Request form must list federal, state, local, and private funding categories by project phase and fiscal year. If the project nomination includes multiple project modes to be delivered under separate contracts, each project mode must have its own electronic Project Programming Request form. The scope, benefits, schedule, and funding plan of the electronic Project Programming Request form must be consistent with the information in the project nomination. Access to the electronic Project Programming Request form may be found on the Caltrans website, which may be accessed here: https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip.

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Appendix B: Equity Supplement and Resources

Example Community Engagement Strategies

Below are four examples of community engagement strategies that may be completed during the planning and/or project delivery process to further equitable project outcomes. Outreach should include traditional forms of communication, including phone calls, mailers, flyers, and in-person events as members of marginalized groups may lack access to computers and/or the internet**.**

1) Identify, reach out to, and include the perspectives of disadvantaged or historically impacted and marginalized groups. This may be done through outreach to community-based groups or organizations, such as environmental justice groups, local pedestrian and bike advocacy groups, public school leadership, local transit riders, long-distance commuters (super commuters), linguistically or physically isolated groups, seniors and elders, and youth individuals and groups. This can also include community members who may face extreme societal barriers including formerly incarcerated, undocumented, individuals with disabilities, houseless, and lesbian, gay, transgender and queer communities. Demonstrate how community perspectives were included or integrated into the project.

2) Demonstrate how community perspectives were included or integrated into the project purpose and need or scope.

3) Conduct meaningful engagement with tribal governments and incorporate their feedback into the planning process.

4) Partner with and fund or contract local organizations to support community engagement and project completion steps.

Justice40 Initiative

The Biden-Harris Administration, in signing Executive Order 14008, created the Justice40 Initiative to confront and address decades of underinvestment in disadvantaged communities. The initiative will bring resources to communities most impacted by climate change, pollution, and environmental hazards. Justice40 is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of federal investments benefit disadvantaged communities. The initiative assists applicants to identify and prioritize projects that benefit rural, suburban, tribal, and urban communities facing barriers to affordable, equitable, reliable, and safe transportation. More information on Justice40 may be accessed here: https://www.transportation.gov/equity-Justice40.

Appendix C: Climate Data Tools

The project nomination must use the California's climate projections and employ a high-emission scenario (RCP 8.5) where available from the following tools as specified in *Planning and Investing for a Resilient California: A Guidebook for State Agencies* (https://opr.ca.gov/docs/20180313-Building_a_Resilient_CA.pdf).

Cal-Adapt – The most current selection of Global Climate Models and emissions scenarios can be found on Cal-Adapt, an online tool that displays climate impacts in a spatial format and makes the underlying data available for download. Cal-Adapt may be accessed here: http://cal-adapt.org/.

Climate Change Indicators Report – The Climate Change Indicators report presents a compilation of environmental indicators that collectively describe changes to California's climate, the drivers of these changes, and the impacts of such changes on the state. The website may be accessed here: http://oehha.ca.gov/climate-change/document/indicators-climate-change-california. The report may be accessed here: https://oehha.ca.gov/media/downloads/climate-change/report/2018caindicatorsreportmay2018.pdf.

Coastal Storm Modeling System – The Coastal Storm Modeling System is a modeling approach developed by the U.S. Geological Survey that projects coastal flooding and shoreline change (sandy beach change and cliff retreat) due to both sea level rise and coastal storms driven by climate change. The Coastal Storm Modeling System was designed to understand the present-day and future vulnerability of the coast in support of federal and state climate change guidance, local planning, and emergency response.

- **Our Coast, Our Future Hazard Map** - is a collaborative, user-driven interactive tool for exploring modeling results for sea level rise and storms across California. It is the platform for data visualization, synthesis, and download of all output products from the United State Geological Survey Coastal Storm Modeling System (CoSMoS). The tool may be accessed here: https://ourcoastourfuture.org/hazard-map/.

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Appendix D: Climate-vulnerable Communities Data Tools

The following tools are intended to help applicants identify climate-vulnerable, underserved, and under-resourced communities that face disproportionate rates of economic, environmental, or health burdens. To qualify as a

CalEnviroScreen 4.0 – An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool may be accessed here: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40. The list can be found under "SB 535 List of Disadvantaged Communities", which may be accessed here: https://calepa.ca.gov/EnvJustice/GHGInvest/.

California Department of Education, Free or Reduced Priced Meals Data – The California Department of Education maintains the complete data files pertaining to students who are eligible for Free of Reduced priced Meals. Data are collected annually and can also be used to assist applicants to define their underserved community. The Free or Reduced Priced Meals Data may be accessed here: https://www.cde.ca.gov/ds/sd/sd/filessp.asp

California Healthy Places Index 3.0 – The California Healthy Places Index, developed by the Public Health Alliance of Southern of California, includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts within the State. Within the Healthy Places Index, a census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website, linked here: https://www.healthyplacesindex.org/.

- **Extreme Heat Edition** –The Health Places Index Extreme Heat Edition provides datasets on projected heat exposure for California, place-based indicators measuring community conditions and sensitive populations. It also provides a list of resources and funding opportunities that can be used to address extreme heat. More information about the tool and a live map can both be found on the UCLA Luskin Center for Innovation website, linked here: https://innovation.luskin.ucla.edu/climate/heat/. This tool is a complement to the California Heat Assessment Tool funded by the California Natural Resources Agency as part of the state's Fourth Climate Change Assessment.

Climate and Economic Justice Screening Tool – The White House Council on Environmental Quality launched version 1.0 of the Climate and Economic Justice Screening Tool, an essential step in implementing President Biden's Justice40 Initiative and ensuring that 40% of the benefits of Federal programs are reaching communities

that are overburdened by pollution and historic underinvestment. The tool may be accessed here: https://screeningtool.geoplatform.gov/en/#8/0/0.

Climate Change & Health Vulnerability Data and Indicators – The California Department of Public Health Climate Change and Health Equity Section developed climate change and health indicators, narratives, and data to better understand the people and places in their jurisdictions that are more susceptible to adverse health impacts associated with climate change, specifically extreme heat, wildfire, sea level rise, drought, and poor air quality. The indicators are organized in three domains: Environmental Exposures, Population Sensitivity and Adaptive Capacity. The Climate Change & Health Vulnerability Data and Indicators can be found on the California Department of Public Health Climate Change and Health Equity website, located here: https://www.cdph.ca.gov/Programs/OHE/Pages/CC-Health-Vulnerability-Indicators.aspx

Median Household Income – Is less than 80 percent of the statewide median income based on the most current Census Tract level data from the 2016-2020 American Community Survey (<$78,672). Communities with a population less than 15,000 may use data at the Census Block Group level. Unincorporated communities may use data at the Place level. Data is available at the United States Census Bureau website, which may be accessed here: https://data.census.gov/?intcmp=aff_cedsci_banner.

Native American Tribal Lands – Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), projects that provide benefits to Native American Tribal Government members, and/or projects submitted by tribal governments (Federally Recognized Native American Tribes).

Regional Definition – such as “environmental justice communities,” “equity priority communities,” or “communities of concern.” The Regional Definition must have been developed through a robust public outreach process that includes the input of community stakeholders and must be stratified based on severity. A regional definition of disadvantaged communities must be adopted as part of a regular four-year cycle adoption of a Regional Transportation Plan (RTP) or Sustainable Communities Strategy (SCS) by a Metropolitan Planning Organization or Regional Transportation Planning Agency per obligations with Title VI of the Federal Civil Rights Act of 1964. A regional definition of disadvantaged communities must be used for the region’s broader planning purposes rather than only to apply for Local Transportation Climate Adaptation Program funding. Applicants who choose a regional definition must explain in plain language how the community meets the regional definition.

APPENDIX E: Anti-Displacement Resources

California Department of Housing and Community Development Final 2020 Analysis of Impediments to Fair Housing Choice – Report detailing impediments to fair housing and recommendations for anti-displacement strategies may be accessed here: https://www.hcd.ca.gov/policy-research/plans-reports/docs/final2020ai.pdf

Urban Displacement Project – Comprehensive website with reports, data mapping, and resources for California local, regional, and state entities, and may be accessed here: https://www.urbandisplacement.org

Framework for Evaluating Anti-Displacement Policies – Criteria that can be utilized to better understand the ways that policy tools can be used to address the needs of vulnerable groups impacted by displacement, and may be accessed here: https://sites.utexas.edu/gentrificationproject/files/2019/09/Part-2.-Framework-for-Evaluating-Anti-Displacement-Policies.pdf

Greening Without Gentrification – Ongoing University of California, Los Angeles study that identifies and classifies parks-related anti-displacement strategies, and may be accessed here: https://www.ioes.ucla.edu/project/prads/

Transit-Oriented Development Without Displacement: Strategies to Help Pacoima Businesses Thrive – Research study focused on commercial anti-displacement strategies that can support a predominantly immigrant-owned small business community and can be accessed here: https://escholarship.org/uc/item/3gr006rd.

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APPENDIX F: Additional Resources

Below is a list of federal, state, regional, and local resources that may be used for the development of the application. Additional resources, from the Governor's Office of Planning and Research Adaptation Clearinghouse may be accessed at: https://resilientca.org/.

California Climate Action Portal (CAP-Map) – The California Climate Action Portal Map (CAP-Map) is an open data tool developed by the California Air Resources Board to recognize ongoing local government climate action planning efforts across the state. The tool aggregates creative planning ideas for tackling climate change and serves as a repository for sharing local greenhouse gas reduction strategies. Users can quickly access the climate action planning details of local jurisdictions including links to climate plans created, greenhouse gas (GHG) inventory information, GHG reduction targets, the local strategies planned to meet these targets, and more. The CAP-Map consists of both an interactive web map and a GHG reduction strategy search tool and can be found on the California Air Resources Board website, linked here: https://ww2.arb.ca.gov/our-work/programs/local-actions-climate-change/local-government-actions-climate-change.

California's Fourth Climate Change Assessment – Advances actionable science that serves the growing needs of state and local-level decision-makers from a variety of sectors. The Fourth Assessment presents information in a variety of ways, all accessible through this site. Regional reports summarize climate impacts and adaptation needs around the state, at a resolution useful for local decision makers. Statewide impacts are summarized in the Statewide Summary Report, as well as reports on Tribal and Indigenous Communities, Climate Justice, and California's Ocean and Coast. The Technical Reports are the foundation of the Fourth Assessment and include climate projections and analyses of expected impacts in various sectors across the state. The Assessment and accompanying reports can be found on the Fourth Climate Assessment website, linked here: https://climateassessment.ca.gov/.

Defining Vulnerable Communities in the Context of Climate Adaptation – This document includes the Integrated Climate Adaptation and Resiliency Program Technical Advisory Council's definition of climate-vulnerable communities, a summary of existing statewide assessment tools that can be used to identify vulnerable communities in a climate adaptation context, additional indicators that could be used to assess underlying vulnerability on a case-by-case basis, and a list of process guides that can serve to aid agencies undertaking efforts to define vulnerable communities. The document may be accessed here: https://opr.ca.gov/docs/20180723-Vulnerable_Communities.pdf.

General Plans – California state law requires each city and county to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning". The general plan expresses the community's development goals and embodies public policy

relative to the distribution of future land uses, both public and private. General plans benefit local communities by promoting better projects, streamlined processes, integrated planning, and improved access and use of available resources. The General Plan guidelines may be accessed through the Governor's Office of Planning and Research website, linked here: https://opr.ca.gov/planning/general-plan/guidelines.html.

Integrated Climate Adaptation and Resiliency Program – Senate Bill 246 (Wieckowski, Chapter 606, Statutes of 2015) established the Integrated Climate Adaptation and Resiliency Program (ICARP) within the Governor's Office of Planning and Research to coordinate regional and local efforts with State climate adaptation strategies (Public Resources Code Section 71354). The ICARP website includes the State Adaptation Clearinghouse, a centralized source of information and resources to assist decision makers at the state, regional, and local levels when planning for and implementing climate adaptation projects to promote resiliency across California, which may be accessed here: http://www.opr.ca.gov/planning/icarp/.

Local Hazard Mitigation Plans – Local communities, including cities, counties, and special districts, must prepare Local Hazard Mitigation Plans and update them at least every five years in accordance with the federal Disaster Mitigation Act of 2001. Local Hazard Mitigation Planning information may be found through the Governor's Office of Emergency Services website, linked here: https://www.caloes.ca.gov/office-of-the-director/operations/recovery-directorate/hazard-mitigation/state-hazard-mitigation-planning/.

Natural Infrastructure/Nature-based Solutions for Coastal Highway Resilience - The Implementation Guide is designed to help transportation practitioners understand how and where nature-based solutions can be used to improve the resilience of coastal roads and bridges, and may be access here: https://www.fhwa.dot.gov/environment/sustainability/resilience/ongoing_and_current_research/green_infrastructure/implementation_guide/.

State of California Sea-Level Rise Guidance Document - This updated document, released in 2018, provides a science-based methodology for state and local governments to analyze and assess the risks associated with sea-level rise, and to incorporate sea-level rise into their planning, permitting, and investment decisions. More information can be found on the Ocean Protection Council's website, and the Guidance document may be accessed here: https://www.opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf.

APPENDIX G: Glossary

Adaptive Capacity – is the ability to moderate the potential damages or take advantage of the opportunities from climate change. Adaptive capacity looks at the existing resources available to help vulnerable populations adapt, such as cooling centers, air-conditioned schools and public facilities, and water fountains at sports fields. Larger-scale weatherization programs and other upgrades to housing can further protect populations, including vulnerable populations living and working in older buildings. These efforts increase the ability of the community to adapt to extreme heat conditions; therefore, they increase the adaptive capacity of vulnerable populations. Many communities have adaptive capacity in the form of policies, plans, programs, or institutions. Understanding this adaptive capacity entails identifying existing resources and assessing the community's ability to cope with potential climate impacts.

Adjacent community – includes a populated, geographic area surrounding, contiguous and/or connected to the project nomination.

Anti-displacement – refers to various strategies, programs, and laws that intend to counteract the displacement pressures felt by individuals. Some examples include, but are not limited to rent assistance, subsidized housing, tenant protections, legal assistance to at-risk renters, rent stabilization, foreclosure prevention programs, and eviction prevention programs.

Climate adaptation – refers to a series of actions or adjustments taken in response to actual or expected climate effects to moderate impacts.

Climate change – refers to significant, long-term average changes of patterns or trends in climate conditions, such as but not limited to:

- temperature
- precipitation
- wind patterns
- snowpack levels
- sea level rise
- cliff retreat

Climate equity – seeks to integrate and operationalize social equity and environmental justice in all climate resilience efforts.

Climate impacts – refers to consequences of climate change for natural and human systems which pose many threats to public health, well-being, the environment, and property, and to the resilience of the State's transportation system upon which we all rely.

Climate resilience – refers to the capacity of any entity, such as individuals, communities, organizations, or governments to prepare for weather-related disruptions,

to recover from shocks and stressors, and to adapt and grow from a disruptive experience.

Climate threats – refers to changes of weather phenomena or natural systems resulting from climate change effects, such as but not limited to:

- sea level rise, both the increase in average levels and increasing flood levels under extreme events including storms and King Tides
- increased wildfires, forest health decline
- droughts and land subsidence
- floods, storm water runoff, landslides
- extreme weather events (storms, wind, snow, dry lightning, etc.)
- extreme heat, heat island effects
- impacts to wildlife

Climate vulnerable community – describes the degree to which natural, built, and human systems are at threat of exposure to climate change impacts. Vulnerable communities experience heightened threat and increased sensitivity to climate change and have less capacity and fewer resources to cope with, adapt to, or recover from climate impacts. These disproportionate effects are caused by physical (built and environmental), social, political, and/ or economic factor(s), which are exacerbated by climate impacts. These factors include, but are not limited to, race, class, sexual orientation and identification, national origin, and income inequality.

Community – describes either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions.

Critical infrastructure – refers to assets that support the functioning of society or whose operation and maintenance are necessary for the public's health, safety, and welfare. These assets can be natural or man-made, as well as physical or virtual, and can be held publicly or privately. The benefits from these assets are generally available to a large portion of the population, because they are held in public trust, or because their adoption is so widespread that social processes have become reliant on them. Examples of California's critical infrastructure includes, but is not limited to: publicly owned roads, bridges, ports, airports, and railways; water, wastewater, drainage, and sewer systems; schools; jails; hospitals and health care facilities; government facilities and commercial buildings; power plants; terrestrial, satellite, and wireless transmission systems; telecommunications and data information systems. For more information, applicants may refer to *Planning and Investing for a Resilient California: A Guidebook for State Agencies*.

Disadvantaged community – identified as:

i. A community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a

median household income less than 60% of the statewide average (pursuant to Public Resources Code subdivision (g) of Section 75005); or

ii. Communities identified based on geographic, socioeconomic, public health, and environmental hazard criteria (pursuant to California Health and Safety Code Section 39711). Disadvantaged communities may include, but are not limited to, either of the following:
    a. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
    b. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.

Displacement – refers to a situation in which households or businesses are involuntarily forced to relocate. Direct displacement may occur due to economic (foreclosure, rent increases, eviction, etc.) or physical reasons (environmental catastrophe, demolition of existing housing, etc.). Indirect or "exclusionary" displacement prevents people or businesses from moving into a neighborhood (i.e., excluded) because of high rents or other conditions they are unable to control or prevent, such as policies that prohibit overnight parking which may affect unhoused individuals that sleep in their vehicle. Displacement effects can include homelessness, loss of community, loss of access to jobs and services, and loss of economic opportunity, and disproportionately affects historically marginalized groups.

Environmental equity – is an approach that recognizes disparities in the distribution of, and seeks to redistribute, environmental benefits and burdens within and across communities.

Environmental justice –is the process by which environmental equity is achieved and is defined as the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

Fair Treatment – means that no group of people should bear a disproportionate burden of environmental harms and risks, including those resulting from the negative environmental consequences of industrial, governmental, and commercial operations or programs and policies.

Meaningful Involvement – means that: (1) potentially affected community members have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4)

the decision makers seek out and facilitate the involvement of those potentially affected.

Evacuation route – means a transportation route or system that:

- Is owned, operated, or maintained by a Federal, State, Tribal, or local government, and;
- Is designated by the eligible application with jurisdiction over the area in which the route is located and is used-
    - To transportation the public away from emergency events, or
    - To transportation emergency responders and recovery resources

Inclusive Economic Prosperity – is a strategy of the California Department of Public Health to embed health and equity in California climate change planning to invest in economic drivers such as schools and small businesses, sustainable and inclusive business practices, policies that reduce income inequality, and fair and accountable public institutions.

Natural infrastructure – pursuant to subsection (a) of Section 101 of Title 23 of the United States Code, means infrastructure that uses, restores, or emulates natural ecological processes and:

- Is created through the action of natural physical, geological, biological, and chemical processes over time; or
- Is created by human design, engineering, and construction to emulate or act in concert with natural processes.
- Involves the use of plants, soils, and other natural features, including through the creation, restoration, or preservation of vegetated areas using materials appropriate to the region to manage stormwater and runoff, to attenuate flooding and storm surges, and for other related purposes

Resilience – with respect to a project, means a project with the ability to anticipate, prepare for, or adapt to conditions or withstand, respond to, or recover rapidly from disruptions, including the ability–

- to have the absorptive capacity, adaptive capacity, and recoverability to decrease project vulnerability to weather events or other natural disasters, and
    - to resist hazards or withstand impacts from weather events and natural disasters, or
    - to reduce the magnitude or duration of impacts of a disruptive weather event or natural disaster on a project.

Rural area – means all areas of the State not included in urban areas.

Social equity – is an approach that recognizes systemic inequalities in the application of societal policies and seeks to apply impartiality, fairness, and justice for all people.

Urban area – means an urbanized area or urban place designated by the United States Census Bureau.

Urbanized area – means an area with a population of 50,000 or more designated by the United States Census Bureau.

Under-resourced community – has the same meaning as:

i. See "Disadvantaged communities" pursuant to Public Resources Code subdivision (g) of Section 75005 or California Health and Safety Code Section 39711, or

ii. Pursuant to subdivision (d) of Section 39713 of the Health and Safety Code –
   a. "Low-income households" are those with household incomes at or below 80 percent of the statewide median income or with household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093
   b. "Low-income communities" are census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093

Underserved – refers to geographic areas that currently or have historically experienced relatively limited access to resources, such as early-state investment capital, technical assistance, mentorship, financial services, community engagement, and investment, pursuant to subdivision (g) of Section 12099.2. of the Government Code.

a. Underserved geographic areas shall include low-wealth or rural regions, or regions designated or otherwise termed as disadvantaged by a federal entity.
   i. "Low Wealth" means a city and/or county within California with a poverty rate of at least 150% of the California statewide poverty rate (12.6%, U.S Census Bureau, 2021).

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