

2025 Local Transportation Climate Adaptation Program Eligibility

The following information is excerpted from the 2025 Local Transportation Climate Adaptation Program Guidelines and is meant to serve as a quick reference. The complete program guidelines include the policies and procedures that apply to the program, including funding restrictions, environmental process requirements, and screening and evaluation criteria. The complete guidelines can be found on the California Transportation Commission website and should be reviewed in full prior to submitting a project nomination to ensure project eligibility.

Eligible Applicants

Eligible applicants are public entities, such as federally recognized Tribes, cities, counties, county transportation commissions, Metropolitan Planning Organizations, and Regional Transportation Planning Agencies. Project proposals from private entities must be submitted by a public agency sponsor.

Eligible Projects

To be eligible for funding under this program, a project must meet the following conditions:

- Highway projects eligible for assistance under Title 23 United States Code Section 101:
 - Roads, streets, and parkways, including any road or street under the jurisdiction of and maintained by a public authority and open to public travel.
 - 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 or services eligible for assistance under Chapter 53 of Title 49 that may include transit facilities, publicly owned railroads, active transportation facilities, and public parking structures.
- Port facilities, including facilities that connect ports with other modes of transportation, improve the efficiency of evacuations and disaster relief, or aid transportation.

Local Transportation Climate Adaptation Program funds may be used for the project approval and environmental document (PA&ED); plans, specifications, and estimates (PS&E); right-of-way (ROW); and construction (CON) phases.

Eligible Activities

- A. **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)].
- B. **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)].
 - i. Applicants must notify the Secretary of the United States Department of Transportation prior to applying to the Local Transportation Climate Adaptation Program for the construction of new or redundant evacuation routes or for the installation of communications and intelligent transportation system equipment and infrastructure, counterflow measures, or shoulders. [23 United States Code 176(d)(4)(B)(III) and (IV)].
- C. **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)].
 - i. Port facilities and public transportation facilities are also eligible non-rail infrastructure [23 United States Code. 176(c)(3)(B)].
- D. **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.

Project examples may be found on the PROTECT Formula Program Implementation Guidance: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/protect/protect-formula.pdf>.