

Infrastructure Investment and Jobs Act (IIJA) Implementation

Climate Resilience and Adaptation Sub-Working Group Meeting #2

July 22, 2022 | 2:00 PM- 3:00 PM

State Budget: Transportation Adaptation Programs Summary

Leah Fisher, Office Chief for Air Quality and Climate Change, Caltrans Planning

Budget Overview

- This year's state budget included the following 3 programs which were part of SB 198
 - **State Transportation Infrastructure Climate Adaptation Project Program (State):** \$200M of federal funds set aside for adaptation projects, including the \$72M in PROTECT funds for State transportation projects
 - **Transportation Infrastructure Climate Adaptation Planning Grant Program (Local/Regional/Tribal):** \$50M Transportation Climate Adaptation Planning Grant Program administered by Caltrans
 - **Local Transportation Infrastructure Climate Adaptation Program (Local/Regional/Tribal):** \$150M Transportation Infrastructure Climate Adaptation Program administered by CTC
- The focus of this meeting is the second program, which will be discussed in further detail in the next few slides.

Teresa Favila, Deputy Director- Programming, California Transportation Commission

- CTC will be developing the Transportation Infrastructure Climate Adaptation Program- \$150 M
 - Tentative timeline: the goal is to have a program of projects by June 2023. Workshops will be set up between October and November timeline so guidelines can be taken to the Commission in December/January timeframe.
 - The next sub-working group meeting will focus on this program.

Transportation Infrastructure Climate Adaptation Planning Grant Program

- This presentation is an early preview of the grant guidelines. The purpose of this meeting is to get early input before the funding process. Everything shared today is subject to change, except for the bill language.
- This grant program is being rolled out under the Sustainable Transportation Planning Grant Program

- This is one out of four types of funding under this umbrella
- Being incorporated under the Sustainable Transportation Planning Grant program enables us to move faster and allow grantees more time to implement the project.
- Purpose
 - To identify transportation-related climate vulnerabilities through the development of climate adaptation plans
 - To incorporate transportation-related climate adaptation needs into existing transportation plans
 - Includes:
 - Climate action plans
 - Hazard mitigation
 - Safety elements of general plans
 - Resilience Improvement Plans (for PROTECT Program)
- Goal: Conduct project level planning to move into capital projects

Funding Information

- The Transportation Infrastructure Climate Adaptation Planning Grant Program adopted the overarching goals of the Sustainable Transportation Planning Grant Program
- There is up to a \$5 M set aside for Native American Tribal Governments
- 50% of grants should benefit underserved communities. The term Underserved communities is defined in the grant guidelines.

Grant Eligibility

- Primary Applicant
 - MPOs
 - RTPAs
 - Transit Agencies
 - Cities and Counties
 - Native American Tribal Governments
 - Other Public Transportation entities
- Secondary Applicant
 - MPOs/RTPAs
 - Transit Agencies
 - Universities and Community Colleges
 - Native American Tribal Governments
 - Cities and Counties with compliant Housing Elements and completed Annual Progress Reports
 - Community-Based Organizations

- Non-Profit Organizations (501.C.3)
- Other Public Entities (defined in the grant guidelines)

Potential Project Types

- The following are examples of project types:
 - Climate Vulnerability & Risk Assessments
 - Planning for extreme weather events including evacuation planning
 - Transportation Infrastructure Adaptation & Resilience Improvement Plans
 - Technical feasibility studies required to advance project level adaptation planning
 - Technical assistance projects for under-resourced & climate-vulnerable communities to perform adaptation planning
 - Developing educational resources, trainings, & workshops for any of the activities mentioned above

Project Objectives

- This following is a summary of project objectives:
 - Identify climate change impact risks to multimodal transportation infrastructure
 - Identify adaptation strategies & specific actions to remedy identified vulnerabilities
 - Include economic analysis or cost benefit analysis of identified adaptation strategies
 - Demonstrate collaboration & partnerships with diverse external stakeholders
 - Demonstrate alignment with or augmentation of existing plans
 - Identify specific transportation infrastructure vulnerabilities to climate change impacts
 - Advance the planning of specific climate adaptation projects
- The following requirements are from SB 198 (Trailer Bill) that align with the state guidance on adaptation planning. Applicants must:
 - Collaborate between sectors and across levels of government
 - Identify co-benefits that will result from the adaptation work (e.g., public health, natural ecosystems, air quality, equity, the economy, or reductions in GHG emissions).
 - Demonstrate consistency with the California State Adaptation Strategy and applicable local/regional resilience planning
 - Identify ways to incorporate transportation-related climate adaptation needs into existing transportation plans.

- Must include a public input process for communities potentially impacted by projects identified or developed as part of the planning grant.

Estimated Timeline

Note: The timeline has been updated since this meeting and could be updated further. Notes and meeting materials have been changed accordingly.

- August 2022 - Release Draft Grant Application Guide.
- September 2022 - Virtual Workshops
- October 2022 – Call for Applications
- November 2022 – Grant Application Deadline
- Dec 22' – Mar 23' - Application Evaluations
- Spring 2023 – Award Announcement

Questions and Discussion

We would like to kick off a discussion with the following question:

- Do you have feedback on project types?
- Are there specific examples of priority adaptation needs you would like to see funded through this program?
- We would like to share this information as broadly and as quickly as possible. Do you have recommendations for where/how to share this information?
- What technical assistance may be needed?

Sarkes Khachek, Santa Barbara County Association of Governments

Question: For the CTC program will there be regional targets or one statewide pot?

Answer:

- Teresa Favila: It is a relatively small/competitive statewide pot. We do not anticipate regional targets. We will conduct the normal guideline process to all agree on the specifics for the program through workshops, though they should be similar to requirements in other CTC programs.
- Leah Fisher: FHWA may add requirements later for the PROTECT funds that we are not aware of yet.

Haley Currier, Save the Bay

Question: Will there be additional weight priorities to the 50% underserved communities, for example, nature-based solutions over infrastructure hardening?

Answer:

- Yes, the bill sets requirements and priorities that will come up in scoring. The guidelines will include guidance on competitive applications, including those points. The draft guidelines will be available in mid-August for public comment, and stakeholders will have an opportunity to provide written comments or participate in public workshops.

Shannon Thaggard, Tuolumne County Transportation Commission

Question: Will allowances or technical assistance be available for rural areas?

Answer:

- While there is no specific separation of available funding for rural areas at this time, we are anticipating that Caltrans district staff will be available for technical assistance during the application process, though the technical assistance itself is not funded by the program. We welcome feedback on requesting more assistance or separations for rural areas during the outreach period.

Hana Creger, Greenlining Institute

Question: Will there be a requirement or priority for primary applicants to partner with secondary applicants (i.e. community based organizations)?

Answer:

- Not at the moment, but the requirements around showing benefits to underserved communities may address that indirectly. It can be flagged as a future consideration to make them more direct.

Fraser Shilling, U.C. Davis

Question: How much latitude will there be for projects/investigations (research) dealing with how communities get out of the way of wildfire or sea level rise when there is no obvious client or partner?

Answer:

- It's not a research grant program. There are technical feasibility studies that are eligible for agencies looking to advance planning for a project. We recommend looking at the guidelines to address specific questions.

Michael Germeraad, Bay Area Metro

Question: If not already included in the guidelines, it would be great to see seismic as an eligible impact. It is often left out of climate adaptation programs, but is a critical consideration for any resilience planning effort in CA.

Answer:

- This Bill is specific about climate risk and adaptation to climate risk, so it is not a broad definition of resilience. If a connection can be made between seismic risk and climate impacts, for instance through cascading impacts, that may be eligible.

Michael Germeraad, Bay Area Metro

Question: I see OPR ICARP staff on the call. It would be great if the Caltrans grant application for this program be as unified (as is reasonable given the Federal funds) with OPR's resilience planning grants. As Caltrans sets priorities and guidelines for this program and OPR sets theirs, it would be helpful to communicate which one different stakeholders and different projects apply for. What may be helpful to MPOs is putting together applications that could work for either program for efficiencies, with direction from the administrators.

Answer:

- We are coordinating with OPR and we will be sharing guidelines with each other and identify ways to work together. Guidelines will be shared between organizations to avoid duplication across the programs. We are looking for feedback on how to spread the word and differentiate between the two programs. We are developing a fact sheet that answers those questions.

Follow up comment:

- If there is an ability to help direct people one way or another that would be really helpful. A fact sheet outlining similarities/differences that help MPOs or other stakeholders determine which programs are a better fit for potential projects.

Lisa Colicchio, Southern California Regional Rail Authority

Question: When can we learn more about the [State Transportation Infrastructure Climate Adaptation Project Program] \$200 M of federal funds set aside for adaptation projects, including the \$72 M in PROTECT funds for State transportation projects?

Answer:

- Caltrans is currently working on State Transportation Infrastructure Climate Adaptation Project Program for Caltrans projects/funding. Given what we know about the federal funding obligation dates these will probably have to be spent on projects that are already moving in our project pipeline and are close to construction-ready. We do not have a lot of information at this time, but will provide an update when more is available.

Fraser Shilling, U.C. Davis

Question: There is a lot of use of adaptation and resilience- is there language in the bill that you have to demonstrate that it is a no-regret investment? Are there any threshold to the longevity of the project (adaptation/resilience)?

Answer:

- Adaptation and resilience are defined in the bill based on OPR's definitions used in the State Adaptation Strategy. Types and duration of solutions will be part of the scoring/decision criteria with less specificity than may be being asked.

Haley Currier, Save the Bay

Question: Does the program differentiate between planning for impacts to infrastructure vs impacts to people? Are they both covered? Also are all climate risks considered (i.e. extreme heat, flooding, sea level rise etc.)?

Answer:

- Yes, people are covered. All climate risks are considered in the grant guide.

Michael Germeraad, Bay Area Metro

Question: The \$200 million set aside is supported by \$72 million of PROTECT funds. Is that just one year of PROTECT funds with possibly an additional \$72 million for the following year(s)?

Answer:

- Yes, that is correct. The legislature created programs at the CTC and Caltrans to funnel in the PROTECT funds, although at the time it is one-time funding.

Mallory Atkinson, Bay Area Metro

Question: What is the fund source for the For the Local TICAP program (\$150M)?

Answer:

- The Local Transportation Infrastructure Climate Adaptation Program, managed by CTC is funded by the State General Fund.

Next Steps

- The grant guidelines will be released for public comment near August 15 (**Note:** The release date has been updated since this meeting and could be updated further. Notes and meeting materials have been changed accordingly.)
- We will share the meeting minutes and slides after today's meeting and any information on FHWA guidance, which we are committed to sharing with this working group.
- Our next meeting will focus on the Local Transportation Infrastructure Climate Adaptation Program
- Please reach out with any questions.