

THE INFORMATION IN THIS BOX IS NOT A PART OF THE CONTRACT AND IS FOR COUNTY USE ONLY



Contract Number

25-317

SAP Number

Public Works

Department Contract Representative	Jeremy Johnson, P.E. Engineering Manager
Telephone Number	(909) 387-8165
Contractor	California Transportation Commission
Contractor Representative	Albert Vergel de Dios – District 8
Telephone Number	909-383-4631
Contract Term	N/A
Original Contract Amount	\$11,325,000
Amendment Amount	N/A
Total Contract Amount	\$11,325,000
Cost Center	6650002000
Grant Number (if applicable)	N/A

Briefly describe the general nature of the contract:

Accept Local Transportation Climate Adaptation Program (LTCAP) grant funds to replace nine bridges on National Trails Highway, in the Daggett area.

FOR COUNTY USE ONLY

Approved as to Legal Form

SEE ATTACHED

Aaron Gest, Deputy County Counsel

Date

Reviewed for Contract Compliance

Andy Silao, P.E., Engineering Manager

Date

5/12/2025

Reviewed/Approved by Department

Noel Castillo, Director

Date

5/12/25

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► *Aaron Gest*

Aaron Gest, Deputy County Counsel

Date 4/29/25

Reviewed for Contract Compliance

►

Andy Silao, P.E., Engineering Manager

Date _____

Reviewed/Approved by Department

►

Noel Castillo, Director

Date _____

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 20-21, 2025



From: TANISHA TAYLOR, Executive Director

Reference Number: 4.6, Action

Prepared By: Rebecca Light
Assistant Deputy Director

Published Date: March 7, 2025

Subject: Adoption of the 2025 Local Transportation Climate Adaptation Program,
Resolution G-25-26

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2025 Local Transportation Climate Adaptation Program in accordance with the attached resolution and staff recommendations. The investments made by this program include replacements of vulnerable infrastructure with fire- and flood-resistant materials, upgrades to stormwater management systems, construction of emergency evacuation routes to evacuate wildfire-vulnerable communities, and resilience improvements to transit infrastructure experiencing extreme heat. The projects will help protect transportation infrastructure against the impacts of climate change and benefit climate-vulnerable communities throughout California.

Issue:

Staff recommends the Commission adopt the proposed 2025 Local Transportation Climate Adaptation Program, per the recommendations in Attachment B. The staff recommendations were made available to the Commission, the California Department of Transportation, regional agencies, local agencies, and other interested stakeholders and the public on February 7, 2025. Since the release, the individual award amounts have been updated slightly to reflect corrections made to individual agency match contributions. Commission staff met with the agencies to inform them of these corrections. The adoption of this cycle will conclude the Local Transportation Climate Adaptation Program unless there is a reauthorization of the federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program.

Commission staff recommends eight projects totaling \$90.757 million in Local Transportation Climate Adaptation Program funding. These projects have a total project cost of approximately \$146.745 million. The projects represent the following categories:

- \$50.698 million for six (6) Resilience Improvement projects.
- \$35.937 million for one (1) Community Resilience / Emergency Evacuation project.
- \$4.122 million for one (1) At-Risk Coastal Infrastructure project.

Development of Staff Recommendations

The Commission received 15 project applications requesting \$238.840 million with a total project cost of \$688.134 million. An evaluation team consisting of Commission staff and California Department of Transportation (Caltrans) staff reviewed all received applications based on the screening and evaluation criteria outlined in the Commission's adopted 2025 Local Transportation Climate Adaptation Program Guidelines.

Fact sheets for each received project nomination are available on the [Local Transportation Climate Adaptation Program webpage](#).

Programming Recommendations

The following table provides a summary of proposed programming recommendations. The funding amounts are represented in thousands:

Activity	Projects	FY 26-27	FY 27-28	Total LTCAP Funding	Total Project Costs
Resilience Improvements	6	\$11,557	\$39,141	\$50,698	\$90,235
Community Resilience / Emergency Evacuation	1	\$1,218	\$34,719	\$35,937	\$51,930
At-Risk Coastal Infrastructure	1	\$350	\$3,772	\$4,122	\$4,580
TOTALS	8	\$13,125	\$77,632	\$90,757	\$146,745

Projects adopted into the 2025 Local Transportation Climate Adaptation Program will adhere to all progress reporting requirements, including the Project Performance Analysis requirement, as outlined in the Senate Bill 1 Accountability and Transparency Guidelines adopted on March 23, 2023.

Federal Share Reductions

The PROTECT program incentivized state Departments of Transportation to create a Resilience Improvement Plan that, when adopted and approved by the Federal Highway Administration, reduces the non-federal cost share of PROTECT-funded projects. Caltrans developed the Caltrans State Climate Resiliency Improvement Plan for Transportation (SCRIPT), which was integrated into the California Transportation Plan 2025 by addendum. For all projects programmed in the 2025 Local Transportation Climate Adaptation Program, the non-federal share is reduced by a minimum of three percentage points per project. Additionally, applicants who submitted their project and were included in the SCRIPT unconstrained project programming list may have their non-federal cost share reduced by an

additional seven percentage points. Of the eight recommended projects, three are eligible for a three-percentage point reduction in their non-federal share, and four are eligible for a ten-percentage point reduction. The project in Mendocino County was not eligible for either reduction because it is being recommended to receive the full programming share for the Emergency Evacuation and Community Resilience category, which under federal law is limited to no more than 40 percent of the overall funding available for Cycle 2.

Recommended Project Examples

The recommendations include a broad spectrum of projects that increase climate resiliency for transportation infrastructure and climate-vulnerable communities, encourage walking and biking by implementing complete street measures, improve the safety and mobility of non-motorized users, and enhance public health. Examples include:

- **City of Anaheim—La Palma Avenue Storm Drain Improvement and Resiliency (\$16.560 million):** This project constructs a new underground stormwater management system to divert stormwater from La Palma Avenue into storm drains that will connect to Caltrans storm drains at the west end of the project limits. The existing curb and gutter system along La Palma Avenue and the lack of catchment basins inadequately remove stormwater from the road surface, leading to frequent roadway submersion. Recurrent flooding leads to lane closures, disrupting vehicular traffic and transit flow, and severely impacts pedestrian access to nearby K-12 schools. The project will construct 5,325 linear feet of underground storm piping, install 22 catch basins and trash screens, one detention basin, nine Americans with Disabilities Act (ADA)-compliant curb ramps, 12 accessible pedestrian signals, plant 15 trees for stormwater retention and heat mitigation, and construct 16,000 square feet of bioswales. The total project cost is \$21.380 million.
- **Los Angeles County Metropolitan Transportation Authority - LA Metro A Line Overhead Catenary System Resiliency Upgrade (\$9.630 million):** This project increases the resiliency of the most vulnerable and critical portions of the Overhead Catenary System on Metro's A Line. The project will replace 24.2 miles of existing catenary wires with auto-tension catenary wires, increasing the system's resiliency to extreme heat by automatically tightening the wires during high heat events to prevent sagging and loss of connection to the rail transit cars. This upgrade will safeguard the system from experiencing sagging during high-heat days that exceed 95 degrees Fahrenheit, preventing inefficient energy transfer and potential failure via entanglement or breakage. The total project cost is \$10.7 million.
- **Olivehurst— Roadway Climate Resiliency Project (Phase II) (\$10.7 million):** The unincorporated community of Olivehurst experiences localized flooding due to the community's lack of drainage facilities, which impacts vehicular traffic and pedestrian and bicyclist safety. The project will construct 4,795 linear feet of new storm drains, thereby eliminating the existing and inadequate roadside ditches with a storm drain system sized to accommodate anticipated peak flows generated by severe storms. Additionally, the project will rehabilitate 1.99 miles of local roads and utilize the area formerly occupied by the ditches to install sidewalks, 28 ADA-compliant curb ramps, four crosswalks, and 1.99 miles of Class III bike routes. The total project cost is \$12.892 million.

- **County of Mendocino – Redemeyer Road Extension (\$35.937 million):** The Redemeyer Road Extension Project is a critical infrastructure project aimed at providing an alternative access route for efficient community evacuation and ingress by emergency response crews into the Tribal Lands of the Guidiville Rancheria and the subdivisions of Pepperwood Place, Deerwood, El Dorado, and Vichy Springs in Mendocino County, California. The project, which builds upon preconstruction funding awarded in the 2023 Local Transportation Climate Adaptation Program, will construct a two-lane arterial with paved shoulders and an all-weather bridge across the Russian River. The total project cost is \$51.930 million.
- **City of Berkeley – Interstate 80 and Aquatic Park Lagoon Subsurface Culvert Resiliency Project (\$4.122 million):** The project will renovate the existing subsurface culverts, referred to as “tide tubes” at Aquatic Park in the City of Berkeley. The aging culvert system, constructed in the late 1920s to exchange tidal waters between the San Francisco Bay and the inland lagoon at Aquatic Park, is projected to fail by 2030. Due to the growing pressures of sea level rise and the increased frequency and severity of storms, the structural deterioration may lead to the collapse of the asphalt surface on I-80, severely impacting economic activity and traffic patterns throughout the broader Bay Area and Northern California. The project will rehabilitate five (5) existing tidal tubes that serve the Aquatic Park Main Lagoon and two (2) interconnecting tubes between the Main Lagoon and Model Yacht Basin. Additionally, the shoreline will be fortified on the San Francisco Bay side to boost the resiliency of the culverts to tidal impacts resulting from climate change. The total project cost is \$4.58 million.

Background:

The federal Infrastructure Investment and Jobs Act established the PROTECT program. The PROTECT Formula 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 support resiliency improvements, community resilience and evacuation routes, and at-threat coastal infrastructure.

Senate Bill 198 (Committee on Budget and Fiscal Review, Chapter 71, Statutes of 2022) created the Local Transportation Climate Adaptation Program. The Program combines the federal PROTECT Formula Program, which provides approximately \$50 million in yearly funding and a one-time state appropriation of \$148 million to develop and implement projects that adapt at-risk transportation infrastructure to natural hazards and directly benefit climate-vulnerable communities.

At its June 28, 2024, Commission meeting, the Commission adopted the 2025 Local Transportation Climate Adaptation Program Guidelines, which set the policy, standards, criteria, and procedures for the program's development, adoption, and management. The Guidelines incorporated all legislative requirements relating to PROTECT and Senate Bill 198.

Attachments:

- Attachment A: Resolution G-25-26
- Attachment B: 2025 Local Transportation Climate Adaptation Program – Staff Recommendations

APPROVED BY

CTC

MAR 20 2025

Reference No.: 4.6

March 20-21, 2025

Attachment A

California
Transportation Commission

**CALIFORNIA TRANSPORTATION COMMISSION
ADOPTION OF THE 2025 LOCAL TRANSPORTATION CLIMATE ADAPTATION
PROGRAM**

RESOLUTION G-25-26

- 1.1 **WHEREAS**, the Local Transportation Climate Adaptation Program was created by Senate Bill 198 (Committee on Budget and Fiscal Review, Transportation, Chapter 71, Statutes of 2022) to support the development and implementation of projects that adapt local surface transportation infrastructure to climate change and protect climate vulnerable communities, and
- 1.2 **WHEREAS**, Government Code Section 14564 requires the California Transportation Commission (Commission) to administer the Local Transportation Climate Adaptation Program; and
- 1.3 **WHEREAS**, the 2025 Local Transportation Climate Adaptation Program Guidelines were adopted by the Commission on June 27, 2024; and
- 1.4 **WHEREAS**, the guidelines describe the policies, standards, criteria, and procedures for the development and management of the 2025 Local Transportation Climate Adaptation Program funding cycle; and
- 1.5 **WHEREAS**, the staff recommendations conform to the 2025 Local Transportation Climate Adaptation Program Guidelines and other statutory requirements for the 2025 Local Transportation Climate Adaptation Program; and
- 1.6 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its March 20-21, 2025 meeting.
- 1.7 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the 2025 Local Transportation Climate Adaptation Program as described in Book Item 4.6; and
- 2.1 **BE IT FURTHER RESOLVED**, that having a project included in the adopted 2025 Local Transportation Climate Adaptation Program is not an authorization to begin work on that project. Contracts may not be awarded, nor may work begin, until an allocation is approved by the Commission for a project in the adopted program and, a Federal Authorization to Proceed has been received for federally funded projects; and
- 2.2 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2025 Local Transportation Climate Adaptation Program must comply with the 2025 Local Transportation Climate Adaptation Program Guidelines; and

- 2.3 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered a “not to exceed amount” and any increases in cost beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.4 **BE IT FURTHER RESOLVED**, projects adopted into the Local Transportation Climate Adaptation Program will adhere to all progress reporting requirements, including the Project Performance Analysis requirement, as outlined in the Senate Bill 1 Accountability and Transparency Guidelines, adopted on March 23, 2023; and
- 2.5 **BE IT FURTHER RESOLVED**, that staff, in consultation with the California Department of Transportation, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2025 Local Transportation Climate Adaptation Program in order to reflect the most current information, or to clarify the Commission’s programming commitments, and shall request Commission approval of any substantive changes.

**2025 Local Transportation Climate Adaptation Program
Staff Recommendations - Projects Recommended for Funding
(\$1,000s)**

Attachment B

County	Implementing Agency	Project Title	Project Type	Total LT/CAAP Funding Recommendation	26-27	27-28	Total Project Cost	Rank
Orange	City of Anaheim	La Palma Avenue Storm Drain Improvement and Resiliency	Resilience Improvement	\$ 16,560	\$ -	\$ 16,560	\$ 21,380	MH
Riverside	City of Riverside	14th Street Underpass Stormwater Pump Station Planning	Resilience Improvement	\$ 1,125	\$ 450	\$ 675	\$ 7,250	MH
Los Angeles	LA County Metropolitan Transportation Authority	LA Metro A Line Overhead Catenary System Resiliency Upgrade	Resilience Improvement	\$ 9,630	\$ 9,630	\$ -	\$ 10,700	MH
Yuba	County of Yuba	Olivehurst Roadway Climate Resiliency Project Phase II	Resilience Improvement	\$ 10,700	\$ 1,136	\$ 9,564	\$ 12,892	MH
Alameda	City of Berkeley	Interstate 80 and Aquatic Park Lagoon Subsurface Culvert Resiliency	At-Risk Coastal Infrastructure	\$ 4,122	\$ 350	\$ 3,772	\$ 4,580	MH
Los Angeles	City of El Monte	El Monte Flood Mitigation and Storm Drain Resiliency	Resilience Improvement	\$ 1,358	\$ 341	\$ 1,017	\$ 11,013	M
Mendocino	Mendocino County	Redemeyer Road Extension	Emergency Evacuation	\$ 35,937	\$ 1,218	\$ 34,719	\$ 51,930	M
San Bernardino	San Bernardino County	Route 66 Resiliency Improvement Project	Resilience Improvement	\$ 11,325	\$ -	\$ 11,300	\$ 27,000	M
TOTALS				\$ 90,757	\$ 13,125	\$ 77,607	\$ 146,745	
Funding Capacity				\$ 90,757				
Remaining Funding				\$ -				