



Climate Change Adaptation Funding Pathways in California: Transportation funding for regional adaptation planning

Pathway: Expand an existing or create a new grant program to dedicate funds for multi-stakeholder collaborative regional transportation planning to adapt to sea level rise.

Climate risks addressed: Sea level rise

Timeline for implementation: 1-3 years

Estimated funding amounts: \$10 million annually to support 5 to 20 multi-year grants with each grant cycle (total project costs assumed to be \$500,000 to \$2 mil. each).

Social equity considerations: At least 50% of each project study area would need to include disadvantaged communities.

Implementation pathway: Advocate for (1) state legislative change to reallocate or increase existing transportation planning funding, or (2) additional federal funding for the FHWA State Planning & Research Program through re-authorization of surface transportation legislation.

Background: Resources Legacy Fund (RLF) has worked with the OnClimate Team to develop four funding pathways that address pressing climate resilience needs in California. Our objective is to increase funding for climate adaptation and resilience in California in a fiscally responsible and socially equitable manner. We focus on funding current adaptation priorities with solutions that are reasonably feasible now or in the near-term, given current trends.

What transportation funding for regional adaptation planning would do:

- Seek multi-benefit projects where adaptation of the state highway system would affect surrounding property owners



- Identify multiple funding streams for projects that provide more than just transportation benefits
- Use an approach that integrates social, environmental, and economic issues early in project planning to streamline project implementation
- Challenge stakeholders to identify feasible alternatives by evaluating economic,

Prepared for:



Prepared by:



With:



environmental, and social costs and benefits

Why this is needed:

- Large transportation projects have extensive lead times and sea level rise is already affecting segments of the state highway system
- Collaborative planning among multiple stakeholders is costly and difficult to fund under existing programs
- Over 200 miles of state highways are projected to be affected by sea level rise by the end of this century with adaptation costs in the billions of dollars



Potential stakeholders:

- Coast/bay regional transportation planning agencies
- Coast/bay cities and counties with threatened segments of the state highway system
- Utilities, railroads, and other enterprises with threatened assets along the coast/bay and adjacent to the state highway system
- Commercial, industrial, and residential property owners with threatened assets along the coast/bay and adjacent to the state highway system



- Wetland conservation and other environmental groups where adaptation could use green infrastructure

Social equity considerations:

- Many disadvantaged communities are threatened by sea level rise and adjacent to the state highway system
- Mandate that 50% of each project study area include disadvantaged communities



Next steps:

- Conduct a detailed analysis of authorizations for state transportation funding to determine if existing funds can be reallocated or new funds identified
- Identify national advocacy organization that would track congressional authorization of the surface transportation legislation and identify opportunities for expanding funding



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This funding pathway proposal is drawn from the report: "[Proposed Funding Pathways for Adaptation to Climate Change in California](#)", produced for the Resources Legacy Fund by the OnClimate Team.

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