



Reconnecting Communities: Highways to Boulevards

Program Guidelines

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Reconnecting Communities: Highways to Boulevards Program Description

Overview

The Reconnecting Communities: Highways to Boulevards Pilot Program (RC:H2B) was established, to be administered by the California Department of Transportation (Caltrans), with guidance from the California State Transportation Agency, and in consultation with the California Transportation Commission, the Department of Housing and Community Development, the Strategic Growth Council, and the Governor's Office of Planning and Research, to provide funding, upon appropriation by the Legislature, for the purpose of awarding competitive grants to eligible entities, in partnership with Caltrans, for planning or implementing the conversion or transformation of underutilized state highways into multimodal corridors that serve residents of underserved communities.

These guidelines describe the policies, criteria, and procedures for the development, adoption, and management of the state RC:H2B Pilot Program. The guidelines were developed through workshops that included participation from a broad range of stakeholders such as local government agencies, transit agencies, and tribal governments and others.

Grant Priorities and Policy Priorities

The primary goal of the RC:H2B Pilot Program is to reconnect communities harmed by transportation infrastructure, through community-supported planning activities and capital construction projects that are championed by those communities. RC:H2B aligns with the State of California Streets and Highways Code Section 104.3, the California Transportation Plan 2050 (CTP 2050), the Climate Action Plan for Transportation Infrastructure (CAPTI) and the Federal Reconnecting Communities Pilot Program Merit Criteria.

One hundred percent of the program funds are awarded to projects that benefit underserved communities. An underserved community for the purpose of the grant is defined in the subsequent section *Evaluation, Determining Eligibility, Benefit to Underserved Community, Defining "Underserved"*.

Goals

Pursuant to the statute, the intent of the RC:H2B is to achieve the following goals:

- (1) Restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.
- (2) Provide matching funding for potential federal grant funds.

- (3) Advance health and equity outcomes for underserved communities by removing health, safety, and access barriers associated with transportation infrastructure within communities.
- (4) Improve access to opportunity by improving travel options and reducing combined household transportation and housing costs for underserved communities.
- (5) Create opportunities for implementation of affordable housing and affirmatively furthering fair housing.
- (6) Avoid or minimize direct and indirect displacement effects from project implementation.
- (7) Advance community-based or community-driven transportation planning.

Award Information

Award Information Overview

The RC:H2B Pilot Program will be awarded based upon a competitive “Call for Communities”. Caltrans anticipates granting awards to three communities, one in an urban area, one in a rural area, and one along a corridor. Selection will be based on how their applications address the needs of the community while aligning with the program goals. An application will include the full projected lifecycle of a project(s) from concept to final completion, but may not have defined scope, schedule, and budget for all phases at time of application. A project may include multiple phases and components. The potential for concurrent or expedited delivery of project components or phase components may be considered, as determined prior to start of each project phase.

Once a community is awarded, the lead applicant will receive a letter of commitment/award. Prior to each phase a Program Supplemental Agreement (PSA) will be executed under an existing Caltrans Division of Local Assistance (DLA) Master Agreement between Caltrans and the lead applicant and/or the implementing agency. No RC:H2B funds shall be dispersed until the PSA for the designated phase is executed.

The RC:H2B award will provide awardees with the commitment from Caltrans to work in partnership with the lead applicant and co-applicants through the lifecycle of the project. Caltrans' partnership will begin with the first phase called Community Readiness, where a preliminary draft vision for all future phases and components of the project will be established. Additional information can be found in the forthcoming Section *Phases of Work*. During this Community Readiness phase, a detailed scope schedule and budget estimate is prepared for the next phase of work, which typically is the Planning Phase. If awardee has performed prior efforts or activities related to their proposed project, the next

phase after Community Readiness may be a later phase than Planning dependent on the applicability of those prior efforts. Awarded fund amounts will be determined and dispersed prior to the beginning of work on each phase. The amount of grant funds per phase will be based on the scope schedule and budget developed in partnership with Caltrans prior to initiating each phase of work.

Availability of Funding

A total of \$149 million in Fiscal Year (FY) 2022/23 state funding has been made available to awardees of the RC:H2B program. The funding will not be granted to awardee at time of award but will be dispersed at the beginning of each project phase or phase component.

The lead applicant or co-applicant will be the implementing Agency for each project phase. The implementing agency will execute a PSA for that particular phase or phase component, which will include the financial agreement for that phase's scope of work. Projects cannot incur expenses on any phase of work prior to executing a scope specific contract with Caltrans and receiving a notice to proceed.

If a project, or project phase includes funding from any federal sources, the project will then be federalized. Reimbursable work or invoicing of expenses on that phase cannot be incurred prior to receiving Federal Authorization to Proceed (E-76). The lead agency for the grant must submit a Request for Authorization to Proceed package. If all requirements have been satisfied, a minimum of three weeks processing time should be allowed to receive the federal Authorization to Proceed. Additional information for project authorization on capital construction projects can be found in the *Local Assistance Procedures Manual (LAPM) Chapter 3, Project Authorization*.

Eligibility Information

Eligible Applicants

Eligible applicants consist of the lead applicants and co-applicants; these may include but are not limited to, units of local government, Metropolitan Planning Organizations (MPOs), local agencies, regional agencies, joint powers authorities, federally recognized Tribal governments, and transit agencies. Caltrans is an eligible applicant under the RC:H2B program but may not be the lead applicant on a project application. Caltrans may be identified as an implementing agency for a particular phase or project component.

The designated lead applicant will submit the application, but they may or may not be the implementing agency for every project phase. The lead applicant must have an existing executed Master Agreement with DLA or be in process of

obtaining one at time of application submission. If identifying a separate implementing agency on a particular phase, that implementing agency must also have an executed Master Agreement with DLA. The implementing agency may choose to contract out eligible activities to a third-party contract.

If the eligible facility is on the State Highway System (SHS), Caltrans must be a co-applicant. Whoever owns the Right-of-Way (ROW) for the eligible facility must also be a co-applicant. Agencies with limited experience or capacity to successfully deliver a project that complies with the accounting requirements as set forth by this grant should identify MPOs, or other experienced entities, as co-applicants.

Applicants are highly encouraged to establish partnerships. Partners may or may not be eligible applicants. The roles and responsibilities of a partner will vary across the different phases of the project but will overall be determined prior to the completion of the Community Readiness phase. They may include specific tasks such as support with grant administration or execution, conducting community involvement and providing feedback on project outcomes or serve as a separate collaborative stakeholder structure (e.g., community advisory board). A partner must provide value to the project in some way. Lead and co-applicants may choose to partner on the application with the following:

- Tribal governments
- Community-based organizations
- Joint powers authorities
- Local government agencies
- Nonprofits and foundations
- Small businesses
- Organizations with a history of providing community-based outreach or technical assistance which may include, but are not necessarily limited to, the following:
 - Academic institutions
 - Faith-based organizations
 - Farming cooperatives
 - Neighborhood associations
 - Resource conservation districts
 - Tribal-serving organizations
 - Community choice aggregates
 - Community land trusts
 - Non-profit organizations

For additional information on Partnerships please see Section *Evaluation, Determining Alignment*.

Table 1: Summary of Eligible Applicants

Applicant Type	Roles & Responsibility	Requirement
Lead Applicant	The primary grant administrator; in charge of the program and fiscal reporting.	<ul style="list-style-type: none"> · There is only one lead applicant. · Must have an existing Master Agreement with DLA. · Must act as grant administrator, unless designate an implementing agency. · The Lead cannot be Caltrans.
Co-Applicant(s)	An eligible applicant who is jointly involved in the submittal of program application. Multiple co-applicants are encouraged.	<ul style="list-style-type: none"> · Must be an eligible applicant. · Must be Caltrans if project on SHS.
Implementing Agency	Is the lead applicant or co-applicant who will carry out the implementation of work for a particular phase or project component.	<ul style="list-style-type: none"> · Must be a Lead or Co-Applicant. · Must have an existing Master Agreement with DLA. · May vary per project phase.
Partnering Organization(s)	Local agency, Tribal government, or other organizations with a history of providing community-based outreach or technical assistance who will provide value to the application.	<ul style="list-style-type: none"> · May or may not be an eligible applicant. · Must submit proof of active partnership and partnership structure that identifies roles and responsibilities of each partner identified in the application.

Eligible Facilities

The proposed project must address an “eligible facility,” which is defined as a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. The application may propose solutions that include multiple facilities and elements, and some may not be associated with an eligible transportation facility. Awardee, in partnership with Caltrans, will determine which facilities or elements may be funded with transportation RC:H2B funds and which would require procuring other funding sources. At a minimum, the application must address at least one eligible facility creating a barrier.

- List of suggested facilities creating the barrier:
 - Interstate Highway
 - State Highway
 - Arterial Roadway
 - Other Street or Road
 - Bridge or Viaduct
 - Transit
 - Rail
 - Port

Eligible Proposed Improvement Area

The application must include an eligible proposed improvement area. The RC:H2B Pilot Program aims to invest in areas that shall clearly demonstrate a direct and meaningful benefit to an underserved community.

Applicants must define a contiguous proposed improvement area of any shape. The shape must encompass the community, or communities, receiving the proposed benefit. The proposed improvement area shall also contain the locations that will likely have deliverable improvements implemented by project completion. The size of the improvement area is limited to approximately 5 square miles for applicants applying under the Urban Grant category and 10 square miles for applicants applying under the Rural Grant category. For the Corridor Grant category, it can either be located within a rural or urban area. Each identified community along the corridor will have its' own proposed improvement area, limited by the 5 square miles in urban areas and 10 square miles in rural areas. There is no limit to the number of communities identified along a corridor, but it is recommended to include no more than three proposed improvement areas to allow awardees to focus on implementing the project components and ensuring delivery of the proposed scope of work to the communities in need. See subsequent *Definitions* section of these program guidelines for more details on the three grant categories.

Applicants will provide with their application a map identifying the proposed communities receiving the benefit overlaid with the boundaries of the Proposed Improvement Area and the associated census tracts.

The proposed improvement area will be defined as benefiting an underserved community if more than or equal to half of all the census tracts that are fully or partially within the proposed improvement area boundary meet the definition of underserved. See subsequent section *Evaluation, Determining Eligibility* for additional information on underserved criteria. For a corridor, each proposed community along the corridor shall have its own proposed improvement area,

which shall each qualify as benefiting an underserved community if more than or equal to half of all the census tracts that are fully or partially within the particular proposed improvement area boundary meet the definition of underserved.

Phases of Work

Projects at time of application may not have a clearly defined scope, schedule and budget for each project phase or component. All awarded projects will include the first phase of the project, known as Community Readiness. Projects will progress from the Community Readiness phase to the next phase of the project, which is typically the Planning phase. Awardees may have performed prior work or efforts in relation to their RC:H2B proposed scope of work. During the Community Readiness phase, the prior efforts will be reviewed, and the appropriate next phase will be established, which may not necessarily be the Planning phase. Prior work efforts performed will need to be in line with the goals of the program and may require updating or revisions.

Community Readiness

Community Readiness includes discussions with partners to perform preliminary planning activities and begin or continue efforts with community involvement. The outcomes and deliverables of the Community Readiness phase will be the preparation of a preliminary outline or vision of the projected future phases and components, including a draft financial plan, identification of community stakeholders/ partners and their role(s), , and a plan to address the applicable Program Goals and efforts proposed in the application. A detailed scope, schedule and budget will also be developed for the next phase of the project.

Planning

Eligible planning activities are aligned with the federal Reconnecting Communities Pilot program and state goals for reconnecting communities.

- A. Community engagement, consultation, and leadership activities. Includes technical assistance for community engagement consultation and leadership.
- B. Planning studies, needs assessments, feasibility studies, scenario planning, conceptual designs, comprehensive multi-modal corridor planning for reconnection, and other planning products.
- C. Preliminary project plans and design documents needed to deliver implementation projects. Example is a design document up to 30% completion that accompanies environmental review.
- D. Early action implementation plans for interim design solutions that demonstrate proof of concept for projects. Examples may include demonstration projects, and small projects (example: underpass improvement including lighting, art, multi-modal improvements, road diet).

- E. Establishment of a community land trust for the development and use of excess or surplus land created by the removal, retrofit, or transformation of an underutilized highway. Includes support of other efforts to develop or deliver affordable housing around a transportation barrier, on an affordable housing opportunity site, or within a pro-housing designated jurisdiction.
- F. Other transportation and community-based transportation planning activities required to advance a specific project. Includes technical assistance for non-profit organizations to move concepts to project delivery.
- G. Other planning activities authorized for funding under the federal Reconnecting Communities Pilot Program.

Project Approval and Environmental Design (PA&ED)

Eligible PA&ED activities may include environmental review, consultation, or other efforts required under any state and federal environmental laws relating to the review or approval of an eligible project. Examples are completion of National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) documents for a capital construction project, as applicable.

Design

Eligible Design phase activities include activities to be completed following the initial necessary feasibility studies and other planning activities. Activities may include:

- A. Detailed design activities, preparation of Plans, Specifications and Estimates (PS&E) from 30% up to 90-100% complete.

Construction

Eligible projects include those for which all necessary feasibility studies, detailed design of PS&E documents up to 90-100%, and other planning activities have been completed. Projects must be consistent with the Long-Range Statewide Transportation Plan, included in the Metropolitan Long-Range Plan (if applicable), and in the Metropolitan Transportation Improvement Program (TIP) and/or the Statewide Transportation Improvement Program (STIP), Tribal Transportation Improvement Program (TTIP), Federal Transportation Improvement Program (FTIP), or equivalent, as applicable, prior to the obligation of the award of Federal funds.

Activities may include:

- A. Permitting activities including the supplemental or final completion of the CEQA or NEPA process as applicable.
- B. Right of Way (ROW) certification and permitting.
- C. Update and finalizing of PS&E as applicable.

- D. Associated Support Costs to administer the contracts.
- E. Construction activities associated with the removal, retrofit, or mitigation of an eligible facility; the replacement of an eligible facility with a new facility that restores community connectivity.
- F. Delivering the mitigation impacts identified through the CEQA or NEPA process or other planning and project development for the capital construction project.

Prior to initiating work on each phase, or a component of each phase, awardee shall work with Caltrans to prepare a PSA that includes the scope, schedule, and budget. Although Caltrans may not be performing a full review of the PS&E package at time of construction allocation, the implementing agency is reminded all documents relating to the project are subject to review by Caltrans.

Caltrans will consider expedited or concurrent delivery of phases or components of phases. Caltrans will perform an evaluation and risk assessment prior to approval of any concurrent work.

Ineligible Activities

This program aligns with the Federal Cost principles and must comply with [2 Code of Federal Regulations \(CFR\), Part 200](#).

A list of ineligible activities and costs is provided, although this list is not all inclusive.

- Ineligible Activities.
 - Some activities or project components are not eligible for reimbursement under this grant program. If an application has any of the following elements and is seeking reimbursement for any of them, it will be disqualified.
 - Highway capacity expansion without demonstrated careful consideration and assessment of net benefits and impacts and alternatives that would otherwise maximize use of the existing system
 - Projects that displace residents with no mitigation
 - Projects that decrease available affordable housing
 - Projects that are not within underserved communities
 - Project that consists of unmitigated displacement.
- Ineligible Expenses include:
 - Funds used to support or oppose union organizing.
 - Stipends or gift cards

- The RC:H2B funds shall not supplant other committed funds.
- Purchase of vehicles.
- Work performed prior to the execution of a Program Supplement Agreement and receipt of a Notice to Proceed.
- Other items unrelated to the project or RC:H2B goals.
- Costs that do not comply with 2 Code of Federal Regulations (CFR), Part 200.

Funding

Reimbursement

The RC:H2B is a reimbursement program for eligible costs incurred to the designated implementing agency for each individual phase. The implementing agency may begin incurring costs upon entering into an agreement with Caltrans and receiving a Notice to Proceed. Please see subsequent section *Award Administration and Delivery, Grant Agreement* for additional information. Costs incurred prior to agreement execution, receiving a Notice to Proceed, and for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement.

Grant recipients must submit invoices on a regular and timely basis. This is no more frequently than quarterly and no less frequently than every 6 months. Grant recipients must communicate with Caltrans project manager to ensure any issues are addressed early during the project period.

Staff salaries for those working directly on the project are an eligible expense and comply with 2 CFR Part 200. In addition, travel expenses for state only funded agreements for activities directly related to the approved scope of work may also be eligible, although these and per diem rates are not to exceed the rate specified by the State of California Department of Personnel Administration for similar employees (i.e., non-represented employees). For more information on eligible travel expenses, visit the [Caltrans Travel Guide Website](#). For more information on eligible travel expenses on phases or components funded at least in part with federal funds, visit <https://www.gsa.gov/travel/plan-book/per-diem-rates/fy-2023-per-diem-highlights>.

Cost Sharing and Matching

Projects funded from the RC:H2B pilot program will not require a match of private, local, federal or other state funds. While matching funds are not required for the State RC:H2B award, it is encouraged for applicants to obtain other funding sources. Once a scope, schedule and budget is established for a particular phase, it may be determined additional funding outside of the RC:H2B grant funds

may be needed to prepare a fully funded project phase. These additional funds may be eligible state, local, federal, private, philanthropic, or other funds. Leveraging and cost sharing of other funding sources may be needed for any or all phases to accomplish the goals and to address the needs of the community. Co-applicants or partners may be a resource to navigate other available funding sources.

It is the intention of this program to leverage RC:H2B funds to the fullest extent possible. Pursuant to the statutory goals of the program, applicants, in cooperation with Caltrans, are expected to apply for the Federal Reconnecting Communities Pilot Program (RCP) administered by the Federal Department of Transportation (US DOT), and other grant opportunities.

If a project phase is funded through multiple funding sources, all sources must be expended concurrently and proportionally on the project phase programmed with competitive program funds. Proportional invoicing of grant funds will be determined by a reimbursement ratio for each phase. The reimbursement ratio is calculated as the total RC:H2B funds provided on the phase divided by the subtraction of any non-participating funds and in-kind contributions from the Total Project Phase Cost.

An exception to proportional spending may be granted, following Caltrans' review of the request, if one of the following conditions are met:

- The project receives matching funds from the US DOT on the RCP Program;
- The agency can support the need for disproportional spending to meet any reversion of funds deadlines for the other funding sources; or
- It is necessary to expend the state RC:H2B funding prior to the RC:H2B fund expenditure deadline.

Accounting Requirements

Grant recipients, whether lead applicant or a designated implementing agency, are required to maintain an accounting system that properly records and segregates incurred project costs by line item. The accounting system of the grant recipient, including its sub-recipients and sub-contractors, must conform to [Generally Accepted Accounting Principles](#) that enables the determination of incurred costs at interim completion points. This accounting system must also provide support for reimbursement payment vouchers or invoices sent to or paid by Caltrans. Allowable project costs, regardless of state or federal funding, must comply with Title [2 Code of Federal Regulations \(CFR\), Part 200](#).

It is the grant recipient's responsibility to monitor work and expenses to ensure the project is completed according to the contracted scope, cost, and schedule. The grant recipient agrees that all cost savings and unused grant funds will revert back to the RC:H2B program and may be used on future phases or components as allowable. If RC:H2B grant funds are not expended within the timeline specified

in the PSA, those funds would also revert to the RC:H2B program. In the event of nonperformance by the grant recipient, or if project outcomes and benefits are not met, Caltrans shall require full recovery of all disbursed grant funds. A grant recipient shall provide a money transfer confirmation within 60 days upon the receipt of a notice from Caltrans that grant funds must be reimbursed. If a grant recipient does not expend funds within the timeline specified in the PSA or does not perform, it could impact the grant recipient's competitiveness in any potential future funding cycles of this program.

If requesting reimbursement of indirect costs, grant recipients, subrecipients, consultants and contractors must provide an approved Indirect Cost Allocation Plan/Indirect Cost Rate Proposal (ICAP/ICRP) agreement with Caltrans, or the grant recipient's "cognizant" agency, for each year that the grant recipient is seeking reimbursement for indirect costs. A "cognizant" agency is the federal agency responsible for reviewing, negotiating, and approving cost allocation plans or indirect cost proposals. If the agency does not have a current ICAP/ICRP with Caltrans or its cognizant agency and wants to be reimbursed for indirect costs, it can submit an ICAP/ICRP request to Caltrans' Internal Audits Office (CIAO) in accordance with the options and submission processes found on the following webpage: <https://dot.ca.gov/programs/audits>. Agencies can also e-mail audits@dot.ca.gov. ICAP/ICRP documentation must be included in the PSA for each phase or phase component that the grant recipient is seeking reimbursement for indirect costs. Note that if the agency submits an ICAP/ICRP request to CIAO, it can take time for this request to be reviewed and approved.

Funding Restrictions

All RC:H2B funds are to be expended by June 30, 2026 without prior written approval from Caltrans. If a phase is funded with RC:H2B funds and other funding sources, disproportional spending may be considered to aid in expending the RC:H2B funds prior to this expenditure deadline, assuming it complies with the requirements of all other fund sources.

The RC:H2B Pilot Program may participate in cost increases due to unforeseen circumstances to the project, or project phase once a PSA has been executed for that particular phase. Approval or award of additional RC:H2B funds to cover a cost increase will be reviewed by Caltrans on a case-by-case basis and is not guaranteed. Review and approval will take into consideration RC:H2B funding availability, cost sharing opportunities on the project, and other available mitigation efforts to reduce the cost overruns. The RC:H2B funds may fund the cost increase in full or in part as determined during Caltrans' review of the request.

Application and Submission Information

Content and Form of Application Submission

Applications will be submitted online through a virtual form submission process. The link to the online application intake form is available on the [RC:H2B website](#). A fillable word document of the application intake form can be downloaded from the website, to aid applicants in filling out the online application intake form. The form will contain the same questions as the main online form. Since it is not possible to save progress on the online form, the word document is provided for applicants to type up their answers, copy, and paste it into the online form when ready to submit. Completing this fillable word version of the form is completely voluntary. If it is submitted, Caltrans will not review it and will only review the answers submitted in the online application intake form and the required attachments.

Templates for the required attachments will be available for download on the same RC:H2B website link provided above. Once applicants complete the required attachments, the applicant will then upload all attachments through the online application intake form prior to submitting.

The deadline for submittal is September 20, 2023, 5:00 PM Pacific Daylight Time sharp. No late applications will be accepted or evaluated.

Application Limit

A lead applicant may submit no more than one application per grant category (Rural, Urban, or Corridor). Applicants are encouraged to form joint applications and place-based partnerships. There is no limit to the number of applications that an applicant may be a co-applicant or partner on. If a lead applicant submits an application in two or more separate grant categories, each application should be for separate distinctive communities. There should be no overlap in scope between any two applications. Unrelated project components should not be bundled into a single application for the purpose of adhering to the limit.

Evaluation

Screening Criteria

Prior to investing time into drafting an application, potential applicants are encouraged to self-assess their proposal's eligibility and alignment using the **Initial Screening Self-assessment** as follows:

Applicant identified one of the three area grant type categories:

- Urban Rural Corridor

- Does the application address in detail existing community engagement efforts/partnerships?
 - Has detailed justification been provided that demonstrates your project is predominantly benefitting underserved communities?
 - Is the Proposed Improvement Area located within or partially in an underserved community?
1. What are the known barriers in the community, if any? What are the strategies used, or will be use, to identify those barriers? How will the project remove those barriers and increase access to opportunities?
 2. How does the project plan to include and document a meaningful public engagement process that includes community-based participation? Has there been previous public engagement efforts?
 3. What are the harms that the community has been experiencing and how will it be corrected? How was your community historically harmed in different ways?
 4. How will the proposed project build enduring and trusting relationships across applicant agency(ies), residents, and other stakeholder groups?
 5. How will the proposed project ensure that community engagement influence decision making?
 6. What current or proposed partnerships have been/will be established as part of this project? How will those partnerships develop or improve local processes for under resourced communities (i.e., residents, community-based organizations, and/or Tribes and Tribal entities)? Does the applicant have past experience with community partnerships?

Note that applicants may elect to attend virtual office hours with the RC:H2B team. The above, open-ended questions are provided for the applicant to review and prepare responses prior to attending the optional office hours. The questions should also be considered to complete the Initial Screen Self-assessment exercise. Taking advantage of the office hours does not affect the competitive nature of the application. Office hours are provided as an optional tool for applicants during the preparation of their applications. Applicants are not required to submit responses to the above questions but should be prepared to talk about them with RC:H2B staff during the open office hours.

Scoring and Evaluation Criteria

Applications will receive an initial screening for completeness and eligibility before proceeding through the evaluation process. The *Determining Eligibility* section outlines criteria the evaluators will be screening for initially. Applications that don't meet the eligibility requirements are screened out and will not be evaluated.

All applications that meet the screening criteria will be evaluated and selected through a competitive process. Each application will be evaluated for compliance with the objectives and goals of the program. Evaluators will recommend awards based on these scores. The applications will be scored as summarized in Table 1 and in the following sub-sections of the guidelines. Applications are screened for eligibility on two main factors:

- 1) whether the listed applicants are eligible for the program and
- 2) whether the proposal benefits underserved communities.

For applicants screened as eligible, the proposal will then be reviewed for program alignment based on six main factors:

- 1) The community's need for removing transportation barriers,
- 2) partnerships,
- 3) community involvement
- 4) climate action and resilience
- 5) displacement avoidance, and
- 6) affirmatively furthering fair housing and addressing housing need

These six factors reflect specific objectives that help evaluators determine how the project meets or align with the program's statutory goals and requirements. It is recommended that applicants use the *Resource Document for Applicants* as guidance when developing their proposal.

Table 2. Overview of Scoring and Evaluation Criteria

Type of Score	Factor	Max Score per Factor
Eligibility	Applicant Role	0 (Pass/Fail)
	Benefit to Underserved Community - FEDERAL	0 (Pass/Fail)
	Benefit to Underserved Community - STATE	10
Alignment	Removing Barriers and Reconnection	25
	Partnership	25
	Community Involvement, Justice, and Prosperity	30
	Affirmatively Furthering Fair Housing (AFFH) and Addressing Housing Needs	10
	Climate Action and Resilience	5
	Displacement Avoidance	5
Sum of Total Possible Points		110

Determining Eligibility

Applicant Qualifications

Each proposal must have an eligible lead applicant, as well as an optional co-applicant. Together, the lead applicant and the co-applicants are referred to as “Applicants.” A co-applicant cannot submit an application unless they partner with an eligible lead applicant. Applicants will be deemed eligible if their organization aligns with the requirements in Section *Eligibility Information, Eligible Applicants*, and can carry out the standard administrative and accounting grant requirements in this guideline. The specific roles and responsibilities of a lead applicant vs. a co-applicant will differ across project phases and can be delineated in the applicable PSA.

A. Lead Applicant

In general, the designated lead applicant is an eligible public agency or unit of local government who will submit the application and serve as the recipient to administer the proposed work outlined in the submitted proposal. The lead applicant may also designate an implementing agency for a particular phase or phase component. The lead applicant will have oversight and coordination responsibilities for the entire project.

Caltrans is an eligible applicant under the RC:H2B program but may not be the lead applicant on an application. Caltrans may be identified as an implementing agency for a particular phase or project component.

B. Co-Applicants

A proposal may have one or more co-applicant who is an eligible organization. If the eligible facility is on the State Highway System (SHS), Caltrans must be a co-applicant. Whoever owns the Right-of-Way (ROW) for the eligible facility must also be a co-applicant. Agencies with limited experience or capacity to successfully deliver a project that complies with the accounting requirements as set forth by this grant should identify MPOs, or other experienced entities, as co-applicants.

Benefit to Underserved Community, Defining “Underserved”

In alignment with the RC:H2B programs goals, proposals must demonstrate a direct and meaningful benefit to an underserved community as defined using the criteria outlined below. If the proposed improvement area identified in the proposal is not within an underserved community as defined by the federal criteria below, it is not eligible to apply for this program; therefore, this eligibility factor is scored as a pass or fail component, with no points assigned.

If the proposed improvement area identified in the proposal is not located within an underserved community as defined by the state criteria outlined below, it will still be eligible to apply for the program but will not receive full points for this eligibility component. Applicants may assign up to two state metrics per census tract. The more state metrics assigned to the proposed improvement area, the more points the application will receive for this component. The maximum number of points for this component is 10 points.

For a proposed improvement area to qualify as benefiting an underserved community, the area must:

- Be located within, or partially within one or more underserved census tracts as defined by the federal criteria below.
- If there are multiple proposed improvement areas along an identified corridor, each proposed improvement area must be within, or partially within one or more underserved census tracts as defined by the federal criteria below.
- For each proposed improvement area, if a proposed improvement area spans multiple census tracts, more than or equal to half of the census tracts it spans must be defined as underserved according to RC:H2B underserved criteria. For example, if a proposed improvement area spans 3 census tracts, of which only one small sliver of an underserved census tract is included, the proposed improvement area would not qualify as eligible.

To determine whether a proposed improvement is within, or partially within one or more underserved census tracts, applicants must select from the following federal definitions that supports the community's status as underserved. While the selection of state definitions is not required, points will be awarded for alignment with the state criteria. Both state and federal definitions comprise of environmental justice, public health, and income-based metrics that enables applicants to leverage this state program with the underserved community requirements of Federal Reconnecting Communities Pilot grant program. Eligibility will be determined based on the most current data source available.

A. Federal

The proposed improvement area must meet at least one of the following definitions to be eligible for the program:

1. **Historically Disadvantaged Community:** Developed by the federal government, a historically disadvantaged community is consistent with the Justice40 Initiative. A proposal is located within a [historically disadvantaged community](#) if:
 - a. The project is located in certain qualifying census tracts; OR
 - b. The project is located on Tribal land.
 - i. Whereas a "qualifying census tract" means that the tract was evaluated by 22 indicators and found to be disadvantaged in 6 categories: transportation access, health, environmental, economic, resilience and equity.

If a census tract shows up in this layer, it means that it is a historically disadvantaged community, according to the federal government; meaning, the tract is within an underserved community as defined by the RC:H2B program, meeting the RC:H2B eligibility requirement that the proposed improvement area must benefit an underserved community as defined by a federal criterion.

2. **Areas of Persistent Poverty:** Developed by the federal government, an [area of persistent poverty](#) is defined in two main ways:
 - a. The County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2021 Small Area Income Poverty Estimates; OR
 - b. The Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census;

If a census tract shows up in this layer, it means that it is an area of persistent poverty according to the federal government; meaning, the tract is within an underserved community as defined by the RC:H2B program, meeting the RC:H2B eligibility requirement that the proposed improvement area must benefit an underserved community as defined by a federal criterion.

- 3. Other Federal Definitions:** The federal definitions for Historically Disadvantaged Communities and Areas of Persistent Poverty align with the RC:H2B program. However, applicants may select from other federal definitions including the EPA Environmental Justice Screening and Mapping tool and other federally designated community development zones (e.g., Opportunity Zones, Empowerment Zones, or Choice Neighborhoods.) For more details on other federal definitions, reference *Resource Document for Applicants*.

B. State

The proposed improvement area may meet any of the following four definitions:

- 1. Low-income disadvantaged communities, as designated by California Priority Population Investments 4.0 (formerly referred to as SB 535 Low-income Disadvantaged Communities):** Using the [Priority Population Investments 4.0 tool](#), census tracts identified as low-income qualify as underserved. "Low-income" is defined as the census tracts that are either at or below 80 percent of the statewide median income, or at or below the threshold designated as low-income by the California Department of Housing and community [Development's Revised 2021 State Income Limits](#), also aligning to the low-income definitions per Assembly Bill 1550 (Gomez, Chapter 369, Statutes of 2016).
- 2. Healthy Places Index 3.0:** The [Healthy Places Index](#) 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 a census tract to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as an underserved community based on the most current HPI data source available
- 3. CalEnviroScreen:** Developed by CalEPA's Office of Environmental Health Hazard Assessment (OEHHA), [CalEnviroScreen](#) identifies California communities with the highest pollution burdens and vulnerabilities. A community can qualify as "underserved" if it is within or near a census tract with a CalEnviroScreen score of 40+ or is in the 75th percentile or greater.

4. **Native American Tribal Lands:** The proposed improvement area qualifies as benefitting an underserved community if the lead applicant or co-applicant is a Federally Recognized Tribal Government or the area is located within or partially within any of the following lands or areas:
 - a. Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria)
 - b. Lands owned by or held in trust for an Indian tribe
 - c. Allotted lands, and/or
 - d. Sensitive tribal areas (which might include areas in which a Native American Tribe has a significant interest, such as traditional cultural properties and sacred sites)

The [Caltrans Native American Land Map \(2017\)](#) is available, with specific attention to the “Tribal Lands – TERO” and “Tribal Lands” layers.

Determining Alignment

Removing Barriers and Reconnection

The intent of the RC:H2B Program is to achieve the goals as listed in the *Goals* section of these guidelines. Therefore, the application narrative should explain how a transportation barrier or isolation has impacted the community over time. Applicants should incorporate evidence from historical data and community testimonials to explain the impacts. The application should explain, using feedback from community engagement and other planning efforts, ways in which the community would like to see reconnection take place. These reconnection ideas should generally speak about the negative impacts the transportation barrier has imposed and other existing needs the community might have, with a focus on transportation connectivity and its relationship to housing, climate action and resilience and anti-displacement.

Applicants will be scored on this factor by how well it is demonstrated that a transportation barrier or isolation has impacted their community and on the community interest in reconnection, in ways that align with the program’s transportation goals and objectives. The maximum number of points for this factor is 25 points.

Partnership

Community reconnection cannot be achieved with transportation improvements that are initiated by decisions at the government agency level; rather, strong community involvement is necessary to repair harm, mend trust, and to avoid exacerbating harms caused by past inequitable planning processes. Therefore, the program requires applicants to propose a partnership model that supports community needs. Partnerships will be awarded up to 25 points and will be determined based on the following factors: the quality of the partnerships and

how representative those partnerships are for the communities identified in the application.

A robust application includes strong, diverse, and committed partnerships for implementing transformative solutions that take into consideration the community members who are most impacted by the transportation barrier. This commitment can take many forms including letters of support from community members and any potential partners not yet formalized. Existing partnership efforts should also be documented and highlighted. Overall, any partnership commitment and structure should reflect the needs identified in the “*Removing Barriers and Reconnection*” section.

Community Involvement, Justice, and Prosperity

Inequitable planning processes of the past contributed to transportation investments that divided neighborhoods. As explained in California's Climate Action Plan for Transportation Infrastructure (CAPTI):

“...highway investments over many years have contributed to a dependence on automobiles, supporting development patterns that have made walking, cycling and transit use inefficient, challenging, and sometimes dangerous in many parts of the state. Highway investments have also contributed to the displacement and division of some neighborhoods, and imposed noise, emissions, and safety hazards on many others.”

The intent of this program is to put communities on a pathway to reverse that harm; the key to doing so will be an emphasis on community-involvement, to ensure RC:H2B investments are planned by using an equitable process throughout the lifespan of this proposed effort. This factor will be scored with a maximum of 30 points.

The application should explain how the community will be involved in the reconnection process, citing specific involvement and outreach strategies that target groups most impacted by the transportation barrier or isolation as it was described in the *Removing Barriers and Reconnection Factor* section of the application. Names of these community groups should be identified and listed in the proposal. If prior involvement was conducted, the proposal should detail the involvement strategy, milestone activities, and its outcomes.

Additionally, the application should explain how commitments will be made by the Lead Applicant to involve the community in decision-making processes on this effort and in other key transportation decisions affecting the community. Going beyond involvement and outreach, the proposal should outline a formal governance structure, program, or agreement that would be created to build the capacity of the community to have greater representation and voice in ongoing land use and transportation decision-making with regards to their community.

Community involvement should be focused on improving the needs identified by the community and consider reconnection factors such as environmental justice, economic prosperity, and opportunity.

Affirmatively Furthering Fair Housing and Addressing Housing Needs

One goal of the RC:H2B program is to “Create opportunities for implementation of affordable housing and affirmatively furthering fair housing” (SHC Sec 104.3). While the RC:H2B program cannot directly fund the provision of housing, the funds can be applied in ways that support other aspects of Affirmatively Furthering Fair Housing (AFFH), to increase access to opportunity.

The application should assess existing conditions for access to opportunities and explain how it could increase access to opportunity. It should expand on the community needs identified in the *Removing Barriers and Reconnection Alignment Factor* section. Increased safe access to transit and increased walkability would be considered aligned strategies for affirmatively furthering fair housing.

Additionally, the application should demonstrate an understanding of the area's housing need and how community reconnection actions would support needed housing solutions. Responses should cite existing housing planning efforts, local or regional housing and homelessness planning documents and their targets and be inclusive of the needs of the unhoused.

Applicants should identify local or regional agencies responsible for housing planning, advocacy and implementation that can support the application. This evaluation may help determine whether those agencies have developed strategies and actions to address the housing needs that the proposal could align with or support.

Applications will be evaluated on how well they align to the program goals of affirmatively furthering fair housing and addressing housing needs for up to a maximum of 10 points.

Climate Action and Resilience

Applications should align to the program goals, where Californians' dependence on driving is reduced with improvements to travel options that reduce household costs and increase multimodal options to equitably contribute to meeting the State's climate goals and supporting a resilient transportation network for all. To align, applicants should demonstrate an understanding of the proposed improvement area's climate vulnerabilities and any existing local or regional climate mitigation targets, and then assess how the proposal would improve resilience to any climate vulnerabilities or reinforce progress towards meeting local or regional climate mitigation targets. Applications will be evaluated on how well they align to the program goals of Climate Action and Resilience for a maximum of 5 points.

Displacement Avoidance

When making an RC:H2B investment, one intent of the program is to benefit the community while protecting residents from displacement. Therefore, applications should identify economic, environmental, and public health burdens that may occur due to the work proposed that may lead to long-term physical or economic displacement of low-income households, small businesses, and cultural spaces. “Lead” being a key word here, indicating that anti-displacement assessment should be inclusive of indirect and longer-term displacement, not just immediate impacts. Proposals Applications will receive up to a maximum of 5 points based on how displacement avoidance is addressed. To demonstrate quality displacement avoidance, the applicant should include an assessment of known vulnerabilities within the community, highlight any existing policies or plans that address displacement avoidance and policies, or identify displacement avoidance mitigation programs or coordination that will result from proposal. Testimonials from partners on how they will support displacement avoidance is an acceptable form of evidence for identifying displacement avoidance mitigation programs or coordination, at this stage of RC:H2B’s intent to assess community readiness. Any strategies for displacement avoidance must be directly informed by robust and equitable community involvement. For more information on displacement avoidance, reference *Resource Document for Applicants*.

Award Administration and Delivery

Award Notice

Selected awardees will receive a notification of award letter. The awarded proposals will then be publicly announced and posted on the RC:H2B program website.

Grant Agreement

The lead applicant must have an existing Master Agreement with Caltrans DLA. For each phase, a scope schedule and budget will be established, and approved by Caltrans. The lead applicant may designate a co-applicant as an implementing agency on a particular phase or phase component. That implementing agency must also have an existing master agreement with DLA. The lead applicant, and/or implementing agency, will execute a Program Supplement Agreement (PSA) to their existing Master Agreement for that specific phase or phase component.

If any eligible applicant or potential implementing agency, including Tribal governments, does not have an executed Master Agreement and they wish to obtain one, they can reach out to the RC:H2B team via the CRCP@dot.ca.gov email address and request information or to start the process.

Sub-contracts

If a grant recipient hires a third-party to perform work during the project, proper competitive procurement procedures must be used. Grant recipients may use their agency's procurement procedures as long as the procedures comply with all applicable provisions of state law and policy, including but not limited to, Chapter 10 of the [Caltrans Local Assistance Procedures Manual \(LAPM\)](#) (which mainly discusses how to select architectural and engineering consultants), the [State Contracting Manual](#), the [California Government Code](#), the [California Public Contract Code](#), and applicable federal codes and regulations. Grant recipients shall provide Caltrans with the completed award or bid package, including final cost estimates, as well as the contractor or consultant selected prior to or along with the first invoice seeking reimbursement for that contractor or consultants' services. If the subcontractor would like to be reimbursed for indirect costs, documentation showing that they have an approved indirect cost rate must be included in the consultant or contractor's award or bid package. For information on consultant indirect cost rates, visit [this page](#) on the independent Office of Audits and Investigations (IOAI) website.

The grant recipient is fully responsible for all work performed by its consultants or sub-consultants. Caltrans solely enters contracts directly with the lead applicant or the designated implementing agencies.

Delivery Methods

Caltrans supports and encourages innovative delivery methods. If the project, or component of the project, is expected to utilize a delivery method other than design-bid-build, the applicant shall identify in the application the proposed delivery method. If the delivery method is not known at time of application submission, methods will be determined during the Community Readiness and Planning phase. Caltrans will evaluate the delivery method request during the assessment performed prior to the start of each phase.

For a design-build or design-sequencing delivery method, awardee may request funding for the design, right-of-way and construction phases in a single PSA scope of work. The request will be evaluated and approved by Caltrans.

For a Construction Manager/General Contractor (CM/GC) delivery method, the awardee shall receive approval from Caltrans prior to advertising for procurement of a CM/GC consultant. Expenditures shall be tracked by separate phases as appropriate to the associated activities performed. The scope of the CM/GC contract may be broken into packages for efficiencies in the delivery.

With any proposed delivery method, all delivery dates, expenditure deadlines, and scope of work must be consistent with the approved PSA.

Amendments

Scope changes will not be considered once a detailed scope, schedule, and budget is prepared and approved, and a notice to proceed with the phased scope of work is issued, unless the change is minor, does not reduce project benefits, and does not change the approved schedule of the phase. Scope changes must be requested in writing to the Caltrans and may require an amendment to the PSA.

The RC:H2B Pilot Program may participate in cost increases to the project following approval of a detailed scope schedule and budget. Any request for additional funds would be dependent upon a review of the written request by Caltrans, the circumstances of the cost increase, options available to mitigate those costs, and the availability of funds. If the request to use RC:H2B funds on cost increases is not approved or no RC:H2B funds are available, the cost increases must be funded from other fund sources. If there is a change in the project cost, it must be reported through the quarterly project reporting process.

RC:H2B awarded funds must be expended by June 30, 2026. Amendments for time extensions are not permitted on the expenditure of RC:H2B grant funds, without prior written approval from Caltrans.

Reporting

- Progress Reporting on Grant Activities:
 - Upon execution of a Program Supplement Agreement, Grant recipients must submit quarterly Project Progress Reports for all active phases, a Final Phased Closeout Report, and a Final Delivery Report to Caltrans. The reports will be required to assess whether projects are meeting their scope and are being delivered on time and within budget. The quarterly reports will be submitted electronically and due within 45-days of the end of a quarter.
 - Caltrans may make periodic visits, including a final inspection, to project sites to ensure if the work is consistent with the approved project scope. Caltrans staff will be responsible for conducting and coordinating site visits with awarded projects.
 - The final invoice per phase will be paid upon submission and acceptance of the Final Phased Closeout Report to Caltrans. Work shall be completed, and a closeout report must be submitted, in alignment of the schedule that was included within the approved PSA.

- Program Evaluation: Caltrans will issue a report after each project phase is completed and a final program closeout report to assess the pilot program.

Other Information

Definitions

Co-Applicant – An eligible applicant who is jointly involved in the submittal of the program application. Multiple co-applicants are encouraged to establish partnerships between agencies to address barriers in underserved communities caused by a transportation facility. Caltrans must be a co-applicant if the eligible facility is located on the State Highway System (SHS).

Community – A Community for the purpose of this grant is an area defined by the applicant based on social, environmental, geographical, and economic properties. A Community is not necessarily defined by City/County boundaries, specific neighborhoods, or census tracts. A Community may touch upon multiple Cities, neighborhoods, and/or census tracts. Each community benefiting must qualify as an underserved community based on census tract within the specific Proposed Improvement Area that each individual Community falls in.

Corridor – A grant category of the RC:H2B Pilot program. Corridors can be defined as a geographic area organized around multimodal travel patterns and can be determined by the scope of impact that the transportation barrier has historically had on the impacted communities. A corridor can support the needs of multiple communities and is not limited to the state highway system. Multiple communities can be identified along a corridor impacted by the same eligible transportation barrier. Communities identified along a corridor for this grant program will proceed together in the same early phases of work. The identified transportation barrier is not required to serve as the selected corridor for the application. For example, a corridor could be a rural trade route or access route for farms to the markets, which then is intersected by an Interstate highway. The highway in this scenario serves as the barrier for the communities along the trade route. Overall, applications designated in the Corridor grant category should include proposed improvement areas and relevant community boundaries that are impacted by the transportation barrier.

Grant Recipient – The agency that is receiving the RC:H2B grant funds for a particular phase or phase component. May be the lead applicant or designated implementing agency.

Historical Harm – The adverse effects that underserved communities experience resulting from transportation policies, programs, and infrastructure. These effects or barriers can be social, cultural, economic, and environmental. For example, the construction of Interstate Highways in these communities have created

disparities in economic opportunities, limited access to housing, employment, open spaces and have contributed to poorer air quality.

Implementing Agency – Must be lead applicant or co-applicant. For the RC:H2B program, implementing agencies may vary for each project phase.

Partners – May include, but not limited to state agencies, units of local government, MPOs, community groups, non-profit organizations, and CBOs who play a crucial role in defining the needs and developing the scope of the proposal.

Lead Applicant – The lead applicant is an eligible applicant who will serve as grant recipient and proposal administrator, unless they identify a separate implementing agency. The lead applicant will have oversight and coordination responsibilities for the entire project. The lead applicant or co-applicant must be the owner of the eligible facility.

Project – a project refers to the full scope of work proposed in the application from concept to completion. A project may consist of multiple phases (i.e. Planning, Design, Construction, etc.) and may contain multiple components within each phase.

Proportional Spending – All funding sources must be expended concurrently and proportionally on each project phase or component, unless granted an exception. At time of fund disbursement, a reimbursement ratio will be established based on the funding sources for that phase or component. See aforementioned *Section Cost Sharing and Matching* for additional information.

Proposed Improvement Area- The geographic area identified by applicants which includes the potential project locations for a community or communities that are benefiting from the work proposed. The maximum extent of the area will differ based on which grant category (e.g., urban, rural, or corridor) the applicants are applying for.

Rural – A grant category of the RC:H2B Pilot program that is defined as all areas with less than 50,000 people outside urbanized areas based on the 2010 Census.

Underserved Communities – Refers to designated census tracts throughout California that have experienced economic, health, and environmental burden. For RC:H2B grants, underserved communities can be determined several ways using different state and federal definitions. See *Section Evaluation, Determining Eligibility*.

Urban – A grant category of the RC:H2B Pilot program. Following the 2010 Census, the Census Bureau redefined two types of urban areas in 2020 Census:

- Urbanized areas with a population of 50,000 or more.
- Urban clusters with at least 2,500 but fewer than 50,000 people.

Underutilized Highways – Highways that no longer function at its original design capacity or intention, or highways that never functioned as it was originally designed or intended.

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. Projects programmed for competitive program funds must comply with Title VI requirements:

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

Resources and Links

RC:H2B website

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b>

National Archives and Record Administration – Title 2: Code of Federal Regulations – Part 200.

<https://www.ecfr.gov/current/title-2/subtitle-A/chapter-II/part-200?toc=1>

Caltrans Travel Guide Website.

<https://dot.ca.gov/programs/accounting/travel-guide>

US General Services on Per Diem Rates.

<https://www.gsa.gov/travel/plan-book/per-diem-rates/fy-2023-per-diem-highlights>

Priority Population Investments 4.0

<https://webmaps.arb.ca.gov/PriorityPopulations/>

Revised State Income Limits for 2021

https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/map/HCD_revincome-limits-2021.pdf

Healthy Places Index

<https://www.arcgis.com/home/item.html?id=5039a9d91cc2481c85abd2b4d73ab0f1>

CalEnviroScreen

<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

Native American Land Map

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=400892a1a7d742d1bdd08b5d33566c96>

Areas of Persistent Poverty and Historically Disadvantaged Communities

<https://www.transportation.gov/RAISEgrants/raise-app-hdc>

Local Assistance Procedures Manual

<https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>

California State Contracting Manual

<https://www.dgs.ca.gov/OLS/Resources/Page-Content/Office-of-Legal-Services-Resources-List-Folder/State-Contracting>

California Public Contract Code

<https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PCC&tocTitle=+Public+Contract+Code+-+PCC>

California Government Code

<https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=GOV&tocTitle=+Government+Code+-+GOV>