

Clean California Local Grant Program

Frequently Asked Questions

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Application Process

Q1: How would you define a "project"?

- A. A project can include multiple elements such as infrastructure and non-infrastructure elements, as well as multiple locations. For example, one project may include installation of lighting, litter abatement, and painting of a mural. All elements in a project must be described in one application.

Q2: Can I submit multiple projects in one application?

- A. Only one project can be described in an application. However, one project can contain more than one project element and can include both infrastructure and non-infrastructure elements. One way to help determine what your "project" is if you have several project elements is to consider which project elements you would include together in one application's cost proposal. Those project elements makeup your project. We recommend bundling project elements into one project application as much as it makes sense to do.

Q3: Can an agency submit multiple applications?

- A. Yes. There is no limit to the number of applications an agency or applicant can submit. Also, multiple departments within one agency can submit separate applications. However, if an applicant submits more than one application, they will be asked to state which application represents their priority project.

Q4: Do I need to submit a Local Agency or Tribal Council Resolution for my project with my application?

- A. A Local Agency or Tribal Council Resolution is not required to be submitted with an application. If the application is awarded funding, then a resolution will be required to execute the grant agreement between the awardee and Caltrans.

However, a Letter of Support for the project from a City Manager, Mayor, or similar official will be required as part of the application. The letter should demonstrate that the community and its executive leadership or council supports the project scope as described in the application.

Q5: Is there a maximum amount each agency/applicant can apply for?

- A. The maximum grant amount request is \$5 million per project or application. There is no limit to the number of applications an agency can submit. Applications that request \$3 million or less are more competitive.

Award Process and Administrative Requirements

Q6: Is it possible for the same agency to be awarded multiple grants if they submit multiple competitive applications?

- A. Yes.

Q7: Will CCLGP projects fall under our agency's Master Agreement?

- A. The Master Agreement/Program Supplement process will not be used for this program. Awardees will need to execute a Restricted Grant Agreement (RGA) with Caltrans. A template of the Restricted Grant Agreement will be available on the CCLGP website by January 2023.

Q8: Will there be future rounds for this grant?

- A. Currently the legislature identified a one-time budget increase of \$100 million for the CCLGP.

Competitive Projects

Q9: Are agencies who were awarded funds in Cycle 1 just as competitive as in Cycle 2?

- A. Yes.

Q10: How can I make my application competitive?

- A. Please see the "Scoring Criteria" and "Other Selection Considerations" sections of the program guidelines on our website. Projects that substantively meet the majority of the program goals will be more competitive.

Q11: Are projects with infrastructure elements more competitive than projects with non-infrastructure elements?

- A. Yes, although the most competitive projects contain both infrastructure and non-infrastructure elements.

Q12: Are projects with a higher local match requirement more competitive?

- A. The amount of the required local match, above the required minimum, is not considered in the awardee selection process.

Q13: Is a project more competitive if it's adjacent to or on Caltrans property?

- A. The CCLGP program is intended to beautify and improve public spaces in local communities that meet the program's goals and objectives. If a project that meets the program's goals and objectives is on or near Caltrans property, it is an eligible project, however the applicant should be certain that it can complete the [Caltrans encroachment permit process](#) and any other Caltrans requirements and the project in time before the June 30, 2026 project delivery deadline. See the section "Scope, Cost, and Schedule" in the program guidelines for considerations when building a project schedule, particularly if the project encroaches onto Caltrans right of way.

Eligible Applicants

Q14: Who is an eligible applicant?

- A. The applicant must be a local or regional public agency, transit agency, or [federally recognized tribal government](#). Nonprofit organizations may partner with eligible applicants, as sub-applicants only.

Q15: Are school districts, special districts, Metropolitan Transit Agencies (MTA), Metropolitan Planning Organizations (MPOs), or Joint Powers Authorities (JPA) eligible applicants?

- A. The applicant must be a local or regional public agency, transit agency, or [federally recognized tribal government](#). If it is unclear which of those categories your agency falls under or whether your agency is considered a “public agency”, this status can be determined based on the agency's enacting documents.

Q16: Who can be a sub-applicant?

- A. Usually, sub-applicants are other public agencies or nonprofits that contribute funds or project development work such as project management, design, contract administration, volunteers for a project, or in-kind contributions. The work they provide must add value to the project in some way.

Q17: Is there a limit to the number of sub-applicants that can be included in an application?

- A. No.

Q18: Can awardees from Cycle 1 apply for Cycle 2?

- A. Yes, however the application must be for a new project. Cycle 1 awardees cannot apply to Cycle 2 to fund cost overruns for their Cycle 1 projects.

Q19: If our agency was not awarded in Cycle 1 but still needs funding for the same project, can we resubmit an application for the same project with updated information?

- A. Yes, as long as the project meets the updated criteria and requirements described in the new draft guidelines on [the CCLGP website](#).

Eligible Expenditures and Activities

Q20: Are renewable and clean energy technologies considered an eligible activity?

- A. This may be an eligible item if it meets the goals and objectives of the program and can be completed by June 30, 2026.

Q21: Is graffiti abatement considered an eligible activity?

- A. This may be an eligible activity if it meets the goals and objectives of the program, and the activities can be completed by June 30, 2026.

Q22: Is maintenance an eligible activity?

- A. Maintenance of a project improvement is a reimbursable expense if it occurs prior to June 30, 2026.

Q23: Can funds only be used towards construction or implementation expenses, or can they also be used for pre-construction activities such as design and environmental review?

- A. Funds can be used for pre-construction activities, however the most competitive projects will have minimal pre-construction activities left to do and will be close to shovel ready at time of application. For larger infrastructure projects, "shovel ready" usually means that they are at 80% to 90% design.

Q24: Are staff salaries of those working directly on the project an eligible expense?

- A. Yes. Also, staff time from the primary applicant can be counted as cash match. See the Local Match Sources section of the program guidelines for details. If indirect costs are included in local agency staff charges, agencies must have an approved indirect cost rate to be eligible for

indirect cost reimbursement. See the [Caltrans Internal Audits Office \(CIAO\) website](#) for details.

Funding

Q25: Can a project that has already received funding from another program apply for additional funding with this grant?

- A. CCLGP funds cannot be used to supplant existing funds. However, if the project is adding scope, that portion of the project may be eligible for CCLGP funds. Also, if your agency wants to do this it should make sure that it is complying with all the laws, regulations, and guidelines from the other grant program in addition to the CCLGP requirements.

Q26: Can funding be used to support smaller components of a larger project that exceeds \$5 million?

- A. CCLGP funds cannot supplant other funds. However, if the proposed smaller components meet the goals and objectives of the program and are not already funded by another program, they may be eligible. The smaller components must all be completed by June 30, 2026, and follow the objectives and requirements discussed in the program guidelines to be eligible.

Q27: Does this program involve federal money?

- A. The CCLGP is 100% state funded.

Q28: Do projects require California Transportation Commission (CTC) allocation of funds?

- A. Funds for the CCLPG are not allocated through the CTC. Project funds become available once the Restricted Grant Agreement is executed between the Awardee and Caltrans, and the Awardee receives a Notice to Proceed from Caltrans.

Q29: Is the \$5 million maximum per grant application or per Agency?

- A. The \$5 million maximum is per grant application. Agencies can submit multiple applications and may receive multiple awards if several of their applications are competitive. As a reminder, for Cycle 2 projects that are less than \$3 million are more competitive.

Local Match

Q30. If a tribe is a sub-applicant, does that still qualify the project for a 0% local match?

A. Yes, if the work is also on tribal land.

Q31: Is required local match determined by the disadvantage of the agency or the project location?

A. The local match requirement is determined by the disadvantage of the project location. The required local match will decrease as the disadvantage of the community surrounding the project increases. See the section, "Local Match Requirement" in the guidelines for details.

Q32: Is the local match requirement based on the entire project cost or the grant amount request?

A. The minimum local match requirement is based on the grant amount request. Applicants will be held responsible for any local commitments at or above their minimum local match requirement as part of their grant agreement with Caltrans.

Q33: Can funds from other grant programs be used to meet the local match requirement?

A. The CCLGP guidelines do not prohibit using funds from other programs to satisfy the local match requirement, however, they do prohibit the supplanting of funds, which means you cannot substitute committed funds with CCLGP funds.

If you are considering using State, Federal, or CTC programmed funds towards the local match requirement, note that you need to comply with those programs' requirements. This can be difficult to accomplish by the CCLGP project delivery deadline. For instance, Federal and CTC programmed funds are subject to Federal and CTC requirements, such as allocation, NEPA, Buy America, DBE, and the Federal prevailing wage.

To use other programmed funds, you need to demonstrate that they are available and committed for this project at time of application, and that leveraging these funds would not adversely impact the project delivery deadline of 6/30/2026.

Q34: If my project site is large, do I determine the 1/2-mile buffer from the perimeter of my project site or from one point within the site?

A. Determine the “buffer” based on the project perimeter.

Q35: When determining local match, does the same Severity of Disadvantage (SOD) option/definition need to be used for all census tracts?

A. Yes. While you may investigate all the options to see which serves you best, you must ultimately choose one option and use it throughout your calculations.

Q36: If my project is an educational or outreach campaign with no physical improvements (e.g., a social media campaign), how do I determine local match?

A. Determine the area targeted by the campaign and complete the Local Match attachment using those census tracts. A template for this attachment will be provided on the CCLGP website by January 2023.

Permits and Clearances

Q37: Where can I get information about the Caltrans encroachment permit process?

A. Please visit the following website for information on the Caltrans encroachment permit process: <https://dot.ca.gov/programs/traffic-operations/ep>. If you think your project might require an encroachment permit, we encourage you to reach out to your local Caltrans Encroachment Permit Office as soon as possible, as the encroachment permit process can take some time.

Q38: Are permits or approvals needed for art projects on Caltrans property?

A. Yes. In addition to the Caltrans encroachment permit process (see above question), art projects on Caltrans right-of-way also need to complete and abide by the [Caltrans Transportation Art Process](#). This includes:

- Separate approval by the Caltrans Transportation Art program.
- Artwork ownership, including copyrights, assigned to Caltrans, with rights licensed back to the artist.
- Waiver of moral rights (California Civil Code § 987).
- Adhering to Transportation Art content restrictions.

- Maintenance plan/funding (i.e., graffiti abatement).

See [Caltrans' Transportation Art Guidelines for Local Agencies](#) and the [Transportation Art Proposal](#) for details. [Gateway Monuments](#) and [Community Identification](#) projects on Caltrans right-of-way entail separate processes and requirements.

Q39: Do we need to obtain all permits and approvals for the project prior to submitting the application?

- A. No, however projects that can clearly be completed by the project delivery date of June 30, 2026, and have minimal permits and approvals left to obtain at time of application will be more competitive. See "Other Selection Considerations" in the program guidelines for details.

Q40: Will CEQA Environmental Review be required?

- A. CEQA requirements are not waived for this program. Ideally the CEQA process would either be complete before application submittal or not applicable to the project.

Public Engagement

Q41: Does public engagement need to be completed before the application is submitted?

- A. The application needs to show the need for the project was identified through a public engagement process. That process needs to be explained in the Narrative portion of the application, which is submitted as Attachment A of the application. More information can be found in the section, "1. Narrative," of the Guidelines on the [CCLGP website](#). A template of the Narrative will be available on our website by January 2023.

Q42: Do we need to do new community engagement for our project, or can we use the results of past community engagement events or needs assessments related to our proposed project to satisfy our engagement requirement?

- A. New community engagement does not need to be conducted for your project if past engagement related to your project was performed that reflects community priorities and is consistent with local or regional plans. Examples of these plans are general plans, specific plans, bicycle and/or

pedestrian plans, and complete street plans. Your project should also align with the public outreach that occurred before or during the preparation of these plans. The more specific the public engagement relates to your project, the more competitive your application will be.

Q43: What is the expectation for public engagement for this program considering COVID-19?

- A. In-person engagement events are not required. Online engagement activities such as online workshops and surveys that follow locally approved community engagement policies are acceptable forms of community engagement.

Q44: How do I find volunteers for my project?

- A. California Volunteers is an excellent resource for finding volunteers. Please visit the following link for more information:
<https://www.californiavolunteers.ca.gov/>.

Q45: Would the public engagement portion of the project that occurred prior to the application submittal be considered an eligible expenditure?

- A. Any work performed prior to the execution of the grant agreement is ineligible for reimbursement.

Timeline and Deadlines

Q46: Can we spend local match funds after the June 30, 2026, deadline?

- A. All funds must be expended by June 30, 2026.

Q47: Can the June 30, 2026, project delivery deadline be extended?

- A. Funding for this program will revert, therefore the project delivery deadline cannot be extended. It is essential that project schedules account for each step of the project delivery process besides just the desired project start and end dates. Schedules should account for:
- Date of the awardee announcement (which is currently August/September 2023)
 - Time to get a Local Agency Council or Tribal resolution, which is required for the grant agreement package

- Time to execute a grant agreement with Caltrans (on average approximately 6 months)
- Time for Caltrans to issue a Notice to Proceed project work after the agreement is executed (approximately 1 week)
- Time for bidding and obtaining subcontractors
- Time for obtaining all necessary permits and approvals

See the Scope, Cost, and Schedule section in the guidelines on our website for information on considerations when building a realistic project schedule.

Underserved Communities

Q48: If our agency is not underserved or disadvantaged, can we still apply?

- A. Yes. Projects that directly benefit underserved communities are competitive, regardless of the agency. However, there are requirements related to underserved communities for the project location. See the below FAQ and the section "Underserved Communities" in the guidelines for details.

Q49: Is the grant only for projects located in underserved communities?

- A. Eligible project sites must be partially or fully located in an underserved community, AND at least 75% of the population surrounding the project site(s) must be underserved. See the section Underserved Communities in the guidelines for information on definitions of underserved communities.

Q50: Does an applicant need to meet all definitions of an underserved community to be considered underserved, or just one?

- A. Just one definition. If the community surrounding the project is considered underserved based on more than one definition, the agency should choose the definition that best supports the community's status as underserved.

Q51: Will Option 1, Area Median Income, still be based on the 2015-2019 American Community Survey (ACS) data?

- A. Updated American Community Survey data is slated to be released in December 2022. If that occurs, we will update the dollar amount associated with the 80% of the statewide median income and also the

ranges for Severity of Disadvantage of Community Surrounding the Project in Table 2, "Severity of Disadvantage and Corresponding Local Match Requirement".

Miscellaneous

Q52: Will signs notifying the public that this is a Clean CA project be required?

- A. There are no sign requirements for this program.

Q53: Will Right-of-Way (RW) Certification be required?

- A. All infrastructure projects will need RW Certification. If the project is not on Caltrans RW, RW can be self-certified by the applicant. Applicants will be asked to provide proof of RW certification.

Q54: Which project elements are considered "infrastructure" elements?

- A. While some project elements, such as education campaigns, are clearly not infrastructure, it is not as clear whether other elements (e.g., murals) are infrastructure or non-infrastructure.

This determination may be based on where and how the item is being placed or installed. As an example, the [Local Assistance Procedure Manual \(LAPM\)](#) defines non-infrastructure as: "transportation-related projects that will NOT involve engineering design, right of way acquisition, and the eventual physical construction of transportation facilities." Non-infrastructure projects also typically don't involve breaking ground. Thus, if an art project requires any of those processes, it may require additional considerations that normally apply to infrastructure projects, per Caltrans' definition of non-infrastructure.

In sum, please work with your agency's engineers and follow your agency's applicable laws, regulations, and policies to determine whether a project element should be considered infrastructure or non-infrastructure.