



IIJA

INFRASTRUCTURE INVESTMENT AND JOBS ACT

CALTRANS ANNUAL POLICY NARRATIVE

NOVEMBER 2023 — 2ND EDITION • Director's Office, Office of the Federal Liaison

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INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) IMPLEMENTATION

On November 15, 2021, President Biden signed the [Infrastructure Investment and Jobs Act](#) (IIJA, P.L. 117-58, also known as the “Bipartisan Infrastructure Law”) into law, providing a historic investment in our nation’s core infrastructure priorities — including roads and bridges, rail, transit, safety, ports and waterways, airports, clean energy and power, resiliency, and broadband.

The law authorizes \$1.2 trillion for transportation and infrastructure funding over five years (Federal Fiscal Year (FFY) 2022 through FFY 2026), with \$550 billion of the funding going toward new investments and programs. It also includes federal policy direction and funding in the areas of climate action, zero-emission vehicle deployment, equity, goods movement, and multimodal transportation investment — key priorities that the California State Transportation Agency (CalSTA), the California Department of Transportation (Caltrans), and many California partners have been focused on, and leading the nation in, for many years. Since IIJA’s enactment, CalSTA and Caltrans have been working with its partners to implement the legislation.

At the two-year anniversary of the bill, we have made significant progress that is outlined in this document, but more work is needed. This is the second IIJA Policy Narrative in our series of annual reports, which articulates our progress implementing IIJA in California.

Federal Investments in California

IIJA is delivering for California — supporting critical state investments, creating jobs, and improving lives for all Californians. Based on formula funding alone, California is expected to receive approximately [\\$41.9 billion](#) over 5-years (FFY 2022 through FFY 2026) in guaranteed formula apportionment funding. For FFY 2022 and FFY 2023 alone, California has received \$11.13 million in [Federal-aid Highway Program Apportionments](#), including both the Bridge Formula and National Electric Vehicle Infrastructure (NEVI) Formula Programs, which represents 9.36 percent of the national total. In addition, there is also approximately [\\$180 billion](#)¹ of transportation-related discretionary grant funding available to compete for nationwide.

As of November 2023, California has been awarded approximately \$4.34 billion in transportation-related discretionary grant funding for [470 projects](#) to improve roadways and bridges, freight, public transportation, safety, security, and address climate change. This represents nearly 12 percent of the national total. Of this amount, Caltrans and its partners have been awarded \$217 million for nine critical transportation projects that supports Caltrans’ 4 Foundational Principles: Safety, Equity, Climate Action, and Economic Prosperity in our Communities. Appendix A provides a list of these awarded projects. Appendix B provides a chart of the discretionary grant programs Caltrans is pursuing.



\$6.72B
IIJA funding



87,420
Jobs Created

¹ Includes five-year totals for all grant programs authorized under the Bipartisan Infrastructure Law for the Department of Transportation.



Source: Caltrans, 2023

Highlighted below is an update on a successful Caltrans partnership federal grant application with the San Diego Association of Governments (SANDAG).

Project Spotlight: Otay Mesa East Port of Entry

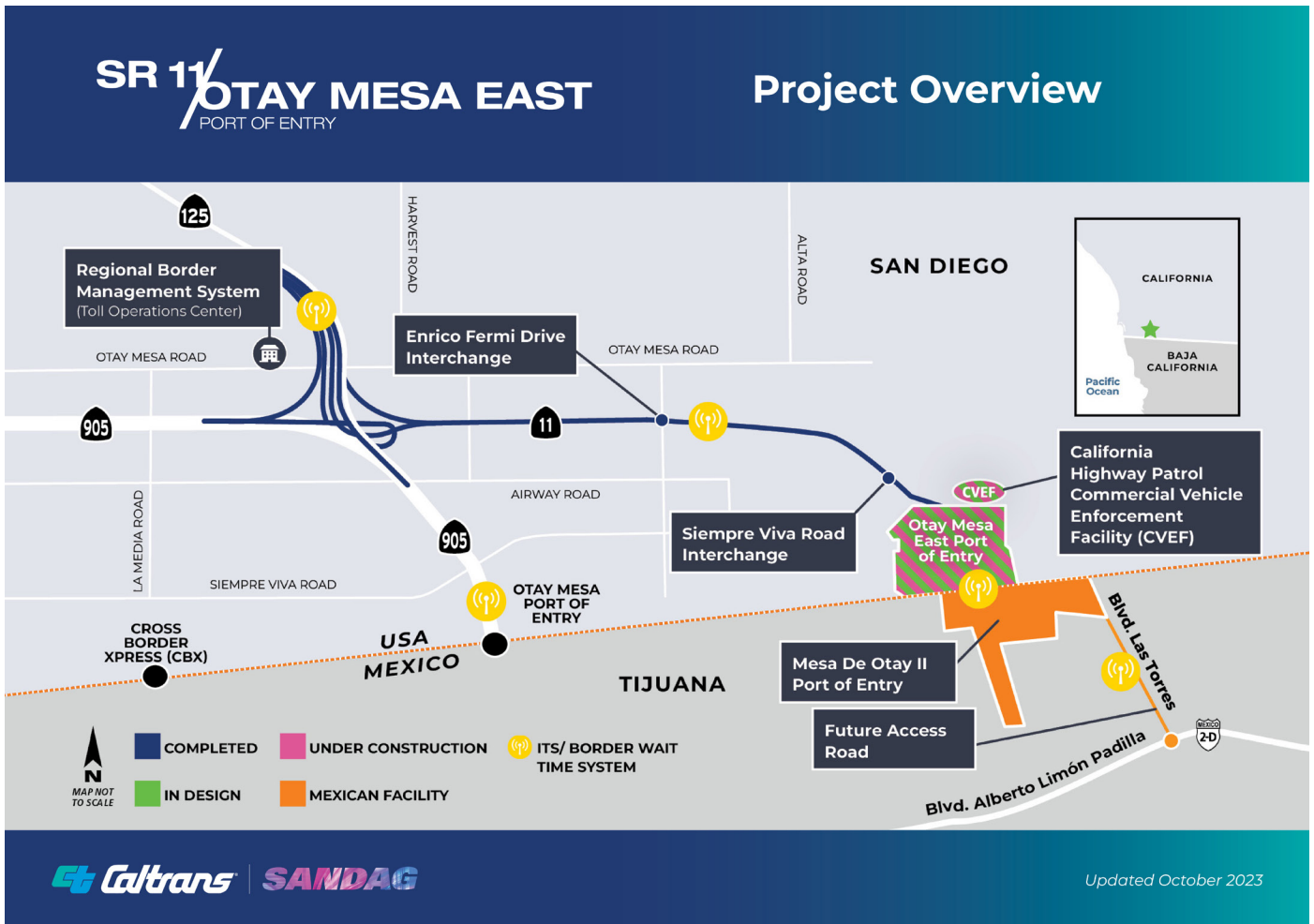
Status: In Construction/Anticipated Opening 2024

Caltrans District: 11

Congressional District: 57

Caltrans received \$150 million from the Infrastructure for Rebuilding America (INFRA) competitive grant program to strengthen the supply chain by constructing a new road (State Route 11) and Port of Entry facility at Otay Mesa. The new Port of Entry will provide an alternative for nearly 3,600 trucks that cross the existing Otay Mesa and Tecate Ports of Entries daily, which are operating at capacity. The project facilitates freight movement across borders with destinations at nearby distribution centers and warehouses,

the Ports of Los Angeles and Long Beach, and the Inland Empire's mega-distribution centers in Riverside and San Bernardino counties. As part of the project, Caltrans will establish a local hire agreement targeting disadvantaged groups, as well as a pre-apprenticeship program. Pictured above is United States Transportation Secretary Pete Buttigieg at the Otay Mesa East Port of Entry site for the INFRA Award Ceremony on November 18, 2022. Project map is shown on the next page.



Source: Caltrans, 2023

The Inflation Reduction Act (IRA, Public Law No: 117-169), signed into law on August 16, 2022, provides over \$5 billion from the General Fund in Fiscal Year 2022, with those funds available through September 30, 2026.

In addition, funds from IRA will be used for three new Federal Highway Administration (FHWA) programs: the Neighborhood Access and Equity Grant Program, the Low-Carbon Transportation Materials Grants, and Environmental Review Implementation Funds. As of June 2023, California received about \$645 million in formula and competitive IRA funding to the state, local governments, tribes, and households — with more funding to be announced. Caltrans is working with its partner agencies, local governments,

and public stakeholders, and leveraging state and local funding to ensure California successfully maximizes and competes for this discretionary funding.

This new funding provides another extraordinary opportunity to direct these funds to advance projects to support Caltrans' 4 Foundational Principles: Safety, Equity, Climate Action, and Economic Prosperity in our Communities; noted on the next page.



Safety – California and the rest of the nation are seeing an increase in fatalities and serious injuries on the roadways. To address this trend, Caltrans is aligning departmental activities, as appropriate, with the Safe System Approach, which aims to eliminate fatal and serious injuries by 2050 for all road users through a holistic view of the roadway system.



Equity – As communicated in [Caltrans' Equity Statement](#), we recognize our leadership role and unique responsibility in state government to eliminate barriers that will lead to more equitable communities and mobility options for all Californians. This understanding serves as the foundation for intentional decision-making that recognizes past, stops current, and prevents future harm from our actions. For these reasons, Caltrans seeks to center equity in every area of our work.



Climate Action – We will accelerate the implementation of actions identified within CalSTA's [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#), while also engaging with communities most impacted by the climate crisis, to collectively create a healthier and safer California for all.



Economic Prosperity in our Communities – The confluence of jobs, housing, safety, a clean environment, and access to healthcare and other services helps deliver the substructure necessary for a community to thrive economically. The health and wellness of our communities — physical, emotional, and economic — are big indicators of what we are doing right — as well as what we must continue to improve upon.

COMMITMENT TO FUNDING A SHARED VISION FOR CALIFORNIA WITH OUR PARTNERS

Governor Gavin Newsom has ramped up California's investments in transportation infrastructure. The [2023-24 California Budget](#) includes \$16.1 billion for new transportation infrastructure programs and projects, which is an increase of \$1.1 billion compared to the 2022 Budget. This considerable level of investment will position the state to continue pursuing significant federal funding through the IJJA and other federal programs by leveraging funding from both state and local sources, delivering climate, equity, and health benefits, while creating a foundation for the development of sustainable and inclusive communities. The legislation represents an urgent push by Governor Newsom to take full advantage of an unprecedented \$180 billion in state, local, and federal infrastructure funds over the next 10 years — critical to achieving California's world-leading climate and clean energy goals while also creating up to 400,000 good-paying jobs.

- **State Highway Operation and Protection Program (SHOPP)** – Caltrans will continue delivering over \$20 billion in planned state highway repair and rehabilitation projects in the SHOPP over the next five years.
- **Support Locals** – Caltrans will allocate almost \$12 billion of local assistance direct funding. Caltrans and local partners will invest over \$3 billion in State Transportation Improvement Program (STIP) projects through the plan period. This program supports the implementation of regional Sustainable Community Strategies, as well as interregional travel.
- **Reduce Congestion** – \$3.5 billion will be available for congested corridors, state/local partnerships, and trade corridor enhancement projects through 2027-28.

Accelerating and Streamlining Infrastructure Project Delivery

Accelerate critical infrastructure projects across California that help build our 100% clean electric grid, ensure safe drinking water and boost the state's water supply and modernize our transportation system.

On July 9, 2023, Governor Newsom signed the infrastructure streamlining package accelerating construction timelines on the projects necessary to achieving the state's ambitious climate and clean energy goals. "For decades, infrastructure projects critical to our future have stalled because of a pervasive mindset of 'no.' With this legislation, California is saying 'yes' to building the clean energy, safe drinking water and transportation projects we need to deliver on our world-leading climate action. Now it's time to roll up our sleeves and build California's future." - Governor Newsom

By streamlining permitting, cutting red tape, and allowing state agencies to use new project delivery methods, the infrastructure streamlining package will maximize taxpayer dollars and accelerate timelines of projects throughout the state, while ensuring appropriate environmental review and community engagement.



Speeds Up Construction: Current construction procurement processes drive delays and increase project costs. The legislation includes methods to offer a streamlined process for project delivery to reduce project timeframes and costs.



Expedites Court Review: Legal challenges often tie up projects even after they have successfully gone through environmental review. This legislation speeds up judicial review to avoid long delays and advance projects without reducing the environmental and government transparency benefits of the California Environmental Quality Act (CEQA).



Streamlines Permitting: Makes changes to California law to accelerate permitting for certain projects, reducing delays and project costs.



Addresses Cumbersome CEQA Processes: Streamlines procedures around document collection and assembly in litigation after projects have already been approved.



Establishes Workforce Equity Funding: Sets aside \$50 million in IIJA funding to support [California's High Road Construction Careers program](#).



Maximizes Federal Dollars: Establishes a Green Bank Financing Program within the Climate Catalyst Fund so that the state can leverage federal dollars for climate projects that cut pollution, with an emphasis on projects that benefit low-income and disadvantaged communities.

Accelerated Project Highlights

IIJA has provided an infusion of federal funding for projects on the State Highway System (SHS) in California. This funding was key to allowing several critical projects that were on hold to advance. To date, Caltrans has invested nearly \$2 billion in safety improvements, bridge repairs, climate adaptation, bike and pedestrian infrastructure projects and more have funds committed and have begun design. Projects will be advertised for construction through 2026. Notable projects that have begun design include:



Vincent Thomas Bridge

This \$700 million bridge deck replacement project will help ensure reliable access to the Ports of Los Angeles and Long Beach. The Vincent Thomas Bridge is a critical supply chain structure for seagoing cargo offloading for distribution in the western United States.



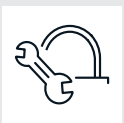
Highway 37 Sea Level Rise

IIJA has provided funding that will raise the portion of Highway 37 at the Novato Creek in Marin County. The Novato Creek has overtopped several times in recent years flooding Highway 37 resulting in closure of the highway for multiple days. This low-lying section of the route is subject to tidal influence and raising this section of highway will avoid future unscheduled closures and improve climate change adaptation and resilience.



Interstate 15 Wildlife Crossings

IIJA funding was committed to fund the construction of three Bighorn Sheep crossings between San Bernardino and Las Vegas. These improvements are associated with the construction of the Brightline West high-speed rail between California's Inland Empire and Nevada's Las Vegas region.



Tunnel Safety Upgrades

IIJA has provided funding to enhance the safety of several tunnels in the San Francisco Bay Area. These improvements will modernize tunnels more than 80 years old with state-of-the-art safety features.



Coronado Bay Bridge Safety Upgrade

The Coronado Bay Bridge has a history of individuals jumping or threatening to jump from the bridge. In California, the Coronado Bay Bridge is only second to the Golden Gate Bridge in these attempts. IIJA is providing the funding to construct a suicide deterrent fence on both sides of the bridge to prevent loss of life and disruptions due to these unplanned closures.

IIJA IMPLEMENTATION

On December 18, 2021, CalSTA convened the IIJA Transportation Implementation Working Group (Working Group), comprised of state and local transportation agencies, FHWA, and other transportation stakeholders, to implement the transportation-related provisions of the IIJA.

Additionally, Caltrans staff have been leading 12 Sub-Working Groups (SWGs) to have more in-depth discussions on specific policy areas and to develop action plans. As of the end of November 2023, the Working Group has held 14 meetings that have included up to 400 participants per meeting, and the SWGs have had over 60 meetings, with hundreds of participants per meeting. More information, meeting notes, and outcomes can be found on the [CalSTA IIJA website](#). These working groups have been important in developing partnerships,

communicating pertinent IIJA information, and pursuing discretionary grant opportunities to fund improvements on roadways and bridges, freight projects, public transportation, safety, and address climate change. Examples of successful grant awards are located on our Discretionary Grant Awards tracker on the [Rebuilding California website](#). Year 2 highlights include:

Overall Funding Split between the State/Locals and across Formula Programs

Caltrans' SWG negotiated initial IIJA formula funding distributions to the state versus regional/local agencies; noted in the chart below. The objective was to maintain an overall 60/40 fundings split for apportioned (formula) program funds that flow through the FHWA (60 percent to the state/Caltrans and 40 percent to local agencies); this 60/40 funding split maintains the ratio from prior federal surface transportation reauthorization laws, most recently the Fixing America's Surface Transportation Act (FAST Act). Based on the timing as to when the IIJA funding for future years is provided, the SWG will reconvene to negotiate funding splits for years 3-5.

| Formula Funding Programs | IIJA FFY 2023 | State 60% | Local 40% |
|--|------------------|----------------|----------------|
| National Highway Performance Program (NHPP) | \$2,509 | \$2,274 | \$232 |
| Surface Transportation Block Grant Program (STBGP) | \$1,221 | \$365 | \$856 |
| Highway Safety Improvement Program (HSIP) | \$268 | \$145 | \$123 |
| Railway-Highway Grade Crossings Program (RHCP) | \$16 | \$— | \$16 |
| Congestion Mitigation and Air Quality Improvement Program (CMAQ) | \$516 | \$— | \$516 |
| Metropolitan Planning Program (MPP) | \$67 | \$— | \$67 |
| National Highway Freight Program (NHFP) | \$130 | \$— | \$— |
| Carbon Reduction Program (CRP) | \$109 | \$38 | \$71 |
| PROTECT Formula Program (PROTECT) | \$124 | \$74 | \$50 |
| Electric Vehicle Formula Program (NEVI) | \$82 | \$— | \$— |
| Bridge Replace & Rehab Program (BRIDGE) | \$575 | \$360 | \$240 |
| Total | \$5,616 | \$3,256 | \$2,171 |

California is very well-aligned with the Biden Administration's federal policies; thus, Caltrans is leveraging its IIJA funds to support innovative, critical programs such as Fix-it-First, Goods Movement, Reconnecting Communities, Climate Resilience and Adaptation, Carbon Reduction, and many more. Caltrans' IIJA-funded projects and other important details are also on the rebuildingca.ca.gov website.

Electric Vehicle Infrastructure



California's [2023 NEVI Deployment Plan Update](#) was developed in partnership between Caltrans and the California Energy Commission (CEC) and approved by the FHWA in September 2023. Approval of the updated plan means that California maintains eligibility for its \$384 million share of the \$5 billion in formula funding authorized by Congress in 2021. This brings the total allocated funding to install charging stations throughout the state to \$138.5 million, an increase of \$81.7 million from 2022.

Furthermore, California opened the state's first competitive solicitation for NEVI funding, with more than \$40 million available to support 270 fast-charging ports at 26 sites across six corridor projects. For more information, visit the CEC's [NEVI website](#) and [sign up for their listserv](#) to stay up-to-date.

Lastly, Caltrans has been actively pursuing federal discretionary grant funding and supported the applications of local partners. In June 2023, and in partnership with the CEC, Caltrans submitted nominations under the Round 7 call for Alternative Fuel Corridors and the first call for National Freight Electric Vehicle Corridors. Caltrans and the CEC, in partnership with the Oregon and Washington State Departments of Transportation, submitted an application to FHWA's [Charging and Fueling Infrastructure Discretionary Grant Program](#) (CFI) to support 34 truck charging and five hydrogen fueling sites along major freight corridors in the three states.

Climate Resilience and Adaptation

IIJA provided funding to begin the costly work of hardening (adapting) the transportation system for the impacts of climate change. Last FY alone, the SHS in California sustained over \$1.2 billion in damages largely attributed to extreme weather, wildfire, and slides associated with climate change. IIJA's [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program \(PROTECT\) Program](#) is allocating approximately \$631 million to California over five years in formula funding. FHWA is offering an additional \$1.4 billion through a Federal discretionary grant program from which Caltrans and its local and regional partners are pursuing additional PROTECT funds for project development and construction of resilience improvements.

The California State Legislature created two capital programs to allocate the formula funds, as well as a one-time state funded augmentation through [Senate Bill \(SB\) 198](#): the State Transportation Infrastructure Climate Adaptation Program (STCAP) and the Local Transportation Climate Adaptation Program (LTCAP). Caltrans is working to implement the STCAP through the SHOPP and has developed a funding plan and list of eligible projects, which is fully subscribed over the 5-years of IIJA funding. Caltrans has already committed funds and begun the design work on 42 of these climate adaptation projects totaling more than \$350 million to begin to make the SHS more resilient. The STCAP also sets aside

two percent to fund adaptation planning studies, identified through an internally competitive prioritization process between Caltrans Districts and Headquarters.

In parallel, the California Transportation Commission (CTC) is administering the LTCAP by sub-allocating funds to local planning organizations, cities, counties, tribes, and other eligible entities through a competitive process as established in the [LTCAP Guidelines](#). CTC expects to adopt the LTCAP Cycle One Program of Projects in Fall/Winter 2023.

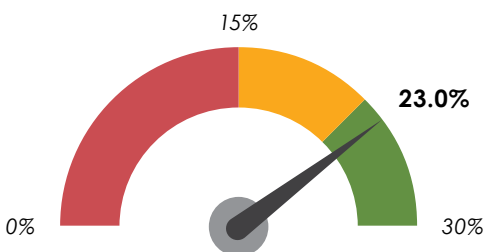
Lastly, Caltrans submitted six applications across five Districts, and provided 15 letters of support to external agencies applying for the Federal [PROTECT Discretionary Grants](#) in August 2023.

Disadvantaged Business Enterprise

Caltrans has three distinct programs to assist small businesses to compete more effectively for its contracting and procurement dollars: [Small Business \(SB\)](#), [Disabled Veteran Business Enterprise \(DVBE\)](#), and [Disadvantaged Business Enterprise \(DBE\)](#).

Since IIJA funding principally impacts Caltrans' federally-assisted DBE projects, the reauthorization of the DBE program will continue to remedy ongoing discrimination and the continuing effects of past discrimination in federally assisted highway, transit, airport, and highway safety financial assistance transportation contracting markets nationwide.

Percentage of Contracts Awarded to DBE Firms



The DBE program's primary remedial goal and objective is to level the playing field by providing small businesses owned and controlled by socially and economically disadvantaged individuals a fair opportunity to compete for federally funded transportation contracts. To learn more, visit the [DBE Program](#) on the U.S. Department of Transportation website.

From October 1, 2022, through August 31, 2023, Caltrans has awarded 23.02 percent, or \$873,478,256 of contracts to DBE firms and is closing in on almost \$1 billion in commitment at awards to DBE firms. The goal for FFY 2022-2024 is 22.2 percent.

Workforce Development

IIJA funding will also play a crucial role in addressing California's shortage of skilled workers in the highway construction industry and the ongoing issue of discrimination and under-representation of women and minorities in this field. Caltrans' workforce development programs are essential to addressing the challenges facing the transportation industry and building a diverse and skilled workforce for the future. IIJA funding will help Caltrans expand these programs to reach even more people.

Caltrans oversees several workforce development initiatives, including the FHWA On-the-Job Training (OJT) Program, OJT Supportive Services (OJT/SS), Heavy Highway Construction Trades Academy, and the National Summer Transportation Institute (NSTI) Program. These programs promote women, minorities, and disadvantaged individuals into journey-level positions in highway construction. See the below section highlighting the Heavy Highway Construction Trades Academy in 2023.

Caltrans is using \$50 million in IIJA funds to collaborate with the California Workforce Investment Board to make training available for up to 2,000 individuals with barriers to employment. Additionally, it will pave the way for introducing transportation-focused career opportunities to disadvantaged youth.

Heavy Highway Construction Trades Academy



Caltrans partnered with Baker Technical Institute (BTI), Highlands Community Charter School (HCCS), and the Federal Highway Administration (FHWA) to host a Heavy Highway Construction Trades Academy in Sacramento, California, beginning in October 2023. This program provides traditionally underrepresented groups in the trades with access to the training and skill-based learning opportunities that they need to be successful in infrastructure and construction-related careers. As part of this course, participants graduate with multiple industry-recognized certifications—including both “hard” and “soft” skills—critical to obtaining and advancing in the construction trades. Participants gain skills in areas such as trenching and shoring safety, land grade basics, construction math, blueprint reading, career readiness, and personal wellness, while also spending time at construction sites observing trades and safety best practices.



Trainees in the Heavy Highway Construction Trades Academy learned to operate excavators, forklifts, and other heavy equipment as part of a five-week intensive training academy. Trainees used cutting-edge technology, such as heavy equipment simulators with operating equipment, next to professional instructors to replicate a heavy highway construction work environment. The construction industry and the heavy highway construction trade has significant shortages of the skilled trade workers who are necessary to rebuild and maintain the state's transportation infrastructure. This program aims to provide disadvantaged individuals with a life-changing career opportunity, while also growing the specialized talent needed to keep California's roads, bridges, and communities safe and prosperous.

Competitive Grant Awards

As noted above, Caltrans continued to work with its transportation partners to pursue federal discretionary grant funding. In 2023, Caltrans supported our partners by providing 182 letters of support for federal applications. Caltrans has also taken an active role in supporting locals in competing for \$5 billion in new funding under the Safe Streets and Roads for All (SS4A) discretionary grant program, which supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or

"Toward Zero Deaths" initiatives. Through the first round of 2022 SS4A funding, 50 communities in California received \$133 million in funding, over 16.54 percent of the national total. Over \$25 million went to 43 communities for Action Plans to reduce or eliminate roadway fatalities and serious injuries. In the second round, 18 California projects will receive almost \$10.7 million in SS4A Planning and Demonstration Grants (Implementation Grants have not been announced yet). This represents approximately 12 percent of the national total. Notable awards include:

| Agency | Amount (\$ millions) | Project | Grant Program |
|---|----------------------|--|--|
| Karuk Tribe Transportation Department | \$0.3 | Project to start a new transit service | Public Transportation on Indian Reservations Program/Tribal Transit Program |
| Golden Gate Bridge, Highway and Transportation District | \$400 | The Golden Gate Suspension Bridge Seismic Retrofit Project | Bridge Investment Program (Large Bridges) |
| California Department of Transportation | \$26 | 3 projects: HUM-254 Avenue of the Giants Fish Passage, MEN-1 Fish Passage, SCR-9 Waterman Gap Fish Passage | National Culvert Removal Replacement and Restoration Grant Program (Culverts) |
| California High-Speed Rail Authority | \$201.9 | Six Grade Separations in the City of Shafter Project | Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program |
| City of Long Beach | \$30 | The Shoreline Drive Gateway Project | Reconnecting Communities Pilot Program (Capital Grant Award) |
| California Department of Transportation | \$7.7 | Southern California Mobility Wallet | Advanced Transportation Technology and Innovation (ATTAIN) Program |
| San Diego Association of Governments | \$21.5 | Palomar Street Grade Separation Project: Improving Safety, Access, and Circulation. | Rebuilding American Infrastructure with Sustainability and Equity/ Local and Regional Project Assistance (RAISE) Program |

IJJA sets aside \$13 billion in federal funding that directly support Tribal communities and makes Tribes eligible to apply for or request billions in discretionary, formula, and other funding to invest in affordable high-speed internet, safer roads and bridges, modern wastewater and sanitation systems, clean drinking water, reliable and affordable electricity, and good paying jobs in every Tribal community.

As of October 30, 2023, California Tribal Governments have been awarded approximately \$7.5 million in transportation-related discretionary grant funding for 19 projects to enhance safety, address wildlife barriers, improve roadways and increase public transportation service. In 2023, Caltrans provided support to Tribal Governments by attending regular meetings with Tribal Governments, creating program factsheets, and sharing upcoming funding opportunities. See Enhanced Outreach and Technical Assistance for Discretionary Grant Programs Section for additional information.

Innovative Partnerships to Reconnect Communities

Earlier this year, the U. S. Department of Transportation (US DOT) released the Notice of Funding Opportunity (NOFO) for the FY 2023 Reconnecting Communities and Neighborhoods Grant Program (RCN), which combined IJJA's Reconnecting Communities Pilot Grant Program with IRA's Neighborhood Access and Equity Program. In response to the NOFO, Caltrans, through its discretionary, [Reconnecting Communities Program](#), invited nominations for project ideas that aligned with federal and state goals for reconnecting communities. In September 2023, Caltrans was involved in 19 applications (Caltrans-led and partner applications) and provided 31 letters of support to external agencies applying for RCN.

Caltrans developed the [Reconnecting Communities: Highways to Boulevards Program](#) (RC:H2B), which is a dedicated \$149 million state-funded program, with the intent for Caltrans to work in partnership with local governments, regional agencies, and community based organizations to leverage the state RC:H2B funds on future RCN funding cycles for both planning and implementation projects.

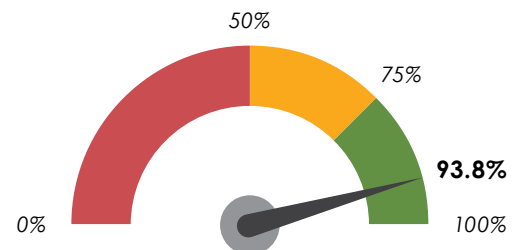
Active Transportation

The Active Transportation Program (ATP) consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The goals of

the oversubscribed ATP include increasing active modes of transportation, increasing the safety and mobility of non-motorized users, achieving greenhouse gas reduction goals, and providing a broad spectrum of projects to benefit disadvantaged communities. New IJJA funds will increase investments aimed at improving public health, quality of life, and economic opportunity in California's most underserved communities, while reducing greenhouse gas emissions. More information about the ATP can be found on the [Caltrans website](#).

As of October 4, 2022, a total of \$3.76 billion dollars on 843 Active Transportation Program (ATP) projects will benefit disadvantaged communities throughout California. Four of the 208 projects in Northern California, totaling \$14.7 million, are statewide initiatives, which support transportation partners across California to increase their opportunity to successfully deliver active transportation projects. The chart below shows 93.8 percent of ATP project funds directly benefit disadvantaged communities.

ATP Funds That Directly Benefit Disadvantaged Communities



"Reconnecting communities divided by transportation infrastructure is a historic step toward addressing injustices that tore apart neighborhoods, especially in communities of color. This is another example of how historic levels of federal and state transportation infrastructure funding is directly benefiting communities throughout California and putting our state on path to a more accessible, connected and equitable transportation system."

— Tony Tavares, Caltrans Director

Freight and Goods Movement

Caltrans completed the [California Freight Mobility Plan \(CFMP\) 2023](#) based on new IIJA requirements and in collaboration with various State, regional and local partners, public and private sectors, and the members of the California Freight Advisory Committee (CFAC). CFAC is currently accepting applications for membership. [More information on membership requirements and how to apply](#) is located on the Caltrans website.

Equity and Tribal Government

On May 19, 2023, Governor Gavin Newsom signed [Executive Order N-8-23 \(ca.gov\)](#), continuing our commitment to be a national leader in advancing equity and opportunity by supporting communities that have suffered inequitable infrastructure development, reaping limited benefits while shouldering a disproportionate share of the burdens of such development, and will therefore strive to exceed the federal goal of 40 percent of the overall benefits flowing to disadvantaged communities for [Justice40-covered programs](#) under IIJA.

Through the Justice40 Initiative, the US DOT and Caltrans are working to increase affordable transportation options that connect Californians to good-paying jobs, fight climate change, and improve access to resources and quality of life in communities in every state and territory in the country.

One such effort underway is the Vision 980 Study Phase 2 - Feasibility Study in the City of Oakland. Caltrans and the City of Oakland have been awarded \$680,000 in federal funding to explore ways to reconnect communities divided by transportation infrastructure along Interstate 980. The project is one of five in California to receive a first-of-its-kind Reconnecting Communities Pilot Program grant as part of IIJA. The grant will allow Caltrans and the City of Oakland to study alternatives for reconnecting communities along the corridor with an expanded focus on community integration and environmental justice.

This study aims to incorporate disadvantaged community members into the planning process and aims for safer travel and improved connections from West Oakland to Downtown to access jobs, services, and shopping through infrastructure and transit improvements

The following IIJA Formula Programs are covered programs on the Justice40 list; California's Fiscal Year 2023 Totals are:

- **Carbon Reduction Program (CRP):** \$109 million
- **NEVI:** \$82 million
- **PROTECT:** \$124 million
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** \$516 million
- **Surface Transportation Block Grant Program (STBG) (Reserved for Transportation Alternatives Set-Aside):** \$1.2 billion

More information on these projects and initiatives can be found on our [Rebuilding California website](#).

The Equity and Tribal Government SWGs combined efforts in response to stakeholder feedback and met in the spring to review and survey working group participants' interests for discussion in their SWG. The SWG will wrap up this fall by distribution and review of a resources document, which supports all the programs and projects under IIJA to engage in — including Equity and Tribal principles across all efforts, and supports priority population benefits and outcomes. The resource document is located on the CalSTA IIJA website.

August Redistribution

Caltrans received \$718 million in additional federal highway spending authority for FFY 2023. This represents percent of the national total for "[August Redistribution](#)" and is the highest amount for any state.



COMPLETED ACTIONS FOR FEDERAL FISCAL YEAR 2023

IIJA Communication and Coordination

Caltrans convened the IIJA Transportation Implementation Working Group Bi-Annual Meeting on June 26, 2023. More information, meeting notes, and outcomes can be found on the [CalSTA IIJA website](#).

Caltrans continue to regularly distribute the [IIJA Bi-Weekly Newsletter](#) to communicate pertinent IIJA information to stakeholders throughout California. Newly in 2023, the newsletters (and archived newsletters and supplementary chart of California's federal grant awards tracker) are available on the [Rebuilding California website](#). See the Enhanced Outreach and Technical Assistance for Discretionary Grant Programs Section for more details on relevant IIJA coordination efforts.

IIJA SWG Action Plans

Caltrans finalized the remaining seven Action Plans in partnership with the SWGs, including completing specific actions to ensure successful implementation of IIJA. All the Plans will be located on the [CalSTA IIJA website](#).

1. **Safety**
2. **Fix-it-First**
3. **Reimagining Highway Investments/Carbon Reduction Program**
4. **Climate Resilience and Adaptation**
5. **Local Hire/Contracting/Workforce Development**
6. **Transit and Commuter Rail/Intercity Passenger Rail**
7. **Freight/Goods Movement**

Strategic Investment Planning

By year-end 2023, Caltrans is expected to have submitted over 50 grant applications across 20 IIJA programs, which is a large increase from 2022's 12 programs that Caltrans pursued. This significant increase is largely due to more IIJA funding opportunities available in 2023 than the prior year, which includes but is not limited to, the CFI Program, the National Culvert Removal program, Replacement, and Restoration Grant, the PROTECT Program, and the Wildlife Crossings Pilot Program. While Caltrans has partnered with and supported numerous local and regional agencies on their project applications, Caltrans also took a momentous step in 2023 to partner with Oregon and Washington State Department of Transportation on two critical projects: 1) The West Coast Truck Charging and Fueling Corridor Project for the CFI Program; and 2) The Interstate 5 Truck Parking Information Management System for the Multimodal Project Discretionary Grant (MPDG).

Enhanced Outreach and Technical Assistance for Discretionary Grant Programs

Caltrans developed and is implementing a robust communication plan that utilizes diverse communication channels through which IIJA NOFOs, programs, awards, webinars, resources, and more are regularly and promptly shared with our transportation partners. These channels can be accessed through multiple websites which continuously get updated, such as [Rebuilding California](#), the Caltrans [Office of the Federal Liaison](#), [Office of Strategic Investment Planning](#), and the Division of Local Assistance's newly created [program-specific IIJA web pages](#) accessible on the internet.

Caltrans also sends out calls for Caltrans letters of support and partnership requests for select federal funding competitive grant programs. These letters of support are provided to local agencies and partners by Caltrans for inclusion in their project application packages for

competitive grant programs. Information is located on the [Office of Strategic Investment Planning](#) website.

To assist Tribal communities better, Caltrans also started developing and distributing a Tribal IIJA Newsletter, which gets shared at the quarterly Native American Advisory Council and on the [Rebuilding CA website](#). This newsletter focuses on grant opportunities and shares resources specific to Tribal communities.


Actions for Fiscal Year (FY) 2024




Caltrans will continue to expand IIJA outreach efforts to share pertinent IIJA information to stakeholders through various channels (some of which are identified above in the Enhanced Outreach and Technical Assistance for Discretionary Grant Programs Section) and convene the IIJA Working Group, as needed. Caltrans will also explore strategic partnership opportunities to enhance interagency coordination and put forth competitive IIJA discretionary grant applications.

EMBARKING ON A MEANINGFUL JOURNEY TOGETHER

This is an exciting new age for transportation in California! With historic investments in transportation infrastructure at both the federal and state levels, now is the time to develop meaningful partnerships to transform our State. Together with our partners, employing Caltrans' 4 Foundational Principles to guide the Department's plans and projects, we will continue to make transformative investments to our vast travel network that will result in impactful benefits for all California.

APPENDIX A: Caltrans Federal Grant Awarded Projects

| Grant Program | Caltrans District | Project Name | Applicant | Supports Foundational Principle ¹ | Total Awarded (Millions) |
|---------------|-------------------|--|---|--|--------------------------|
| ATTAIN | 7 | Southern California Mobility Wallet | Caltrans (Lead) + Partners (California Integrated Travel Project, CalSTA, Los Angeles County Metropolitan Transportation Authority, UC Davis Institute of Transportation Studies) |    | \$7.7 |
| Culverts | 1 | Avenue of the Giants Fish Passage | Caltrans |    | \$5 |
| Culverts | 1 | Mendocino 1 Fish Passage | Caltrans |     | \$15 |
| Culverts | 5 | SR-9 Waterman Gap Fish Passage | Caltrans |  | \$6 |
| MPDG – INFRA | 11 | SR-11/ Otay Mesa East Port of Entry | Caltrans (Lead) + San Diego Association of Governments |     | \$150 |
| MPDG – Mega | 5 | Watsonville-Santa Cruz Multimodal Corridor Program (WSC-MCP) Cycle 3 (Highway 1: Auxiliary Lane, Bus on Shoulder, and Bike/Ped Bridge) (Freedom to State Park Aux Lanes) | Caltrans (Lead) + Santa Cruz County Regional Transportation Commission |     | \$30 |
| RIA | | California Transportation Choices Partnership Project | Caltrans (Lead) + Multiple Partners ² |    | \$2 |
| RCN – RCP | 7 | SR-710 Northern Stub Re-envisioning Project | City of Pasadena (Lead) + Caltrans |     | \$2 |
| RCN – RCP | 4 | Vision 980 Phase 2 – Feasibility Study | Caltrans (Lead) + City of Oakland |     | \$0.7 |
| SMART | 11 | Deploying UAS Innovations for Remote, Autonomous Infrastructure Construction Inspection to Enhance Safety, Save Time, Reduce Cost and Lessen Carbon Emissions | Caltrans |     | \$0.4 |

 Safety  Equity  Climate Action  Economic Prosperity

¹ Caltrans' 4 Foundational Principles are: Safety, Equity, Climate Action, and Economic Prosperity in our Communities. See the 2023 IJJA Policy Narrative for more information.

² California Association of Councils of Government, Metropolitan Transportation Commission, Sacramento Area Council of Governments, San Diego Association of Governments, Southern California Association of Governments, and Tahoe Regional Planning Agency.

APPENDIX B: Caltrans Federal Grant Pursuits

| No. | Program Full Name | FY 2020 | FY 2021 | FY 2022 | FY 2023 |
|----------------------------|---|----------|----------|-----------|-----------|
| 1 | Advanced Transportation Technology and Innovation (ATTAIN) | | | ✓ | ✓ |
| 2 | Active Transportation Infrastructure Investment (ATTII)* | | | | ✓ |
| 3 | Bridge Investment Program (BIP)* | | | ✓ | ✓ |
| 4 | Charging and Fueling Infrastructure (CFI)* | | | | ✓ |
| 5 | Congestion Relief Program (CRP) | | | | ✓ |
| 6 | Consolidated Rail Infrastructure and Safety Improvements (CRISI)* | | ✓ | ✓ | ✓ |
| 7 | National Culvert Removal, Replacement, and Restoration Grant (Culverts)* | | | ✓ | ✓ |
| 8 | Electric Vehicle Charger Reliability and Accessibility Accelerator (EV-RAA) | | | | ✓ |
| 9 | Fed-State Partnership for Intercity Passenger Rail (FSP) | | | ✓ | ✓ |
| 10 | Nationally Significant Freight and Highway Projects (INFRA) | ✓ | ✓ | ✓ | ✓ |
| 11 | National Infrastructure Project Assistance (MPDG)* | | | ✓ | ✓ |
| 12 | Neighborhood Access & Equity (NAE) | | | | ✓ |
| 13 | Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)* | | | | ✓ |
| 14 | Local and Regional Project Assistance Grants (RAISE) | ✓ | ✓ | ✓ | ✓ |
| 15 | Railroad Crossing Elimination Program (RR-Xing)* | | | | ✓ |
| 16 | Rural Surface Transportation Program (RURAL)* | | | ✓ | ✓ |
| 17 | Reconnecting Communities Pilot Program (RCP)* | | | ✓ | ✓ |
| 18 | Strengthening Mobility and Revolutionizing Transportation Grant Program (SMART)* | | | ✓ | ✓ |
| 19 | Wildlife Crossings Pilot Program* | | | | ✓ |
| 20 | Regional Infrastructure Accelerators (RIA) program | | | | ✓ |
| 21 | Corridor Identification and Development Program (Corridor ID Program) | | | ✓ | |
| Total Grant Pursued | | 2 | 3 | 12 | 20 |

* New IJA Programs

✓ Applications Submitted
✓ Applications in Progress
✓ Planned
✓ Awarded

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FIX-IT-FIRST

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TRANSITION TO ZERO-EMISSIONS

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Tony Dang *(Prior Role)*

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Momo Tamaoki *(Prior Role)*

INTERCITY PASSENGER RAIL

Kyle Gradinger

Momo Tamaoki *(Prior Role)*

FREIGHT/GOODS MOVEMENT

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OVERALL FUNDING SPLIT BETWEEN STATE/ LOCALS AND ACROSS PROGRAMS

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