

IIJA

INFRASTRUCTURE INVESTMENT AND JOBS ACT

CALTRANS ANNUAL POLICY NARRATIVE

NOVEMBER 2024 — 3RD EDITION • Director's Office, Office of the Federal Liaison

SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021

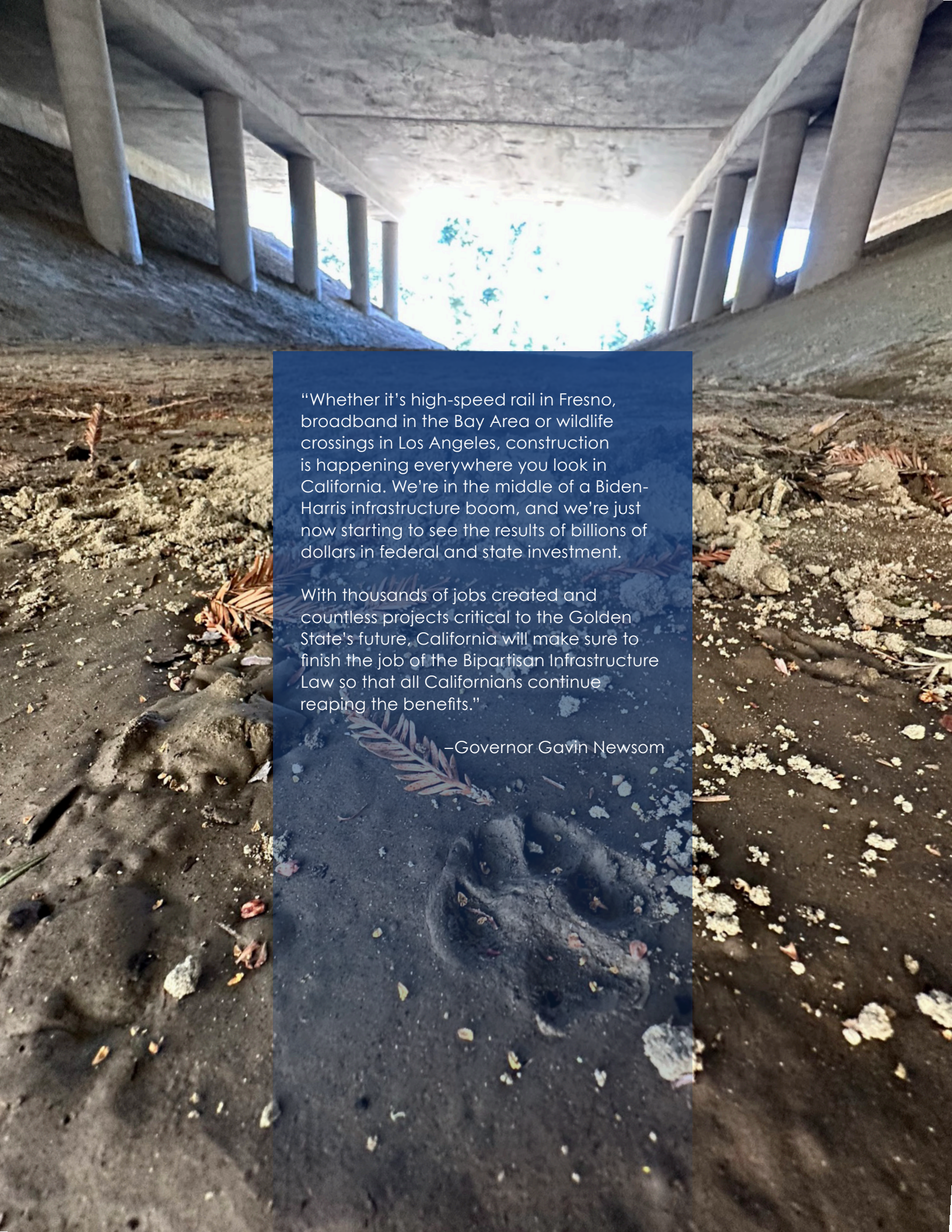
The Infrastructure Investment and Jobs Act of 2021 (IIJA, P.L. 117-58) is a federal bill that addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). The bill was approved by the 117th Congress (Senate passage on August 10, 2021 and House passage on November 5, 2021). On Monday November 15, 2021, President Biden signed IIJA into law.

The bill includes \$1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FY 2026, including \$550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup, in addition to regular annual spending on infrastructure projects. See [H.R.3684 – IIJA, 117th Congress \(2021-2022\)](#) for more information.



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"Whether it's high-speed rail in Fresno, broadband in the Bay Area or wildlife crossings in Los Angeles, construction is happening everywhere you look in California. We're in the middle of a Biden-Harris infrastructure boom, and we're just now starting to see the results of billions of dollars in federal and state investment.

With thousands of jobs created and countless projects critical to the Golden State's future, California will make sure to finish the job of the Bipartisan Infrastructure Law so that all Californians continue reaping the benefits."

—Governor Gavin Newsom

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) IMPLEMENTATION BACKGROUND

Since IIJA's enactment, the California State Transportation Agency (CalSTA), and the California Department of Transportation (Caltrans), have been working with its partners to implement the legislation. At the three-year anniversary of the bill, we have made significant progress that is outlined in this document, but more work is needed. This is the third IIJA Policy Narrative in our series of annual reports, which articulates our progress implementing IIJA in California.



\$41.9 billion

California is expected to receive approximately \$41.9 billion over 5-years (FFY 2022 through FFY 2026) in guaranteed formula apportionment funding.

Formula funds by bureau

Federal Highway Administration formula funds
To California by Federal Fiscal Year (FFY)

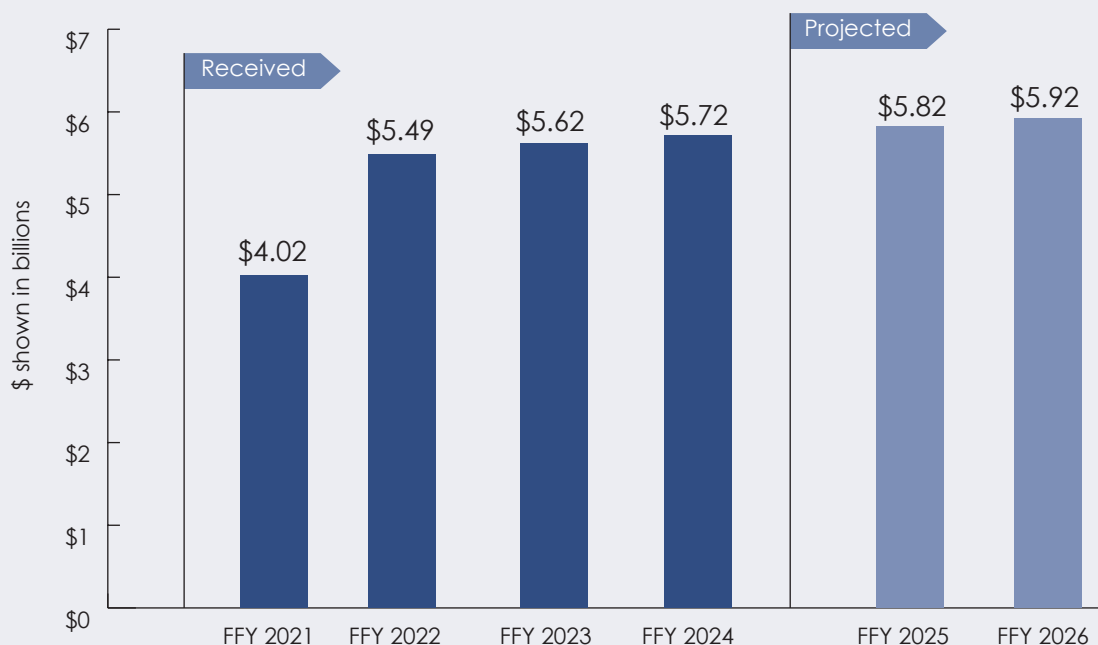


Figure 1: Formula funds by bureau
Source: [Rebuilding California website](#)

¹Formula funds shown for future FFYs are estimated projections. For more information on California funds distribution, visit the Federal Highway Administration (FHWA), [Apportionments](#).

FEDERAL INVESTMENTS IN CALIFORNIA

IIJA is delivering for California—supporting critical state investments, creating jobs, and improving lives for all Californians.

In our third year, IIJA continued to provide remarkable opportunities for California to address critical infrastructure needs while promoting economic growth and equity. In collaboration with its statewide partners and stakeholders, Caltrans is at the forefront of implementing IIJA's provisions, ensuring that funding delivers real benefits to people and communities across the state. This coordinated effort is designed to enhance transportation networks, create jobs, and build resilient infrastructure that serves all Californians, particularly in underserved areas.

170,833

jobs created in California¹

\$13.14 billion

Invested in California Transportation Projects¹

\$52.6 billion

IIJA Funding Announced²



\$10.88 billion

IIJA Transportation Grant Awards³

\$50 million

Invested in Workforce Development

\$1.9 billion

Allocated to Disadvantaged Business Enterprises

¹Data retrieved from Financial Management Information System (FMIS) on October 24, 2024. The IIJA dollars invested is the obligated (or authorized) funds, capturing both capital (state) and local projects. See [IIJA by the numbers](#).

²Data retrieved from the White House Investing in America website. Includes both IIJA Formula and Discretionary Funding announced to California. For more information visit <http://www.whitehouse.gov/invest/>.

³Data retrieved from USDOT press releases for IIJA discretionary award announcements to California as of November 11, 2024. See IIJA Discretionary Grants Tracker at [IIJA archive](#).

COMPLETED ACTIONS FOR 2024

By focusing on strategic partnerships, Caltrans aims to maximize the impact of IIJA funding to create sustainable improvements for California's economy and quality of life. The following section highlights some completed actions Caltrans and its partners have taken to deliver federal transportation funding to Californians.

Highlighting Partnerships on Local Projects + Competitive Grant Awards

Caltrans continued to work with its transportation partners to pursue federal discretionary grant funding. So far in 2024, Caltrans was a co-applicant on 19 federal applications led by our local and regional partners, which were submitted to several federal discretionary grant programs.

Caltrans also supported our partners by providing 169 letters of support for federal applications in 2024. To date, our partners were awarded a total of nearly \$208 million. See the [Office of Strategic Investment Planning](#) website for current calls for Caltrans letters of support and partnership requests.

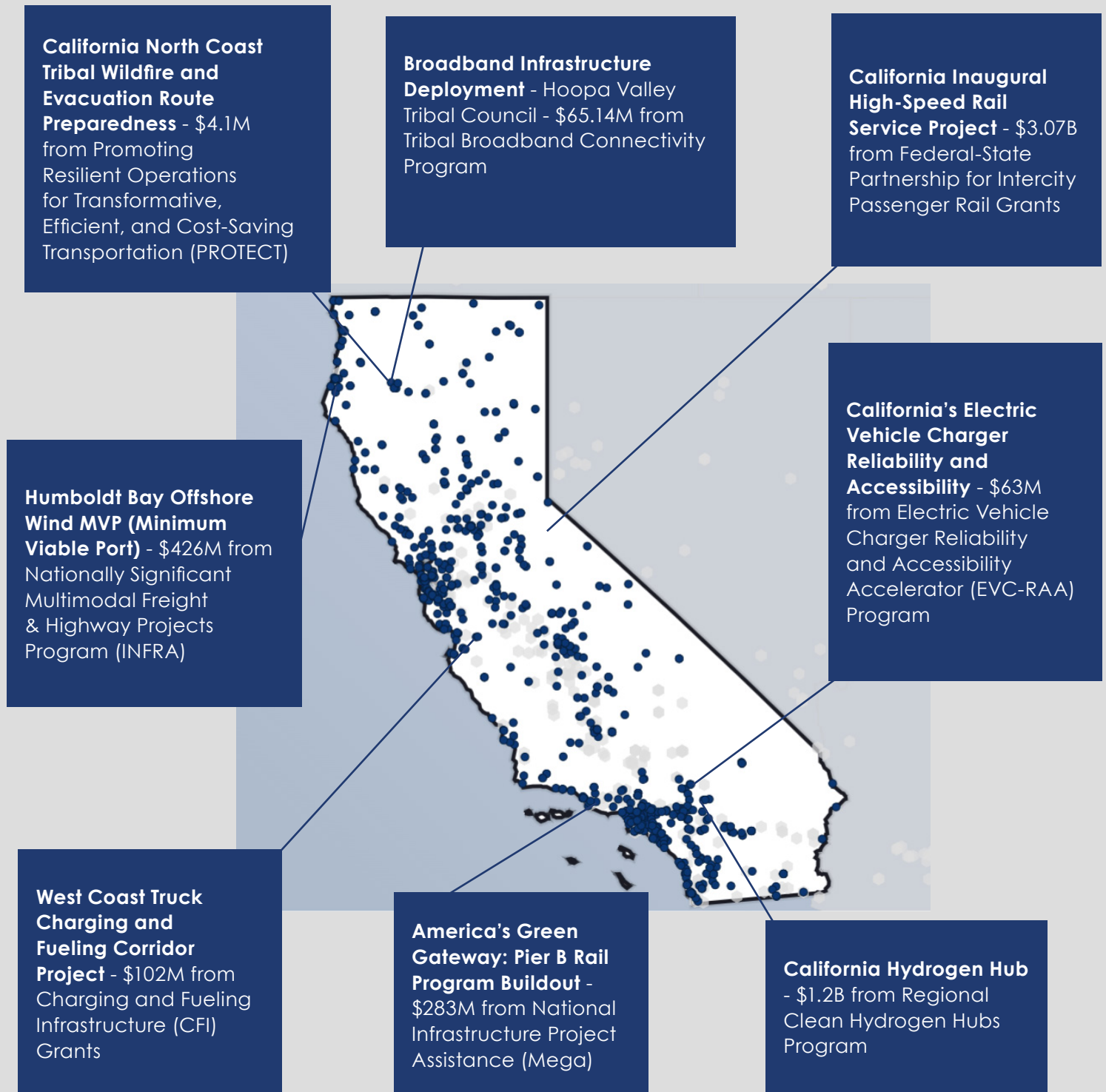
As of November 2024, Caltrans and its partners have been awarded \$624.6 million for 15 critical transportation projects in 2024 that supports Caltrans' Core Four Foundational Principles: Safety, Equity, Climate Action, and Economic Prosperity in our Communities. Appendix A provides a list of these awarded projects and the ways in which they align with Caltrans' Core Four.

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.

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.

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.

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.

FIGURE 2: Map of FFYs 2023-24 Awarded IIJA Discretionary Grants Across California

Source: [White House Maps of Progress](#) and Caltrans Office of Strategic Investment Planning.

Highway Bridge Program

The [Highway Bridge Program \(HBP\)](#) connects local agencies from across the State with federal funding to improve the structural safety conditions of locally owned bridges through replacement, rehabilitation, or preventive maintenance. The intent of the HBP is to remove structural deficiencies from existing local highway bridges using the most cost-effective and prudent solution to keep the traveling public safe.

HBP has historically been oversubscribed, but the increase in funding from IIJA enabled the program to expand its delivery capacity. In FFY 2024, the program accepted 57 new projects to begin in the coming years, authorized 55 projects to commence with early phases of project delivery, and authorized 30 projects to begin construction.

Through IIJA, the local HBP receives approximately \$560 million annually.

Approximately 40% of this annual funding (\$230 million) comes from the IIJA Bridge Formula Program (BFP), a 5-year program that sunsets in 2026.

One newly constructed bridge project that received construction funding under IIJA is the 1,200-foot-long, six-lane Hamner Bridge over the Santa Ana River in Riverside County (see Figures 1 and 2). This project replaced a structurally deficient bridge, which drastically improved safety for roadway users, and improved traffic circulation for the heavily traveled, major regional connector.

The total project cost was approximately \$71.1 million, with 80 percent of the funding coming from federal funds provided by the local HBP. Of that amount, \$34.8 million—almost half of the total project cost—was contributed through the IIJA.



Figure 3 and 4: Before & After Photo of the Hamner Avenue Bridge Replacement and Widening Project in Riverside County, CA.

Electric Vehicle (EV) Infrastructure

[California's 2024 National Electric Vehicle Infrastructure \(NEVI\) Deployment Plan Update](#) was developed in partnership between Caltrans and the California Energy Commission (CEC) and was approved by the FHWA in November 2024. 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. As of March 2024, there are 197 EV charging stations that meet NEVI requirements (see Figure 5).




Furthermore, California completed the state's first competitive solicitation for NEVI funding, awarding over \$32 million in federal funds for EV charging projects along its busiest transportation corridors, expanding the nation's largest EV charging network and continuing the state's commitment to building a bigger, better charging network. For more information, visit the [CEC's NEVI website](#) and subscribe on their website to stay up-to-date.



Figure 5: Map of EV Charging Stations that meet NEVI requirements as of March 2024.

Carbon Reduction Program (CRP) + Projects

California receives about \$110 million per year of [CRP](#) funds over five years through IJIA. These funds are split, with 65 percent apportioned to different areas of the state based on population, or 'Local CRP', and 35 percent to be spent anywhere in the state, or 'State CRP'. Both Local and State CRP funds must be invested in alignment with the [Carbon Reduction Strategy](#). Caltrans began soliciting proposals in September 2023 and selected the following three projects for CRP funding this year.

	<p>Silicon Valley Express Lanes</p> <p>Proposed managed lane project. Toll revenue will be reinvested in light rail line in freeway median. Caltrans is a founding partner to Valley Transportation Authority (VTA) on this project. Learn more.</p>
	<p>I-5 Managed Lanes Project</p> <p>Proposed managed lane project. Toll revenues would be invested in transit, active transportation, and TDM programs. Toll revenues will be invested in a variety of Vehicle Miles Traveled (VMT) mitigation strategies including improved rail and transit, affordable housing, and mobility wallet. Learn more.</p>
	<p>I-805 Managed Lanes South HOV to HOT Conversion</p> <p>Proposed managed lane project. Toll revenues would be invested in transit, active transportation, and TDM programs. Caltrans in partnership with San Diego Association of Governments (SANDAG) on this project. Learn more.</p>

Climate Resilience and Adaptation

Caltrans is continuing its delivery of over 40 State Transportation Infrastructure Climate Adaptation Program (STCAP, See California Government Code Section 14563, as added by Senate Bill [\(SB\) 198, Chapter 71, Statutes of 2022](#)) projects through State Highway Operations and Protection Program (SHOPP), representing more than \$350 million invested in climate change resiliency of the SHS. Caltrans is also executing six STCAP-funded planning studies statewide that will help fine-tune climate adaptation solutions in impacted areas.

The California Transportation Commission's (CTC) [2023 Local Transportation Climate Adaptation Program \(LTCAP\)](#) Cycle One Program of Projects provided over \$300 million to 15 projects. The [2025 LTCAP Guidelines](#) were adopted in June 2024, opening the call for projects that concluded on August 30, 2024. The CTC anticipates the adoption of the LTCAP Cycle Two Program of Projects in March 2025.

Lastly, the [State Climate Resilience Improvement Plan for Transportation \(SCRIPT\)](#) (approved by FHWA in January 2024) provides an unconstrained project list of California's high-priority, [PROTECT](#)-eligible, climate resilience and adaptation projects.

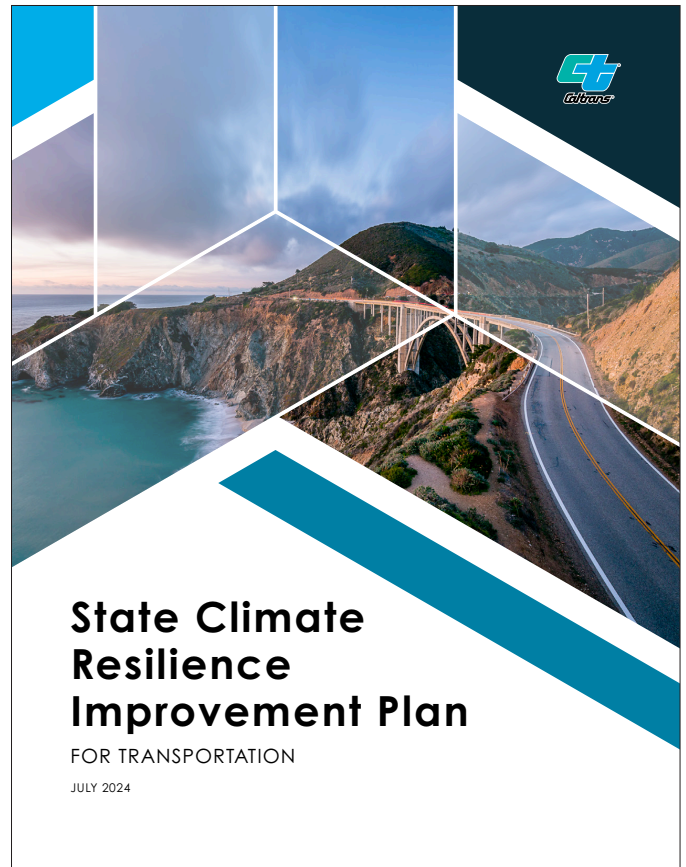


Figure 6: The SCRIPT summarizes existing climate adaptation policies, tools, guidance, and activities to making immediate and long-range investments to improve the resilience of the transportation system.



Figure 7: Bomb Cyclone Aftermath California's bomb cyclone destroys a road in Santa Cruz, California in January 2023.

Innovative Partnerships to Reconnect Communities

The FFY 2024 [Reconnecting Communities Pilot \(RCP\) Grant Program](#) Notice of Funding Opportunity (NOFO) allocated funding for three FFYs (2024, 2025, 2026). Caltrans invited nominations for project ideas that aligned with federal and state goals for reconnecting communities that resulted in three Caltrans-led and three joint-partner applications, and 18 Caltrans letters of support to external agencies applying for RCP grants.

Caltrans developed the [Reconnecting Communities: Highways to Boulevards Program \(RC:H2B\)](#), which through a competitive process selected three priority communities in most need of reconnection. Caltrans will work in partnership with these communities to plan and implement a variety of innovative solutions through a community-driven process.

The National City/Southeast San Diego Greenspace Corridor Project

Community-Based Organizations partnering with Caltrans on the National City/Southeast San Diego Greenspace Corridor Project received

a \$2 million planning grant from the federal [Neighborhood Access and Equity Grant Program](#) to reconnect Southeast San Diego and National City communities divided by Interstate 805 and the unfinished State Route 252. Also known as Mat Matayuum, or “the place that brings people together” in indigenous Kumeyaay language, the project was selected as one of three statewide awards for the Caltrans RC:H2B, pairing state and federal funding, agency-led technical assistance, and community-based planning and engagement.

Moreover, Caltrans leadership worked with community groups like Mundo Gardens, the Urban Collaborative Project, Smart Growth America, the Black Federation, and Chicano Park Steering Committee to host a two-day Community Connectors Conference full of sessions on equitable practices, government and community partnerships, environmental justice, historical movements against systemic racism, and anti-displacement strategies in economic development. Other recent events include hosting the Coffee Connection for state and community leaders, a cultural celebration with pre-Hispanic dancing, food, music, and live art demonstrations, and a press conference with the CalSTA Secretary and Caltrans Director. Currently, the coalition is working with SANDAG on a FFY 2024 RCP grant program application.



Figure 8: A cultural performance at the Coffee Connection event.

Vision 980 Study – Reconnecting a Community

The [Vision 980 project](#) in Oakland is one example of a reconnecting communities project. A key component has been continued engagement with the community to identify ways to reimagine the Interstate I-980 corridor by attending community events, surveys, virtual public workshops, and mobile workshops. Phase two of this project will begin in 2026 with funding from the federal RCP Grant Program.



Figure 9: Two community members look at a historic map of West Oakland during a pop-up engagement event for the Vision 980 Study.

Disadvantaged Business Enterprise

The Disadvantaged Business Enterprise (DBE) Program is primarily supported by federal funding from IIJA. With the DBE program's reauthorization, Caltrans shall continue to create opportunities for all Californians to equitably participate in rebuilding and improving the state's transportation infrastructure. In FFY 2022-23, Caltrans allocated over \$1 billion to DBEs, surpassing its annual 22.2 percent goal at 22.34 percent. Similarly, in 2023-2024, Caltrans attained a 22.76 percent goal of allocating almost \$900 million to DBEs.



Figure 10: A young community member draws ideas for her dream future of the I-980 corridor.

Workforce Development

Caltrans is making significant progress in its workforce development initiatives. The Department executed a 3-year, \$3.6 million contract with Baker Technical Institute (BTI) to deliver nine academies that will train 180 individuals. The first Heavy Equipment Operator (HEO) session is scheduled for January 2025 in San Bernardino County. Additionally, Caltrans, in collaboration with BTI, has applied for a \$1.2 million grant to expand the program to Tulare County, potentially training an additional 60 to 80 operators.

Furthermore, in partnership with the San Bernardino Workforce Development Center (SBWDC), Caltrans has also secured \$185,000 from the Highway Construction Training Program (HCTP) to expand the On-the-Job Training/ Supportive Services (OJT/SS) Welding Pilot Program, with six additional programs planned for FY 2024. Finally, Caltrans and the California Workforce Development Board (CWDB) are initiating a \$50 million training partnership scheduled to train 2,000 individuals through industry-standard multi-craft core curriculum (MC-3), reflecting Caltrans' commitment to workforce growth and diversity, which is fully funded by IIJA. The program is anticipated to begin in Spring 2025.

Safety

Double Down on What Works

Under the IIJA [Highway Safety Improvement Program \(HSIP\)](#), Caltrans systematically screens the state highway system (SHS) to identify locations for safety investigations and implements proven safety countermeasures. Caltrans is also required to set aside 15 percent of IIJA-HSIP funds

to address the safety needs of vulnerable road users such as pedestrians and bicyclists. In 2024, Caltrans obligated \$41 million under this program towards pedestrian and bicyclist safety and \$17.6 million towards the safety of the local rural road network. An additional \$403 million worth of local road safety projects are currently under review.

Implementing Proven Safety Countermeasures

Caltrans continues to supplement the safety efforts of IIJA-HSIP with state funds. For example, in 2024, Caltrans installed high-visibility crosswalks, new bicycle lanes, and road-diets at more than 260 locations on the SHS. Additionally, 630 locations will be addressed during the remainder of the calendar year with a total of 2,500 locations over 5-years under the state-funded Highway Maintenance Program. Figure 7 shows a recently completed safety improvement at an off-ramp.



Figure 11: [A-13 on State Route 36 Safety project](#) - project aims to replace the intersection with a roundabout to improve traffic flow and safety.

Collaboration with Statewide Safety Partners

Caltrans continues to collaborate with its statewide agency partners as part of the California Strategic Highway Safety Plan (SHSP) to make progress towards its vision to eliminate traffic fatalities and serious injuries on all California roads. As part of the [2020-2024 California SHSP](#), Caltrans and its partners including the California Office of Traffic Safety (OTS), California Highway Patrol (CHP), and California Department of Motor Vehicles (DMV) have developed and implemented 81 actions for improving road safety for all users. Some examples of SHSP collaborative actions include developing guidance documents on road safety for all users (Caltrans, CHP, DMV & OTS); revising DMV's California Driver's Handbook and the California Manual on Uniform Traffic Control Devices (MUTCD) (Caltrans, DMV & CHP); and public awareness/education campaigns on road safety for all users (Caltrans, CHP & DMV).

Equity and Tribal Communities

On May 19, 2023, Governor Gavin Newsom signed [Executive Order N-8-23](#), continuing our commitment to be a national leader in advancing equity and opportunity by supporting communities that have suffered inequitable infrastructure development, receiving 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 U.S. Department of Transportation (USDOT) 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.

The following IIJA Formula Programs are part of the Justice40 Initiative; California's FFY 2024 totals are:

- NEVI: \$ 82 million
- PROTECT: \$ 126 million
- Congestion Mitigation and Air Quality Improvement Program (CMAQ): \$ 526 million
- Surface Transportation Block Grant Program (STBG) (Reserved for Transportation Alternatives Set-Aside): \$ 1.245 billion



Tribal Government

As of November 2024, California Tribal Governments have been awarded approximately \$32.13 million in transportation-related discretionary grant funding for 29 projects to enhance safety, address wildlife barriers, improve roadways, and increase public transportation service. This is over 14% of the of all IIJA funding budgeted in 2024 nationally that benefit Native Americans and Alaska Natives that were awarded to California Tribal Governments.⁴ In 2024, Caltrans provided support to Tribal Governments by attending regular meetings with Tribal Governments, creating program factsheets, and sharing upcoming funding opportunities via a Tribal IIJA Newsletter. [See Enhanced Outreach and Engagement Section](#) for additional information.

⁴[FY 2024 native American Funding Crosscut](#). Includes IIJA discretionary and mandatory funding as planned obligations for 2024.



Figure 12: Rattlesnake Slide, Photo Credit: Misty Rickwalt, Transportation Director, Karuk Tribe.

April 2024, Caltrans was awarded a \$4.1 million [PROTECT](#) Discretionary Planning Grant for the California North Coast Tribal Wildfire and Evacuation Route Preparedness Project to address the needs of disadvantaged, climate vulnerable Tribal communities.

Overall Funding Split Between the State/Locals and Across Formula Programs

[Caltrans' Sub-Working Group](#) 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 \(FAST Act\)](#).

Formula Funding Programs	IIJA FFY 2024	State	Local
National Highway Performance Program (NHPP)	\$ 2,559	\$ 2,321	\$ 235
Surface Transportation Block Grant Program (STBGP)	\$ 1,245	\$ 374	\$ 872
Highway Safety Improvement Program (HSIP)	\$ 274	\$ 145	\$ 129
Railway-Highway Grade Crossings Program (RHCP)	\$ 16	\$ -	\$ 16
Congestion Mit. and Air Quality Imp. Program (CMAQ)	\$ 526	\$ -	\$ 526
Metropolitan Planning Program (MPP)	\$ 69	\$ -	\$ 69
National Highway Freight Program (NHFP)	\$ 132	\$ -	\$ -
Carbon Reduction Program (CRP)	\$ 111	\$ 39	\$ 72
PROTECT Formula Program (PROTECT)	\$ 126	\$ 76	\$ 50
Electric Vehicle Formula Program (NEVI)	\$ 82	\$ -	\$ -
Bridge Replace & Rehab Program (BRIDGE)	\$ 575	\$ 345	\$ 230
GRAND TOTAL	\$ 5,715	\$ 3,299	\$ 2,199

ENHANCED OUTREACH AND ENGAGEMENT EFFORTS

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](#), the Division of Transportation Planning's [Office of Strategic Investment Planning](#), and the [Division of Local Assistance](#) websites. See the following sections for more details.

IIJA Communication and Coordination

CalSTA and Caltrans convened two meetings this year (February 12, 2024, and October 24, 2024), comprised of state and local transportation agencies, FHWA, and other transportation partners and stakeholders, to implement the transportation-related provisions of IIJA. As of the end of November 2024, the IIJA Transportation Implementation Working Group (Working Group) has held 16 meetings that have included up to 400 participants per meeting. These Working Group meetings 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. More information, meeting notes, and outcomes can be found on the [CalSTA IIJA website](#).

Caltrans continues to regularly distribute the [IIJA Bi-Weekly Newsletter](#) and [Quarterly IIJA Tribal Newsletter](#) to communicate pertinent IIJA information to stakeholders throughout California. The newsletter was also redesigned to enhance

the newsletter's legibility by adding a snapshot of important statics in the front and a conformed design throughout. The newsletters (and archived newsletters and supplementary chart of California's federal grant awards tracker) are available on the [Rebuilding California website](#).

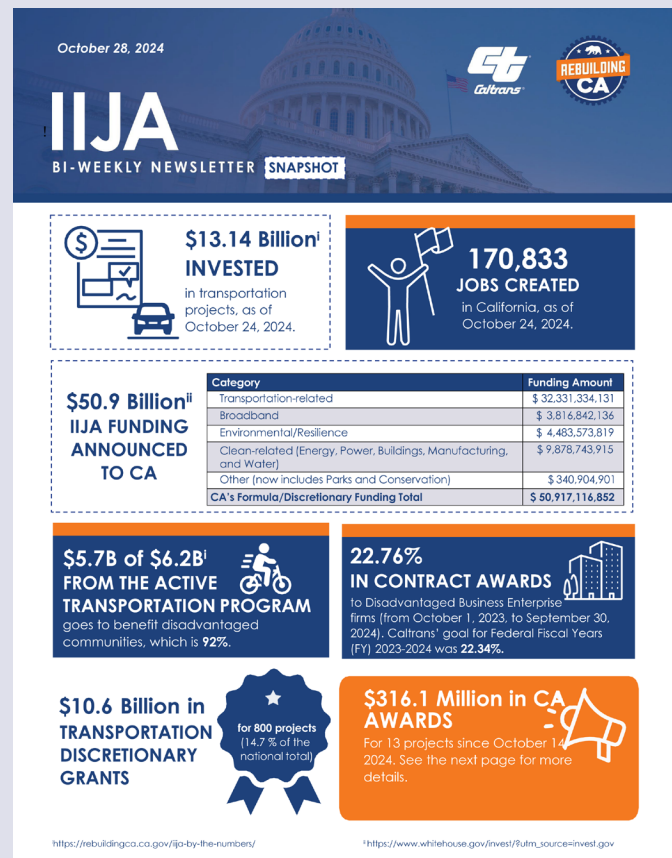


Figure 13: IIJA Bi-Weekly Newsletter.

Sign up for the [IIJA Bi-Weekly Newsletter](#) to receive updates on IIJA directly in your email inbox.



Figure 14: Federal Grants 101 Webinar Series Flyer.

Federal Grants 101 Webinar Series

This year, Caltrans hosted three sessions under the new [Federal Grants 101 Webinar Series](#) to assist local/regional transportation partners and Tribal Governments in applying for federal discretionary grant programs under IIJA. It covered various topics, from how to create competitive grant applications to the technical benefit-cost analysis. The series has been well-attended by California stakeholders (with over 1,000 individuals, ranging from Tribal Governments to transit providers, registering for one or more webinars) and has received very positive feedback. All sessions were recorded and are available online for all to access. The last session will take place in Winter 2024/2025.

In 2024, 56 local communities and Tribal Governments received.

\$165M in SS4A grants

As of November 2024, \$447M in SS4A discretionary grant program funding was awarded for 180 communities in California. This represents 16% of the national total.

See pg. 19





Safe Streets for All (SS4A)

Caltrans has also taken an active role in supporting locals in competing for \$5 billion in new funding under the [SS4A discretionary grant program](#), which supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives.

Caltrans, in partnership with FHWA, developed and distributed a [resourceful SS4A Outreach Flyer](#) to awardees that provides them guidance, strategies, resources, and tools to help develop grant recipients’ Safety Action Plans.

Figure 15: Safe Streets for All Grant Recipient Flyer.


Rebuilding California Website

Caltrans has upgraded its [Rebuilding California](#) website to serve as a comprehensive hub for IIJA-funded infrastructure projects. The enhanced platform provides up-to-date information on funding, project details, access to the IIJA Bi-Weekly Newsletter archives, and more. Explore key resources and monitor California’s progress seamlessly with [Rebuilding California](#).⁵



Figure 16: Rebuilding California Website.

⁵Rebuilding CA website will be updated to the [Build.ca.gov](#) website that will provide information on individual infrastructure projects.

The image shows two sleek, white and black electric vehicle charging stations in an outdoor parking lot. The stations are positioned on a dark asphalt surface with yellow parking lines. In the background, there are green trees and a clear blue sky with some white clouds. A semi-transparent blue rectangular box is overlaid on the image, containing white text and a quote. The charging stations have a modern design with a large screen and a charging cable attached to the side.

“Increasing the accessibility and standardization of EV charging stations will help us to build a more modern transportation system. This latest federal funding will support Caltrans in achieving its climate action goals.”

—Tony Tavares, Caltrans Director



ACTIONS FOR FISCAL YEAR 2025

Enhanced Outreach and Technical Assistance

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

IIJA Surface Transportation Reauthorization

In August 2024, Caltrans sent out a survey to solicit feedback on California transportation partners' and stakeholders' priorities for reauthorization. The survey asked respondents to list high priority transportation policy changes and projects, indicate interest in participating in reauthorization workgroup meetings, and provide other feedback on their approach to reauthorization. We intend to commence IIJA Reauthorization Workgroup meetings in January 2025. See the [Caltrans Reauthorization Website](#) for Workgroup meeting details and the latest updates on our IIJA reauthorization efforts.

APPENDIX A: Project Spotlight

Brightline West



Figure 17: Brightline West System Map.

In November 2023, the Nevada Department of Transportation, in partnership with Brightline West was awarded \$3 billion to connect Southern California to Las Vegas by high-speed rail, with 80% of the project's construction in California. Then in June 2023, USDOT [awarded a \\$25 million grant](#) to San Bernardino County Transportation Authority (SBCTA) through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program that will be used for the construction of the [Brightline West](#) stations in Hesperia and Victor Valley, California. The 218-mile, high-speed rail line will primarily run along the Interstate 15 (I-15) median with trains capable of reaching 186 mph or more, cutting the trip to two hours—half the time to travel by car. Brightline West's \$12 billion high-speed rail project will be a fully electric, zero-emission

system to become one of the greenest forms of transportation in the nation. The project will bolster tourism, create 35,000 good-paying jobs, ease traffic on I-15, and cut more than 400,000 tons of carbon pollution each year.

Caltrans, the California Department of Fish and Wildlife (CDFW), and Brightline West have entered into an agreement to design and construct three wildlife overcrossings across I-15 and the future Brightline West high-speed rail line. These dedicated overcrossings will provide a sustainable and safe path for wildlife, including desert bighorn sheep, over the existing northbound and southbound highway lanes and the future high-speed rail system—supporting ecological connectivity and biodiversity throughout the region.

**35,000+ CONSTRUCTION JOBS
(10,000+ UNION FIELD JOBS)**



**700M+ FEWER VEHICLE
MILES TRAVELED PER YEAR**



**400K TONS OF CO2
REMOVED PER YEAR**

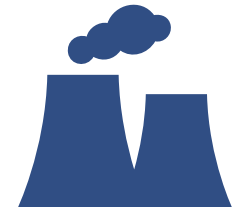




Figure 18: Group of California bighorn sheep ewes in Mojave Desert.

I-15 Wildlife Crossing Project

The I-15 Wildlife Crossings project has made significant progress and has secured \$91.6 million in programmed funds, including \$71.6 million from Caltrans' SHOPP and \$20 million from a CDFW grant. All necessary environmental approvals, including National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), are complete, and the project is currently undergoing type selection with Caltrans, with conceptual designs approved.

Brightline West has been actively involved in community outreach, engaging stakeholders through presentations and collaborative discussions. A recent outreach meeting in August 2024 with environmental groups, particularly those focused on desert bighorn

sheep, provided the latest updates. The joint presentation by Brightline West, Caltrans, and CDFW highlighted the project's progress, ensuring that critical partners are aligned on design and implementation timelines. This collaboration will help mitigate environmental impacts, enhance the region's wildlife corridors, and contribute to a sustainable infrastructure framework.

Brightline West also plans to partner with educational institutions on pre-apprenticeship programs that will support union partners during construction and on career pathways that will pave the way to good-paying administrative and professional jobs during operations.

APPENDIX A: Project Spotlight

West Coast Truck Charging and Fueling Corridor Project

Caltrans has been actively pursuing [Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program](#) funding under IIJA and supported the applications of local partners. In August 2024, the USDOT announced that California will receive \$149.7 million for five projects to build zero-emission vehicle charging and fueling infrastructure.

\$102.4 million of the total will go to the Caltrans-led [West Coast Truck Charging and Fueling Corridor Project](#), which will deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods through major ports, freight centers, and agricultural regions along the West Coast. Building upon this success, Caltrans, and the CEC, in partnership with the Oregon and Washington State Departments of Transportation, applied to round two of FHWA's CFI Program in support of truck charging and hydrogen fueling sites along major freight corridors in the three states.

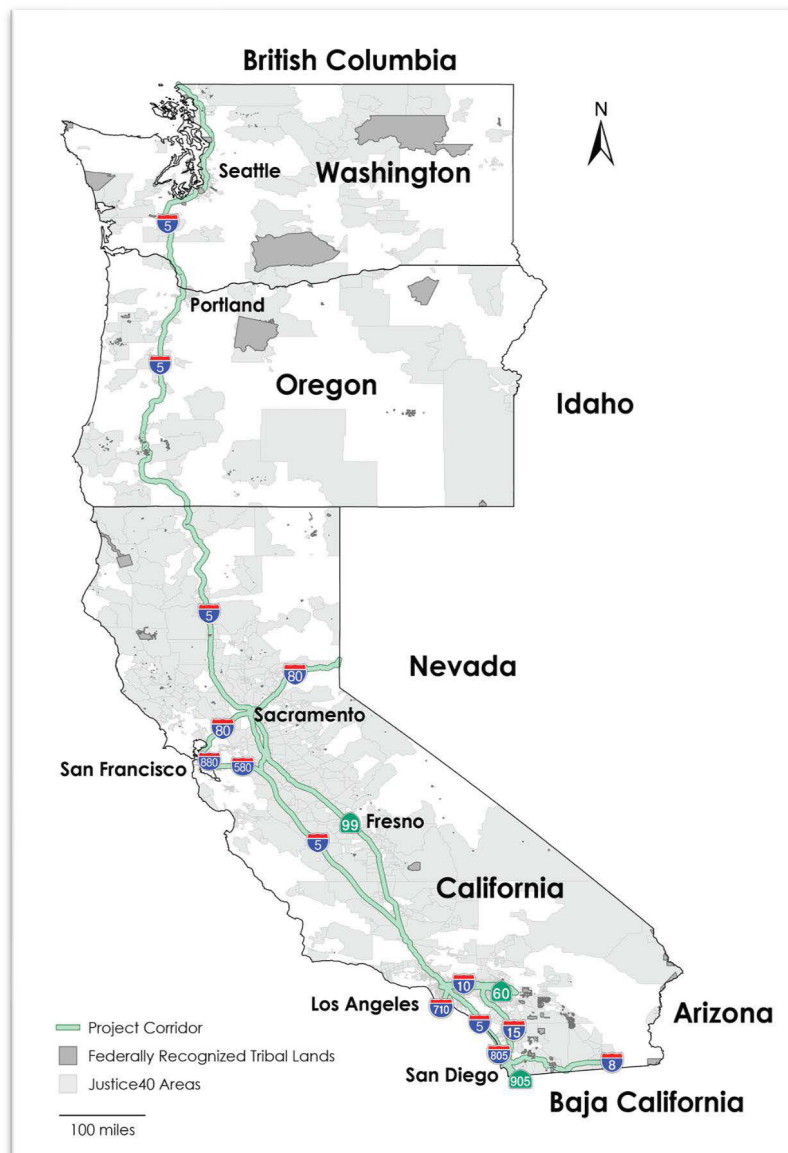


Figure 19: West Coast Truck Charging and Fueling Corridor Project Map.

“Focusing on economic prosperity and climate action allows us to combine our sustainability and equity efforts while improving our nation's transportation network. This latest federal funding is another opportunity for America's exports to look west for moving freight while combatting climate change.”

—Tony Tavares, Caltrans Director

Sonora Junction Shoulders Project

Funded by \$16.8 million from IIJA, the Sonora Junction Shoulders Project is currently in construction and will increase safety for both the traveling public and local wildlife on U.S. 395 between State Route 108 (Sonora Pass) and Burcham Flat Road in Mono County. This project is widening shoulders up to 8 feet, constructing a retaining wall to support the wider shoulders, shifting the center line of the road by up to 2 feet in certain locations, and installing two wildlife under crossings measuring more than 70 feet in length and up to 11 feet tall.

The West Walker herd of mule deer and other local wildlife frequently cross this road; since

2002 there have been 69 reported collisions with wildlife in this area (many more incidents go unreported). Caltrans fully closed this stretch of U.S. 395 from September 4-20, 2024 so crews could install both under crossings. U.S. 395 has since reopened to traffic through the project area.

Crews are currently completing paving, striping, installing permanent signs, setting permanent erosion control, and constructing wildlife escape ramps. This project entered winter suspension in October, and work is tentatively anticipated to resume in May 2025.



Figure 20: One of the completed junction under crossings.



Figure 21: A deer crossing sign at Sonora Junction to alert motorists in advance where unexpected entries into the roadway may occur.

"It is Caltrans' responsibility to improve passageways for wildlife that live and migrate along our shared ecosystem, and remediation efforts highlighted in this report will help honor our goal to provide a world class transportation system that serves all people and respects the environment."

—Tony Tavares, Caltrans Director

APPENDIX A: Project Spotlight

Inaugural High-Speed Rail Service Project



Figure 22: Fresno County, Tulare Street Underpass on November 8, 2023.

The [California's High-Speed Rail Authority's \(Authority\)](#) mission is to deliver an electrified high-speed rail system that will provide critical mobility and serve as a foundation for California's sustainable development. A project at the scale of high-speed rail—more than 500 miles and connecting more than 20 million people—provides opportunities to shape industries and set new public policy precedents.

The Authority received approximately [\\$3.1 billion](#) in IJIA [Federal-State Partnership for Intercity Passenger Rail Program](#) for the Inaugural High-Speed Rail Service Project. Funds will be used to advance the early operating segment in the Central Valley, including station work in the cities of Fresno, Merced, Bakersfield, and the Kings/Tulare region.



Figure 23: Fresno County – Tulare Street Underpass 1-26-2024.

14,000+ construction jobs created, with the majority of those jobs going to residents within disadvantaged communities.

Over 840 certified small businesses working on the high-speed rail project.























APPENDIX B: Caltrans + Partners Federal Grant Awarded Projects

Grant Program	Caltrans District	Project Name	Applicant	Supports Foundational Principle ¹	Total Awarded (Millions)
Award Announcement Year: 2024					
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	10	San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair Amtrak Stations	Caltrans (Lead) + BNSF Railway	 	\$18.7
Advanced Transportation Technology and Innovation (ATTAIN)	12	Interoperable V2X Deployment for User-Focused CAV Using Existing Infrastructure	Caltrans	 	\$5.6
MPDG - INFRA	6	Tulare SR-99 Corridor and Paige Avenue Multimodal Interchange Improvements	Caltrans (Lead) + Tulare County Association of Governments		\$98.0
MPDG - INFRA	4	SR-84 US-101 Interchange Reimagined	Caltrans (Lead) + City of Redwood City	 	\$105.0
MPDG - MEGA	6	Madera High Speed Rail Station	Caltrans	  	\$54.5
Highway Construction Training Program (HCTP)	HQ	Caltrans Office of Civil Rights On-the-Job Training Supportive Services Welding Pilot	Caltrans	 	\$0.2
Charging and Fueling Infrastructure	MULTI	West Coast Truck Charging and Fueling Corridor Project	Caltrans (Lead) + Partners (California Energy Commission (CEC), Oregon Department of Transportation, Washington State Department of Transportation)	 	\$102.4
FTA 3559 (B) Buses and Bus Facilities	1	Project 24-02: Replacement of Class 6 Medium Duty Intercity Cutaways	Caltrans + Humboldt Transit Authority (HTA)	 	\$0.6
FTA 3559 (B) Buses and Bus Facilities	1	RCTA "Rust and Rot" Bus Replacement Project	Caltrans + Redwood Coast Transit Authority	 	\$0.5
FTA 3559 (B) Buses and Bus Facilities	2	Purchase Replacement of a 23ft Bus	Caltrans + Lassen Transit Service Agency	 	\$0.2
FTA 3559 (B) Buses and Bus Facilities	8	Battery Electric Zero Emission Vehicle	Caltrans + Morongo Basin Transit Authority	 	\$0.1
PROTECT	1+2	California North Coast Tribal Wildfire and Evacuation Route Preparedness	Caltrans	  	\$4.1

APPENDIX B: Caltrans + Partners Federal Grant Awarded Projects

Grant Program	Caltrans District	Project Name	Applicant	Supports Foundational Principle ¹	Total Awarded (Millions)
SMART	4	Integrated Open Data Portal for Multimodal Accessible Transportation (OPTIMAT)	Contra Costa Transportation Authority (Lead) + Caltrans	 	\$1.1
RCN – NAE	7	Removing Barriers and Creating Legacy - A Multimodal Approach for LA County	Los Angeles County Metropolitan Transportation Authority (Lead) + Caltrans	   	\$139.0
RCN – NAE	7	Hollywood Central Park	Friends of Hollywood Central Park (Lead) + Caltrans		\$3.6
RCN – RCP	7	I-710 Humphreys Avenue Crossing: A Pedestrian and Bicycle Crossing to Bridge the 710 Divide in East L.A.	Los Angeles County Metropolitan Transportation Authority (Lead) + Caltrans	  	\$10.0
RCN – RCP	7	Port of Los Angeles Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge	Port of Los Angeles (Lead) + Caltrans	  	\$5.0
MPDG – INFRA	MULTI	I-5 Truck Parking Information Management System (TPIMS)	Washington State Department of Transportation (Lead) + Caltrans	  	\$12.3
Award Announcement Year: 2023					
EVC-RAA	MULTI	California's Electric Vehicle Charger Reliability and Accessibility Program	Caltrans (Lead) + CEC	 	\$63.7
MPDG - MEGA	7	America's Green Gateway: Pier B Rail Program Buildout	Port of Long Beach (Lead) + Caltrans	  	\$283.4
CIDP	8	Coachella Valley Corridor	Caltrans	  	\$0.5
CIDP	MULTI	Central Coast Corridor	Caltrans	  	\$0.5
CIDP	MULTI	Capitol Corridor	Caltrans	  	\$0.5

APPENDIX B: Caltrans + Partners Federal Grant Awarded Projects

Grant Program	Caltrans District	Project Name	Applicant	Supports Foundational Principle ¹	Total Awarded (Millions)
CIDP	MULTI	High Desert Intercity High-Speed Rail Corridor	Antelope Valley Transit Authority (Lead) + Caltrans	  	\$0.5
CIDP	MULTI	LOSSAN Rail Corridor	Caltrans	  	\$0.5
CIDP	MULTI	San Joaquin Valley Corridor	Caltrans	  	\$0.5
CIDP	8	Brightline West	California High-Speed Rail Authority (Lead) + Caltrans	 	\$0.5
Wildlife Crossing Pilot Program	5	Wildlife Underpass and Exclusion Fencing	Caltrans	 	\$8.0
ADCMS	MULTI	Caltrans Digital Products Catalog to support Building Information Modeling for Infrastructure (BIM410, IMPROVE Project Asset Lifecycle and facilitate Digital As-builts)	Caltrans		\$3.9
RIA		California Transportation Choices Partnership Project	Caltrans (Lead) + 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.	  	\$2.0
Culverts	1	Avenue of the Giants Fish Passage	Caltrans		\$5.0
Culverts	1	Mendocino 1 Fish Passage	Caltrans		\$15.0
Culverts	5	SR-9 Waterman Gap Fish Passage	Caltrans		\$6.0

APPENDIX B: Caltrans + Partners 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
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
RCN – RCP	4	Vision 980 Phase 2 – Feasibility Study	Caltrans (Lead) + City of Oakland	  	\$0.7
RCN – RCP	7	SR-710 Northern Stub Re-envisioning Project	City of Pasadena (Lead) + Caltrans	  	\$2.0
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	   	\$30.0
Award Announcement Year: 2022					
MPDG – INFRA	11	SR-11/ Otay Mesa East Port of Entry	San Diego Association of Governments	 	\$150.0
TOTAL AWARDS					\$1142.2



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.



