

A large, semi-transparent image of the United States Capitol building in Washington, D.C., serves as the background for the slide. The building is white with its iconic dome and columns, and an American flag flies from a pole in front of it. The sky is clear and blue.

CALTRANS OFFICE OF THE FEDERAL LIAISON

SEPTEMBER 23, 2025

IIJA REAUTHORIZATION SUB-WORKING GROUP ACTIVE TRANSPORTATION AND SAFETY

WELCOME & LOGISTICS

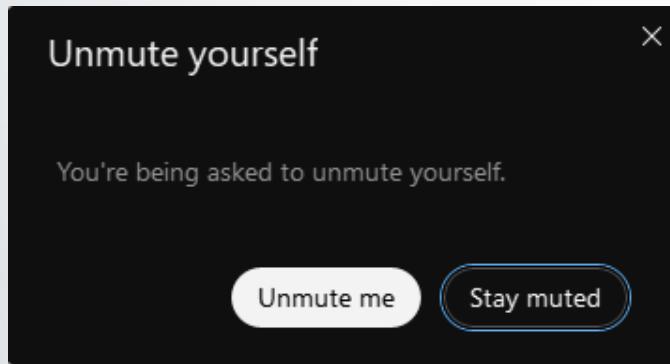
MEETING HOUSEKEEPING &
NON-DISCRIMINATION POLICY



Meeting Housekeeping

● **REC - This meeting will be recorded.**

All participants automatically join on mute, with cameras off.



Two Options to ask Questions:

1. Type your questions in the chat.
2. Raise your hand to be unmuted and ask your questions verbally.



A large, semi-transparent image of the United States Capitol building in Washington, D.C., serves as the background for the slide. The building is white with its iconic dome and columns, and an American flag flies from a pole in front of it. The sky is a clear, pale blue.

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Non-Discrimination Policy Statement

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:

<https://dot.ca.gov/programs/civil-rights/title-vi>



Agenda

- **Opening Remarks:**

- **Jessica Chan, CalSTA**
Acting Deputy Secretary for Safety and Enforcement
- **Stephanie Dougherty,**
Director, California Office of Traffic Safety

- **Presentations:**

- **California Strategic Highway Safety Plan**
Brian Alconcel, Caltrans Safety Programs Division
- **Transportation for America**
Beth Osbourne, Director
- **Fearless Advocacy**
Jeanie Ward-Waller, Director of Transportation Advocacy
- **Transportation Safety Research**
Dr. Matthew Raifman, UC Berkeley SafeTREC

- **Discussion / Q&A**



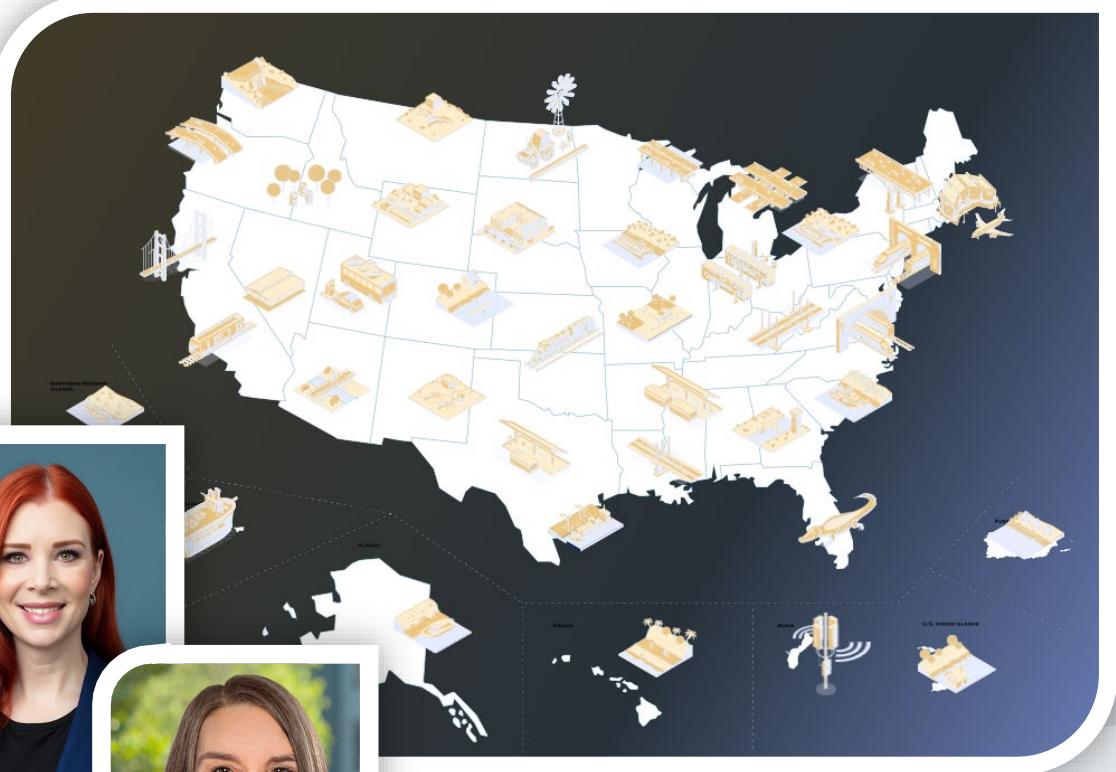
OPENING REMARKS

JESSICA CHAN

ACTING DEPUTY SECRETARY FOR SAFETY AND ENFORCEMENT,
CALIFORNIA STATE TRANSPORTATION AGENCY (CALSTA)

STEPHANIE DOUGHERTY

DIRECTOR, CALIFORNIA OFFICE
OF TRAFFIC SAFETY (OTS)





CALSTA'S CORE FOUR PRIORITIES

SAFETY



Nearly 10% of all the year 2021 traffic deaths in the U.S. occurred on California roadways. Fatalities for Active Transportation users are also at a 16-year high. By embedding the Safe System approach into our investments, planning, design and innovation, we will be able to achieve better outcomes on this urgent responsibility.

EQUITY



Historically, transportation decisions prioritized movement of vehicles over the movement of people. We also built a transportation system that in some cases had detrimental impacts in underserved communities. We aim to create an equitable and accessible transportation network and to provide equitable opportunities for all people.

CLIMATE ACTION



Nearly half of all climate-changing pollution in California comes from the transportation sector, and this demands our action for a cleaner future for all Californians. We must continue making our carbon footprint smaller by investing in a more multimodal system, embracing smarter land use development and utilizing innovation around zero emission vehicles.

ECONOMIC PROSPERITY



Transportation policy done right creates well-paying jobs, provides affordable options, supports housing opportunities and powers our economy. This must be our focus as we strive for all people to be on equal footing, resulting in more thriving, robust communities.



CALSTA'S CORE FOUR PRIORITIES

- SAFETY
- EQUITY
- CLIMATE ACTION
- ECONOMIC PROSPERITY



The Safe System Approach is key in our work



SAFETY EFFORTS

- **Road Safety Action Plan (RSAP) – CalTrans**
- **State Priority Safety Corridor Program – CalSTA**
- **UC Berkeley Safe Speed Limit pilot and technical assistance program – OTS**
- **\$21 billion approved that will contribute to Safety- CTC**
- **Specially Marked Patrol Vehicles (SMPVs) - CHP**



Thank you!





VISION

All people will be safe on California roads.

MISSION

Deliver traffic safety programs to prevent people from being killed and seriously injured in California.



Program Areas

- Alcohol-Impaired Driving
- Distracted Driving
- Drug-Impaired Driving
- Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Roadway Safety and Traffic Records



**CALIFORNIA OFFICE OF TRAFFIC SAFETY
IN PARTNERSHIP WITH CALTRANS**



Community Engagement

- Raise Awareness
- Educate and Inform
- Engage and Solicit Feedback
- Focus on outcomes

Let's Partner to Save Lives!

Contact the OTS at pio@ots.ca.gov to partner on engagement opportunities in your community.

THANK YOU!



Presentations

- **Strategic Highway Safety Plan**

Caltrans Safety Programs Division

Brian Alconcel, Office of Strategic Safety & Implementation

- **Federal Priorities:**

- **Transportation for America**

Beth Osbourne, Director

- **Fearless Advocacy**

Jeanie Ward-Waller,

Director for Transportation Advocacy

- **Transportation Safety Research**

UC Berkeley, SafeTREC

Dr. Matthew Raifman



Strategic Highway Safety Plan (SHSP)

IIJA Reauthorization Sub-Working Group – Active Transportation and Safety Briefing

September 23, 2025
Brian W. Alconcel

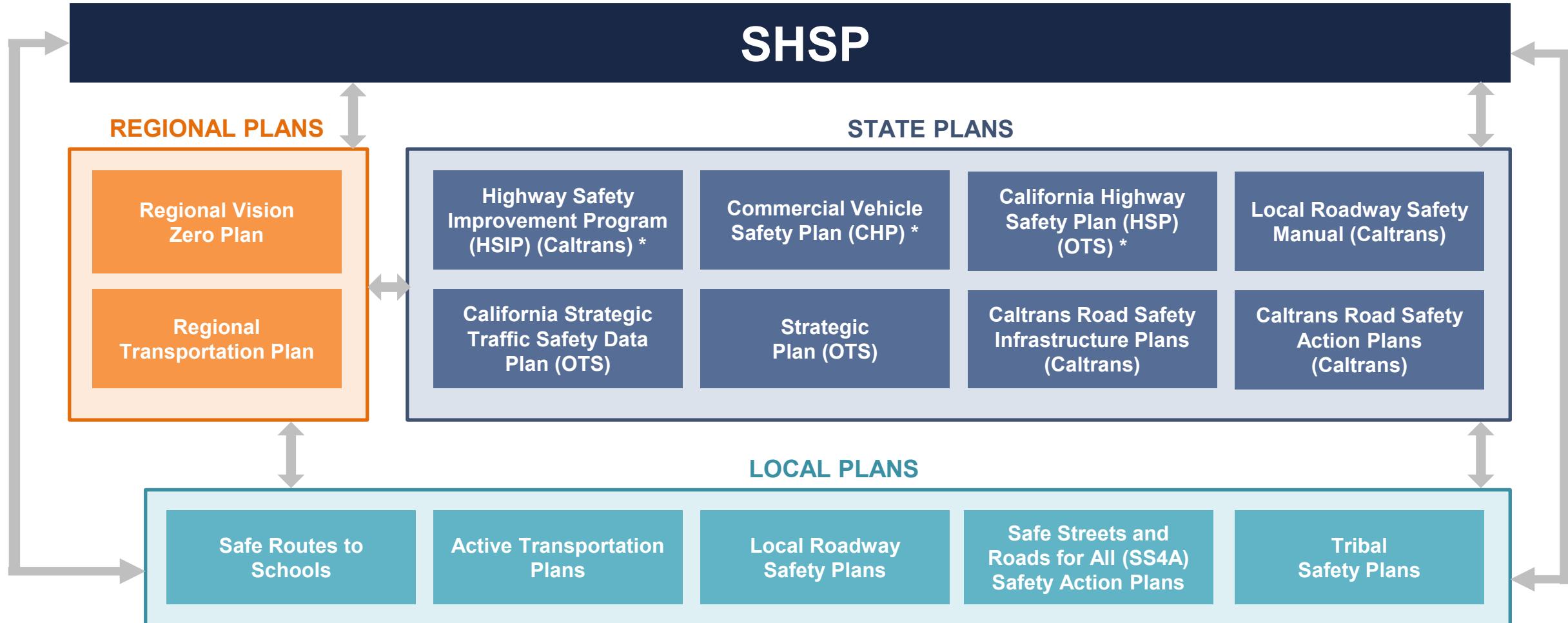


SHSP Overview



More than 1390 safety stakeholders from over 530 public and private organizations participate in the SHSP!

Relationship to Other Safety Plans



*Mandated coordination with SHSP

Note: Plans listed here are the primary plans related to the SHSP and are not inclusive of all safety-related plans

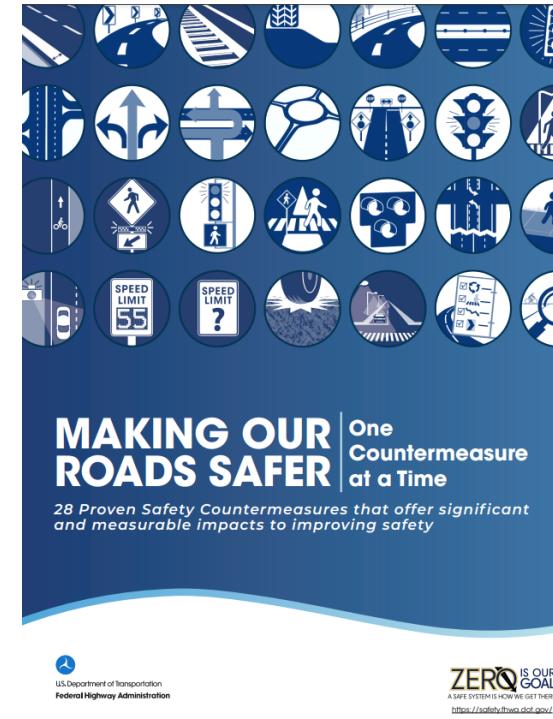
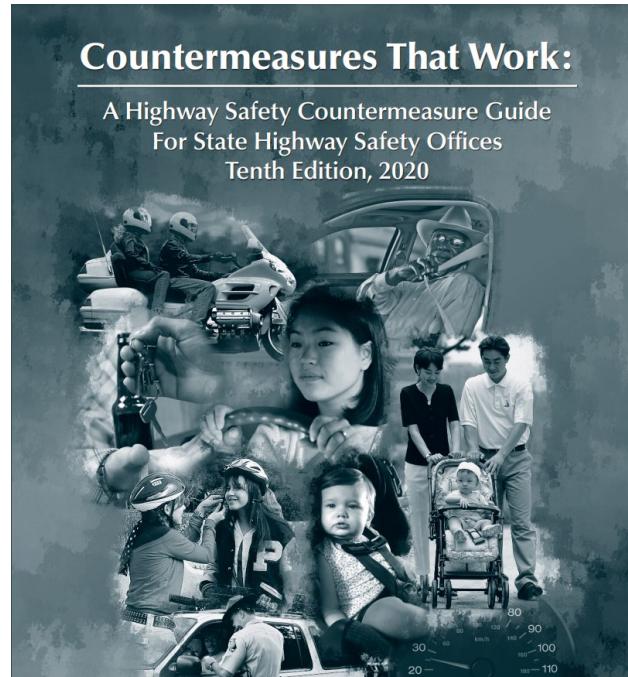
Website: dot.ca.gov/programs/safety-programs/shsp

Email: SHSP@dot.ca.gov

Doubling Down on What Works



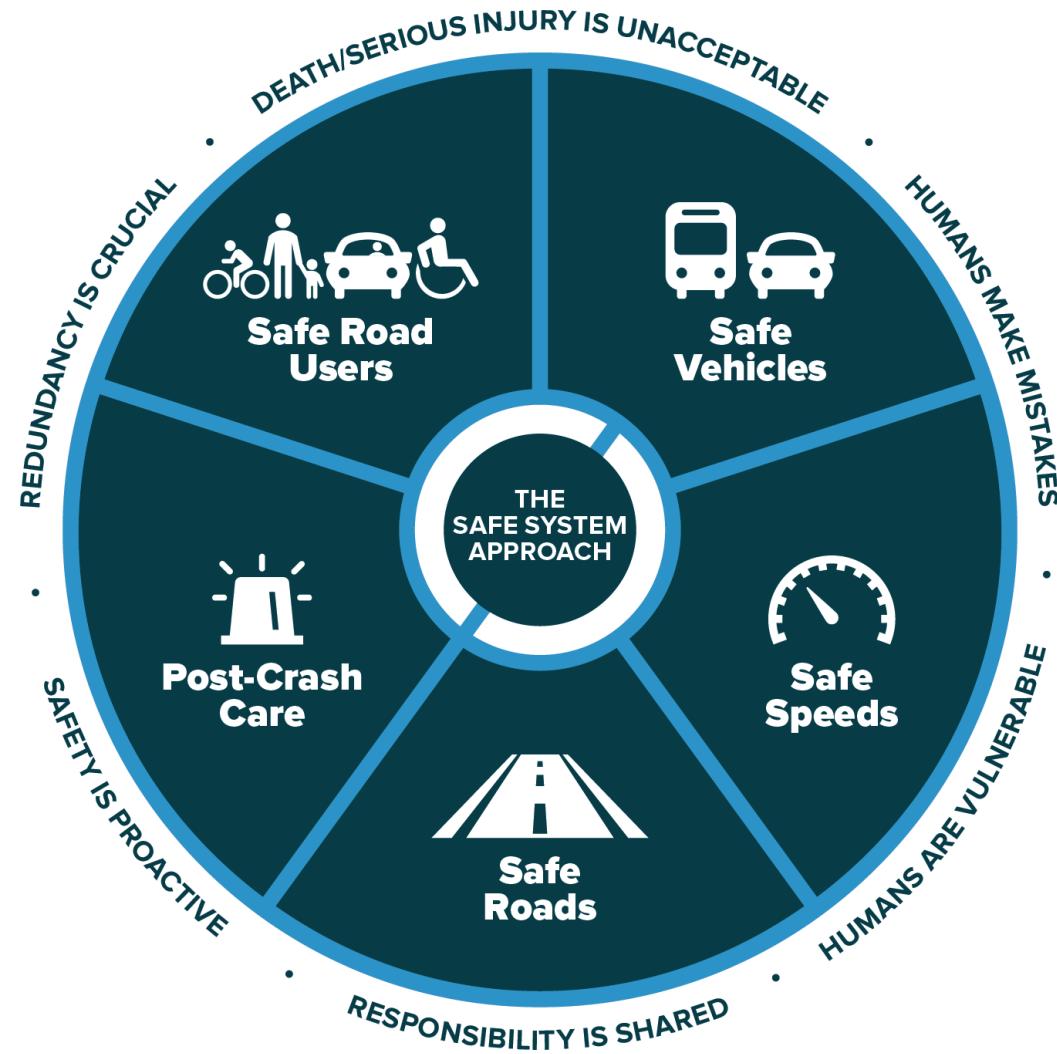
- SHSP promotes the planning and implementation of:
 - FHWA Proven Safety Countermeasures
 - NHTSA Countermeasures that Work (3 or more stars)



Alignment with the Safe System Approach (SSA)



FHWA's Safe System Approach Graphic



SHSP Challenge Area Teams



Impaired Driving

High Priority Areas



Intersections



Lane Departures



Speed Management/
Aggressive Driving

Focus Areas



Aging Drivers



Commercial Vehicles



Distracted Driving



Driver Licensing



Emergency Response



Emerging
Technologies



Motorcyclists



Occupant
Protection



Work Zones



Young Drivers

SHSP Committee Membership



- California Department of Alcoholic Beverage Control [ABC] (State)
- California Emergency Medical Services Authority [EMSA] (State)
- California Department of Transportation [Caltrans] (State)
- California Office of Traffic Safety [OTS] (State)
- California Department of Public Health [CDPH] (State)
- California Highway Patrol [CHP] (State)
- California Department of Motor Vehicles [DMV] (State)
- California Police Chiefs Association [CPCA] (Local)
- Metropolitan Planning Organizations [MPO] (Local)
- Regional Transportation Planning Agencies [RTPA] (Local)
- League of California Cities (Local)
- County Engineers Association of California [CEAC] (Local)
- California Tribal Representative (Local)
- American Traffic Safety Services Association [CAL-ATSSA] (State)
- California City Transportation Initiative [CaCTI] (Local)
- Vision Zero Network (National Advocacy)
- Children's Initiative (Local Advocacy)
- Mothers Against Drunk Driving [MADD] (State Advocacy)
- California State Transportation Agency [CalSTA] (State)
- Federal Highway Administration [FHWA] (Federal)
- Federal Motor Carrier Safety Administration [FMCSA] (Federal)
- National Highway Traffic Safety Administration [NHTSA], Region 9 (Federal)
- American Association of Retired Persons [AARP] (National)
- California Walks [Cal Walks] (State Advocacy)
- University of California Berkeley Institute of Transportation Studies [UCB ITS] (Academic/Research)
- University of California San Diego Transportation Research and Education for Driving Safety [UCSD TREDS] (Academic/Research)
- Rural Counties Task Force [RCTF] (Local)
- California Transportation Commission [CTC] (State)
- Autonomous Vehicle Industry Association [AVIA] (National)
- California County Planning Directors Association (Local)

Approval of the 2025–2029 SHSP and Vote



 **CALIFORNIA[®]**
SAFE ROADS

Overview of Major Changes from the 2020-2024 SHSP to the 2025-2029 SHSP



- Updated Vision, Mission and Goal, with Interim Targets to support the Goal of zero deaths and serious injuries in California
- Updating of the SSA Framework for California, which includes a 6th SSA Element for Safer Land Use (for which there is a Working Definition for Safer Land Use within the context of the SHSP)
- New SHSP Guiding Principles, which are the 6 Safe System Approach (SSA) Principles
- Development of Higher-Level Strategies that map back to the SSA Principles, which will ultimately be used to guide Action Development for the SHSP Implementation Plan
- Two Action Leads per Action
 - Two people, two organizations committed to the action completion

Updated Mission, Vision, and Goal



Vision

Safe and accessible roads for all road users in California.



Mission

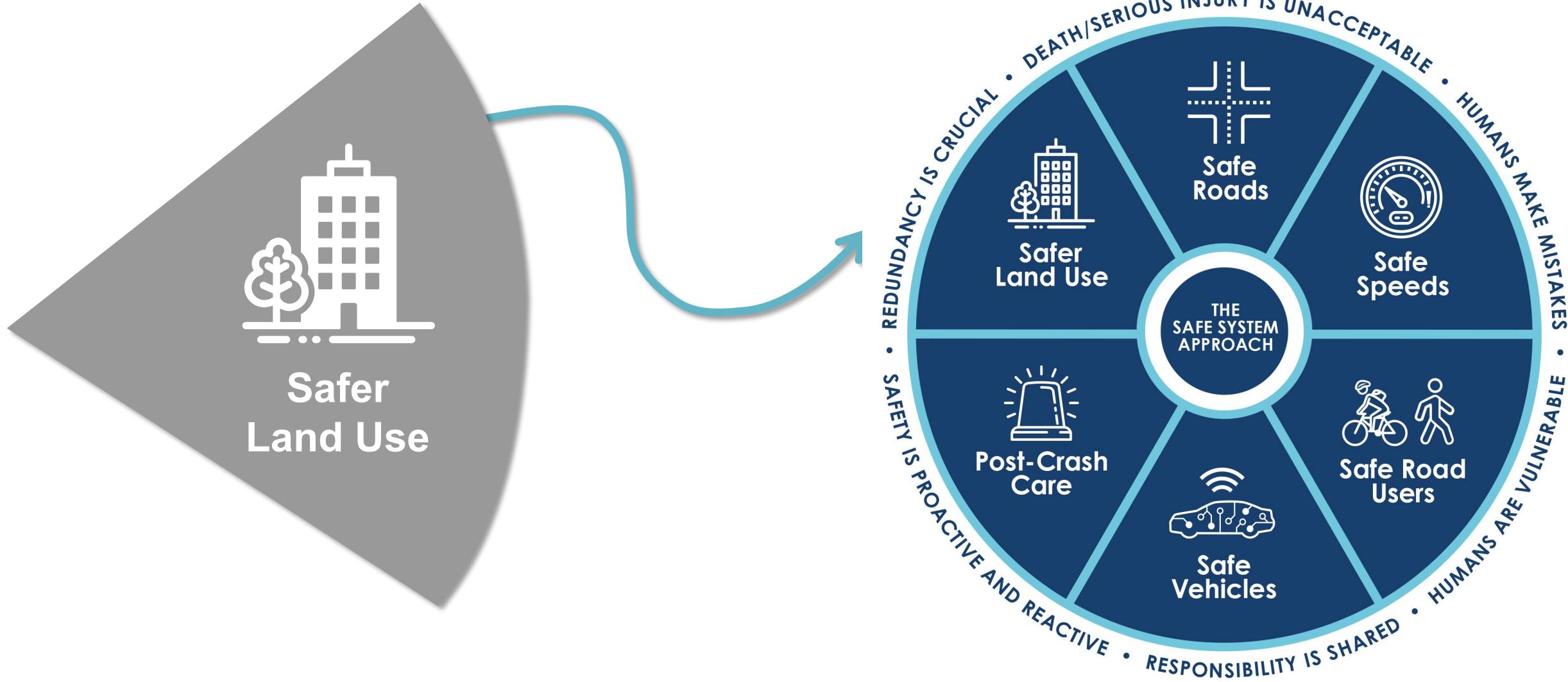
Collaborate to enhance safety for all modes of travel on California's public roadways.



Goal

Zero traffic fatalities and serious injuries on all of California's public roadways.

The Safe System Approach (SSA) for California's SHSP



Safer Land Use as Part of the SSA



Safer Land Use Working Definition as part of the SSA for the SHSP Document

Safer land use encompasses an approach to safety that acknowledges that land use decisions and development patterns have an impact on our ability to create a safe and more accessible transportation system for all people, especially vulnerable road users (VRU). For the SHSP, Safer Land Use supports mode shift away from individual motorized modes where appropriate and possible. Safer Land Use also promotes community-based planning, with an awareness of the impact of past transportation and land use decisions.

2025–2029 SHSP Strategy Approach



Strategies are categorized under the Safe System Elements (currently 4 strategies identified for each of the 6 elements):

1. Safe Roads
2. Safe Vehicles
3. Safe Speeds
4. Safe Road Users
5. Post-Crash Care
6. Safer Land Use

Strategies align with 2 Universal Principles and 1 of 4 remaining Safe System Principles:

Universal:

- Death and Serious Injury Are Unacceptable
- Redundancy is Crucial

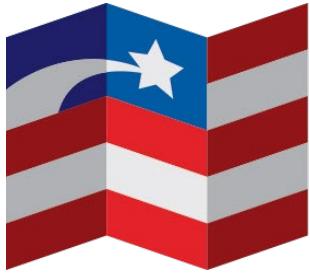
Remaining:

1. Safety is Reactive and Proactive
2. Humans Make Mistakes
3. Humans Are Vulnerable
4. Responsibility is Shared

Thank You!



 **CALIFORNIA[®]**
SAFE ROADS



Transportation for America



CalSTA/CalTrans IIJA Reauthorization

Beth Osborne
Sep 23, 2025

Transportation for America is a national non-profit working to create a transportation system that safely and affordably connects everyone to jobs, services, and opportunities through diverse travel options.

PRINCIPLE #2

Fix It First

If your house has a leaky roof, you fix that before remodeling your kitchen. The federal transportation program should do the same and prioritize existing maintenance needs ahead of building new things which require decades of additional repair costs.

 **Transportation**
for America



PRINCIPLE #1

Design for Safety Over Speed

Any serious effort to reduce deaths on our streets and roads requires slower speeds. Federal funding should require approaches and street designs that put safety first.

 **Transportation**
for America

PRINCIPLE #3

Invest in the Rest

For 60 years we've invested hundreds of billions of dollars in highways. Now it's time to **invest in the rest** to create a complete transportation network so more Americans can safely travel by foot, bike, bus, or train.

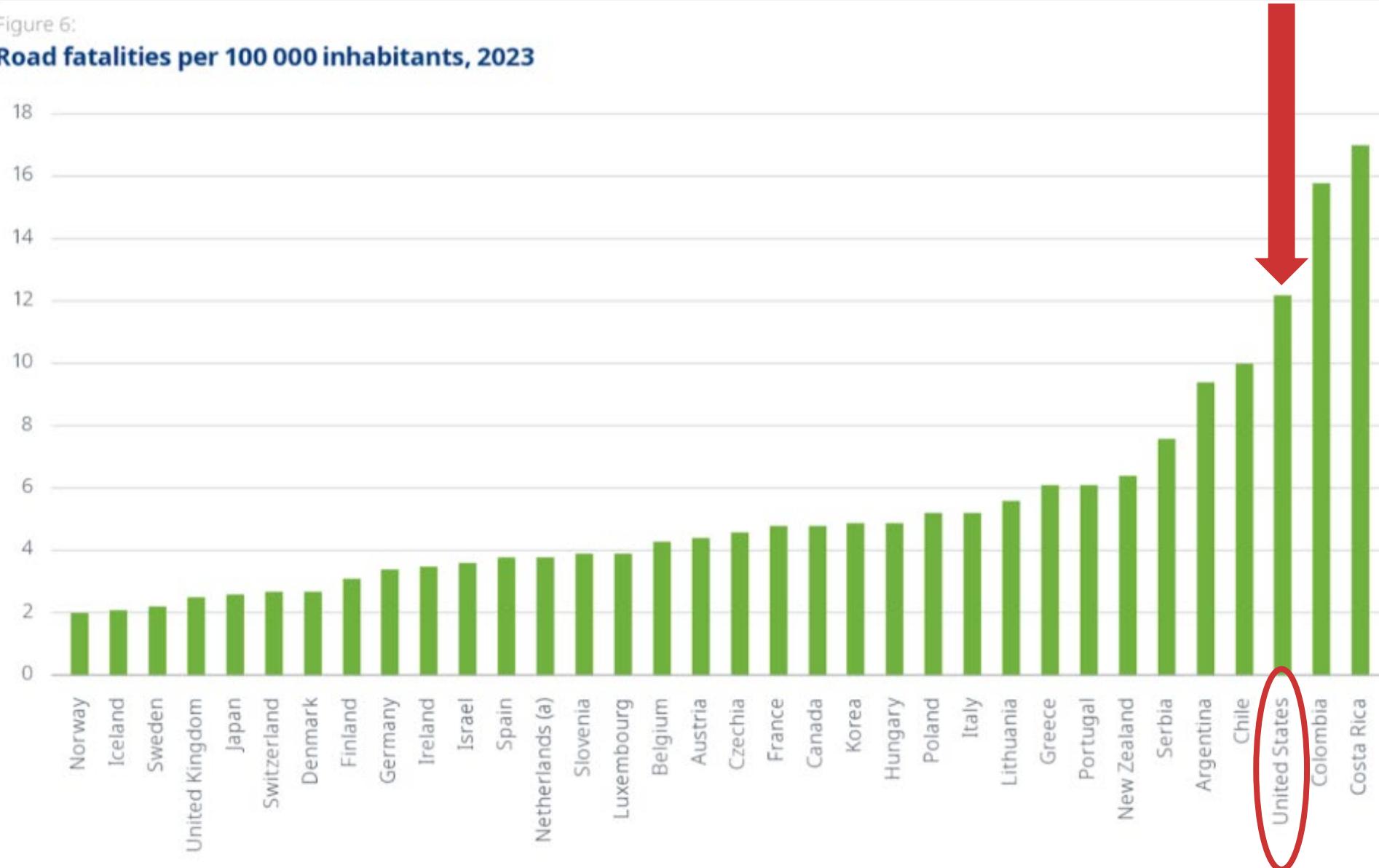
 **Transportation**
for America



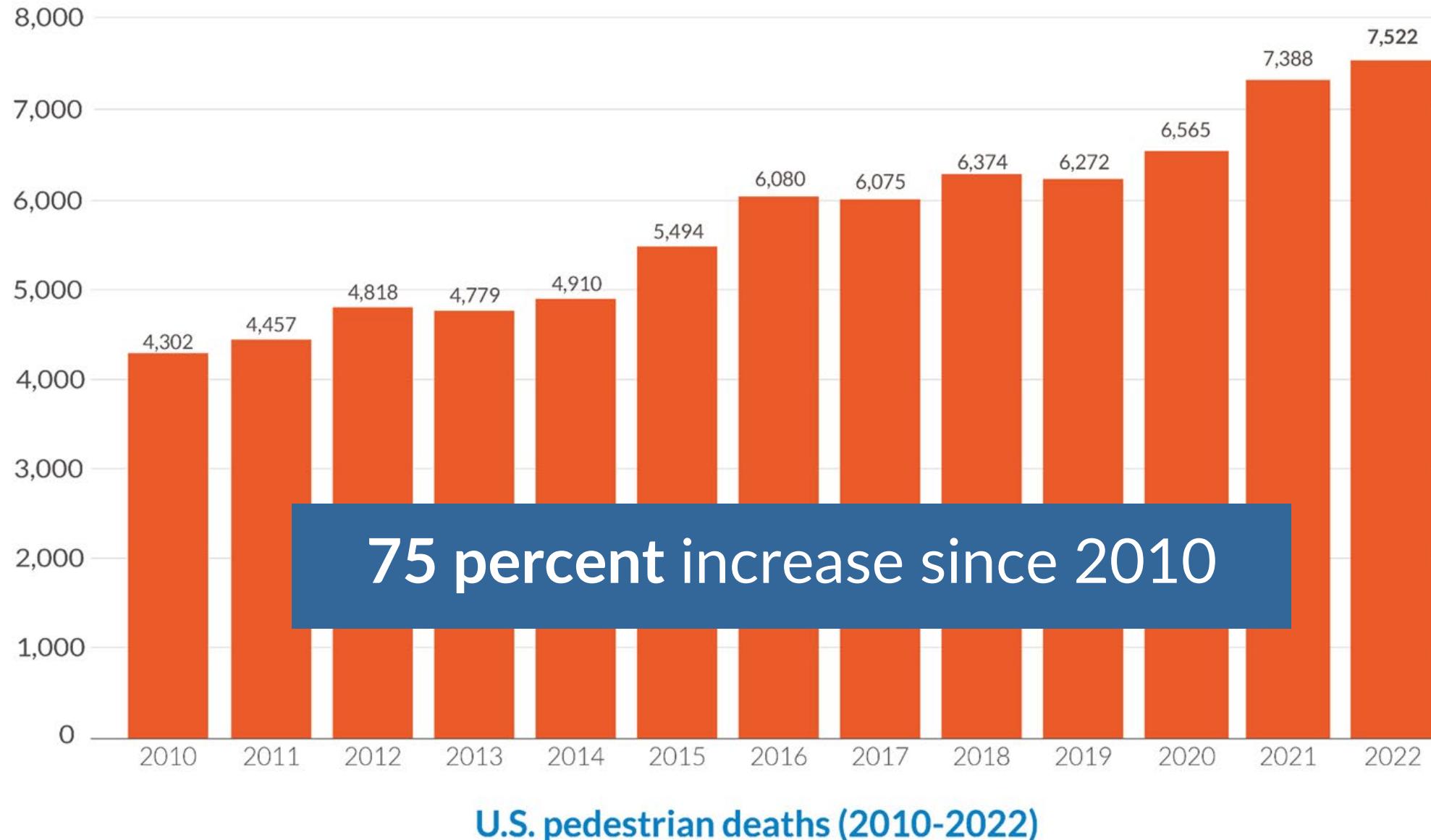
A program failing to deliver on **safety**

Figure 6:

Road fatalities per 100 000 inhabitants, 2023

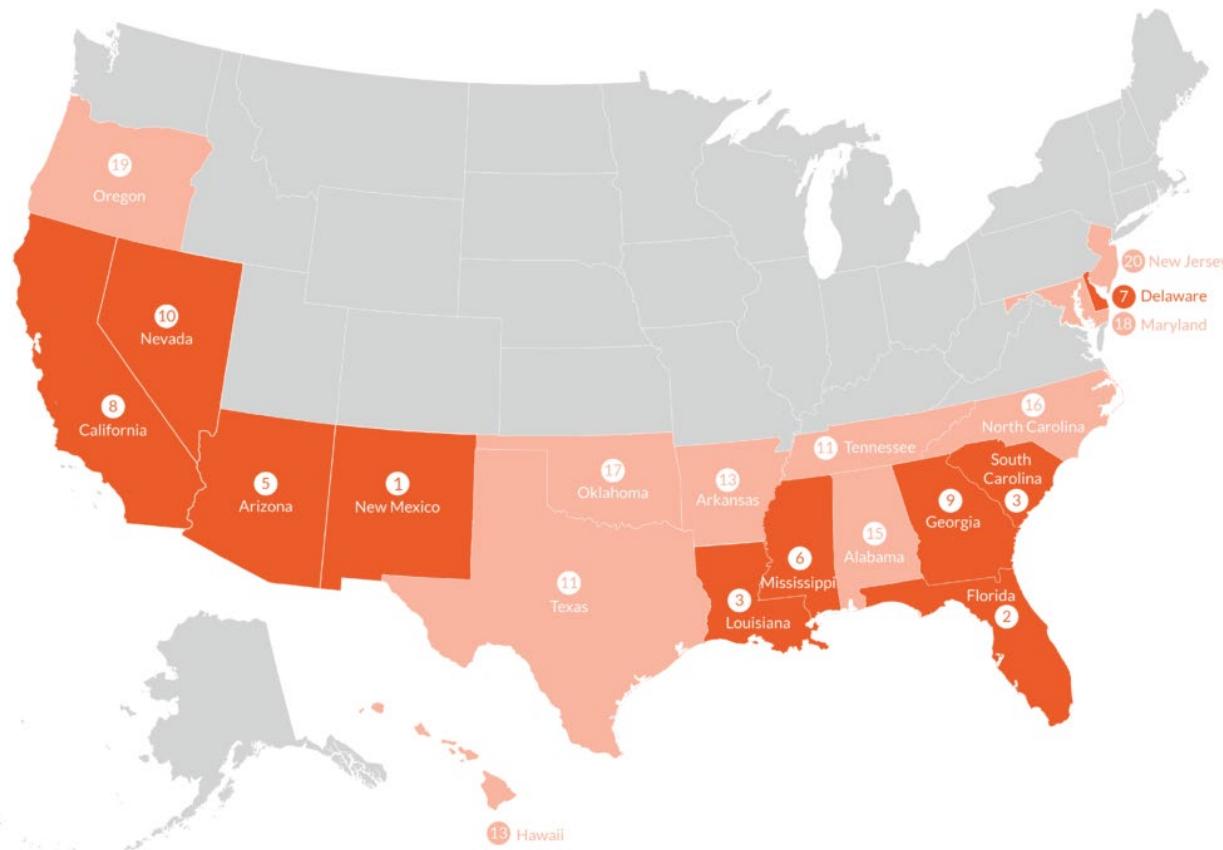


A program failing to deliver on **safety**



A program failing to deliver on **safety**

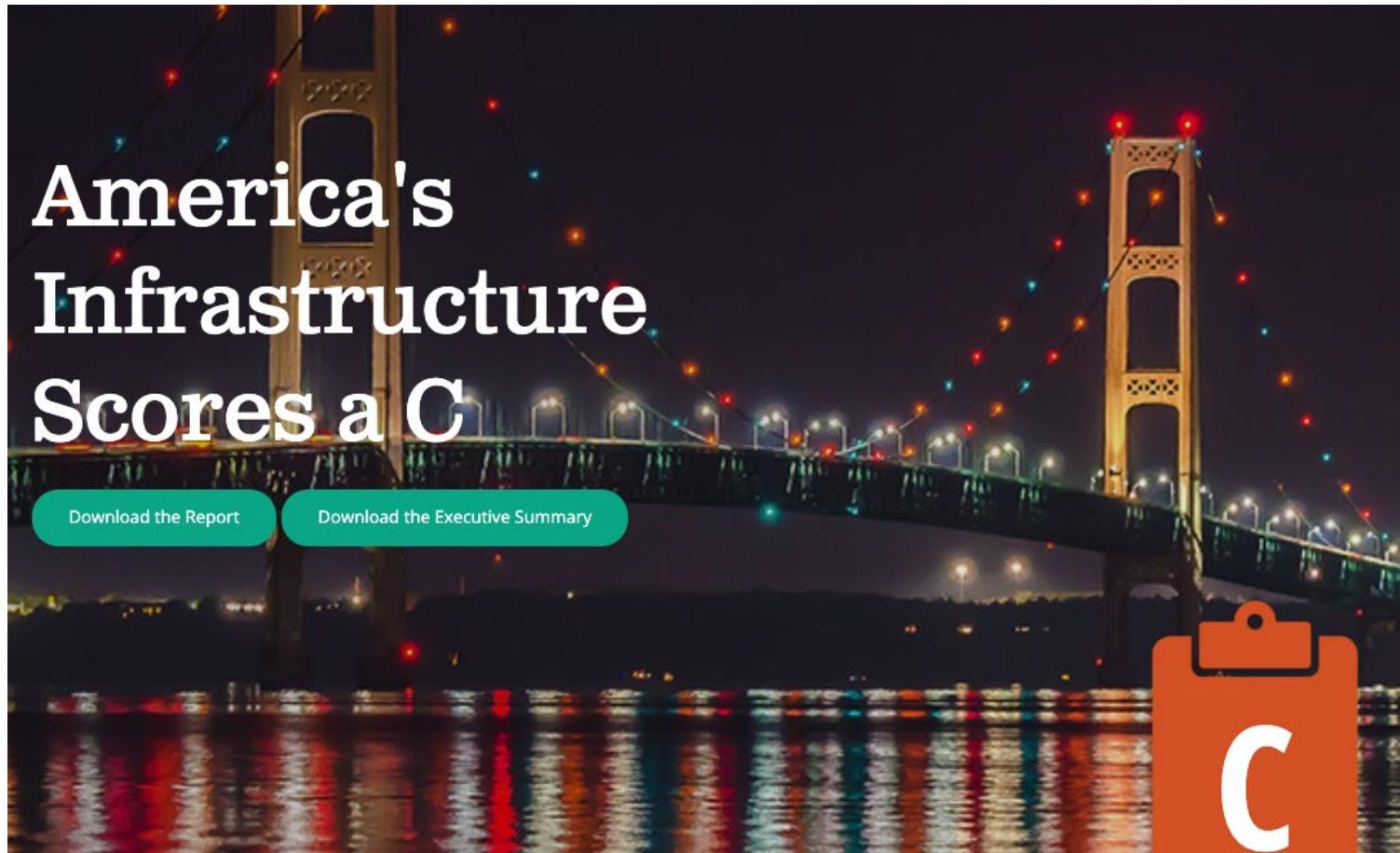
The top 20 most deadly states for people walking
By number of deaths per 100,000 people, 2018-2022



The top 20 most deadly metro areas for pedestrians
By number of deaths per 100,000 people, 2018-2022



(Also failing to deliver on **repair**)



Roads:
D in 2001
D+ in 2025

Bridges:
C in 2005
C in 2025

(And **congestion**)

Freeway capacity grew faster than population, yet delay exploded



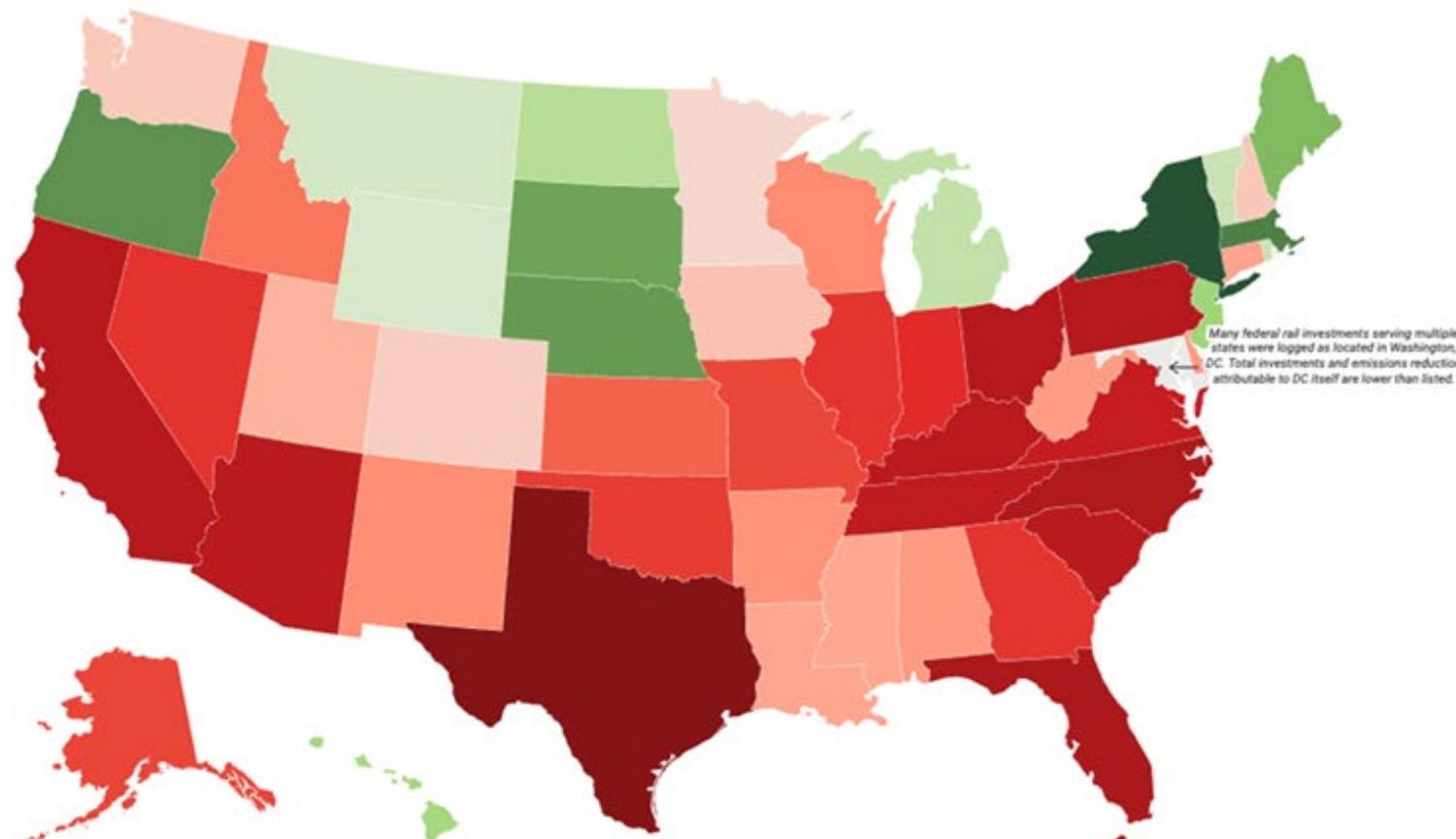
ASCE 2025 Report Card: We should “dedicate resources to **preserving a state of good repair**, because **no nation can build its way out of congestion**.”

(And emissions)

Is your state spending the IIJA to reduce or increase GHG emissions?

The IIJA provided states flexibility to spend federal dollars in ways that could either **reduce emission*** (with investments in electrification, transit, walking, and biking) or **produce emissions*** (investments like highway widening that increase car usage and dependency).

Cumulative net tonnes CO₂e increase or reduction
compared to baseline projections through 2040

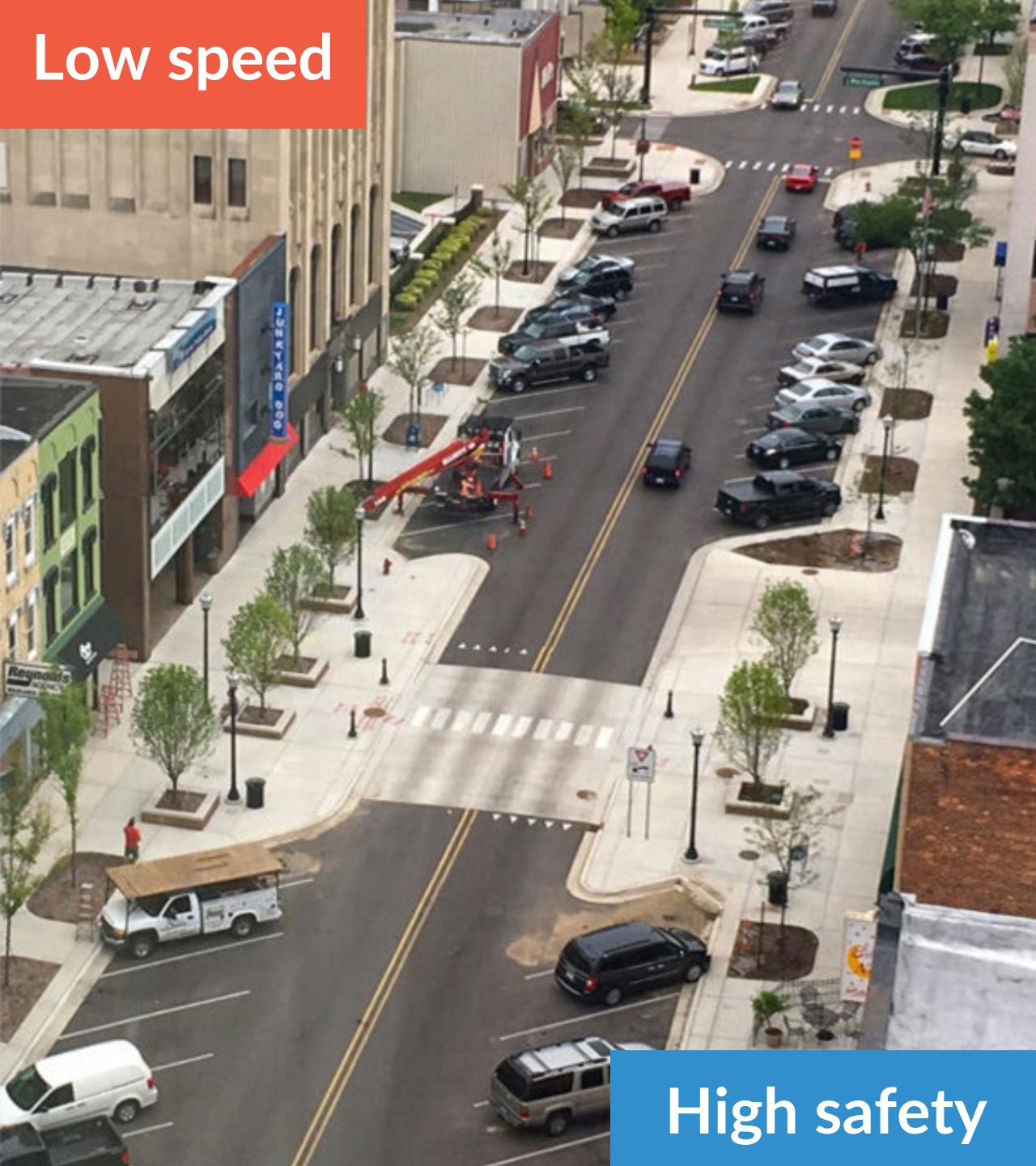


PRINCIPLE #1

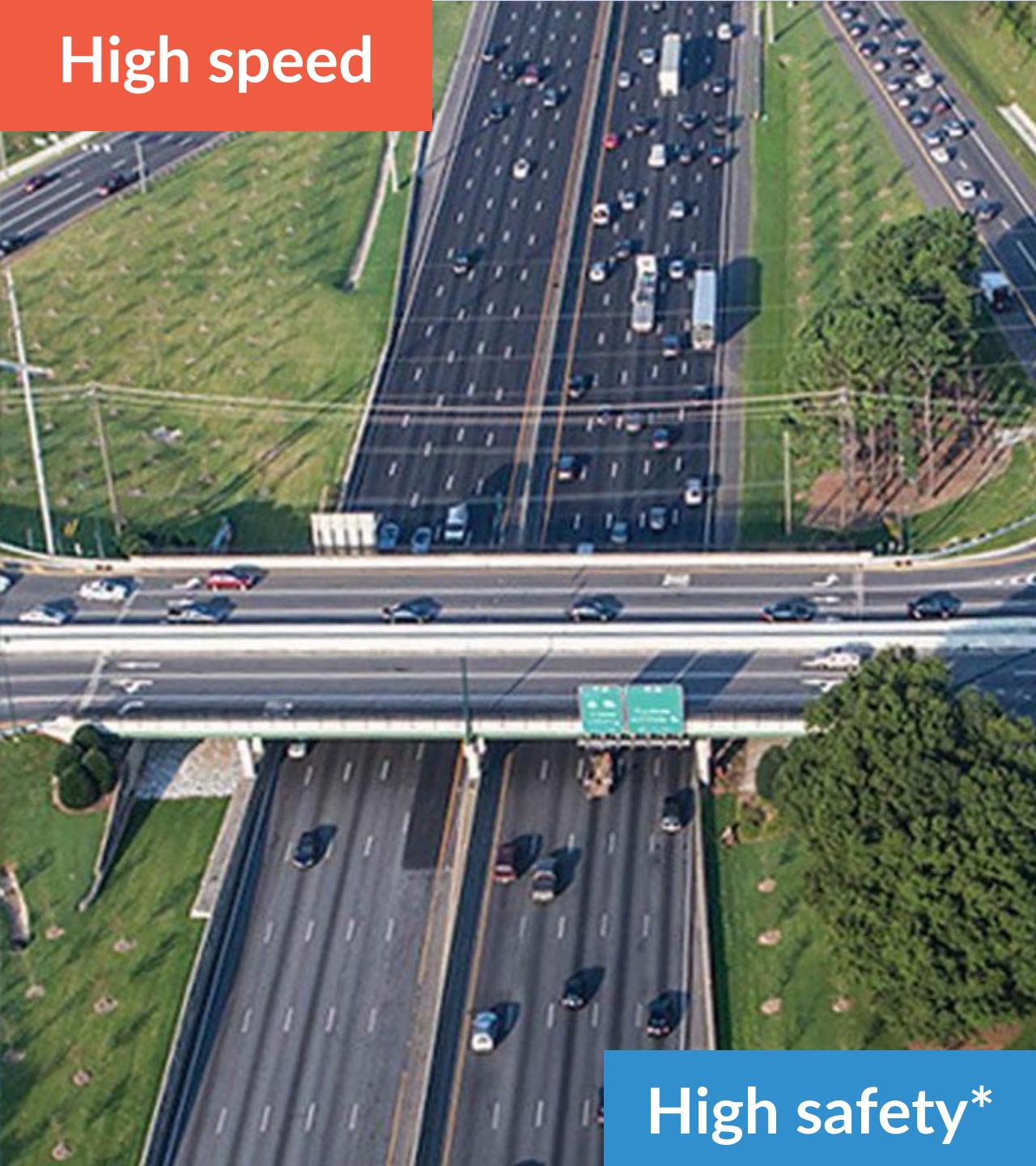


Design for Safety Over Speed

Any serious effort to reduce deaths on our streets and roads requires slower speeds. Federal funding should require approaches and street designs that put safety first.



Low speed



High speed

High safety

High safety*

High speeds



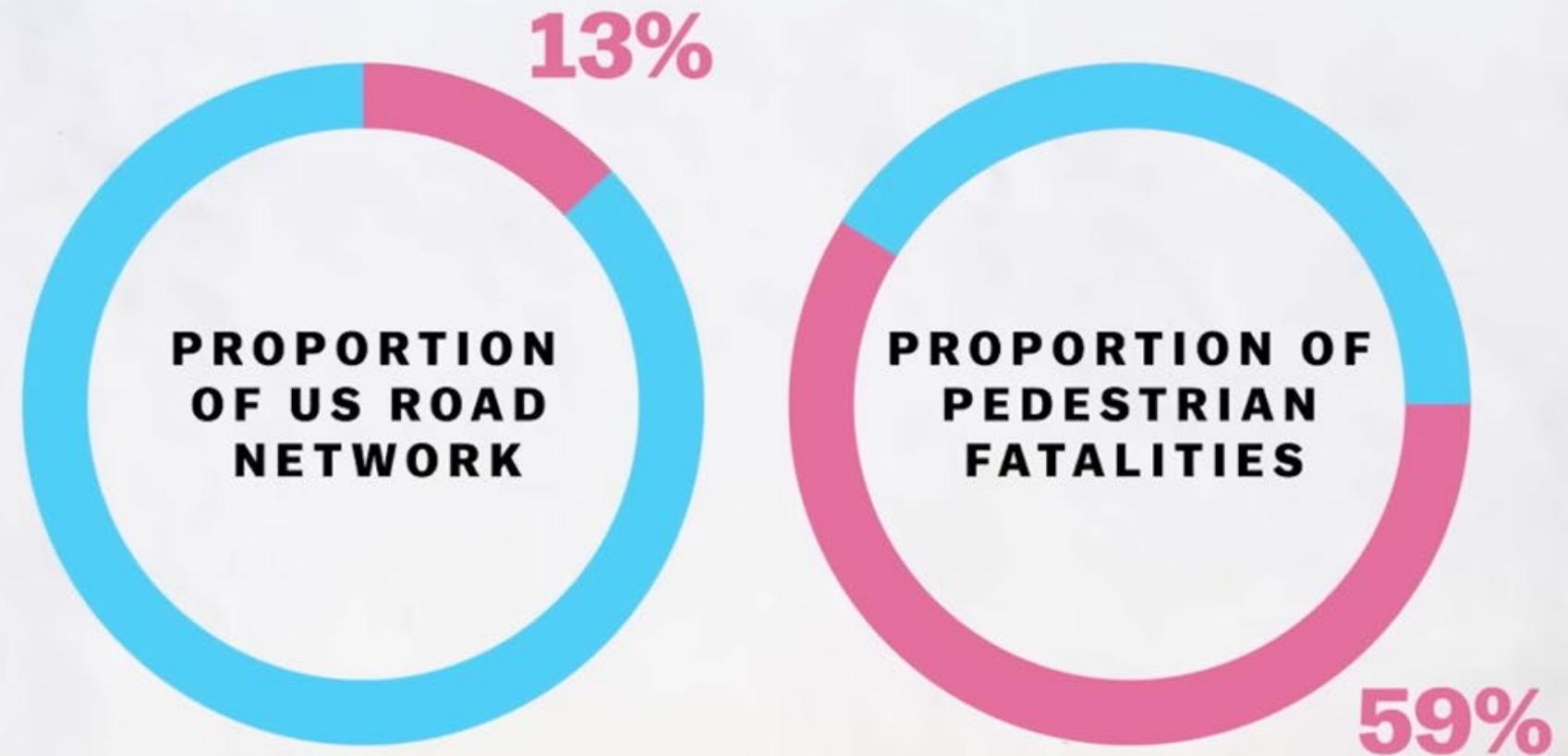
Low safety

High speeds

US arterial roads

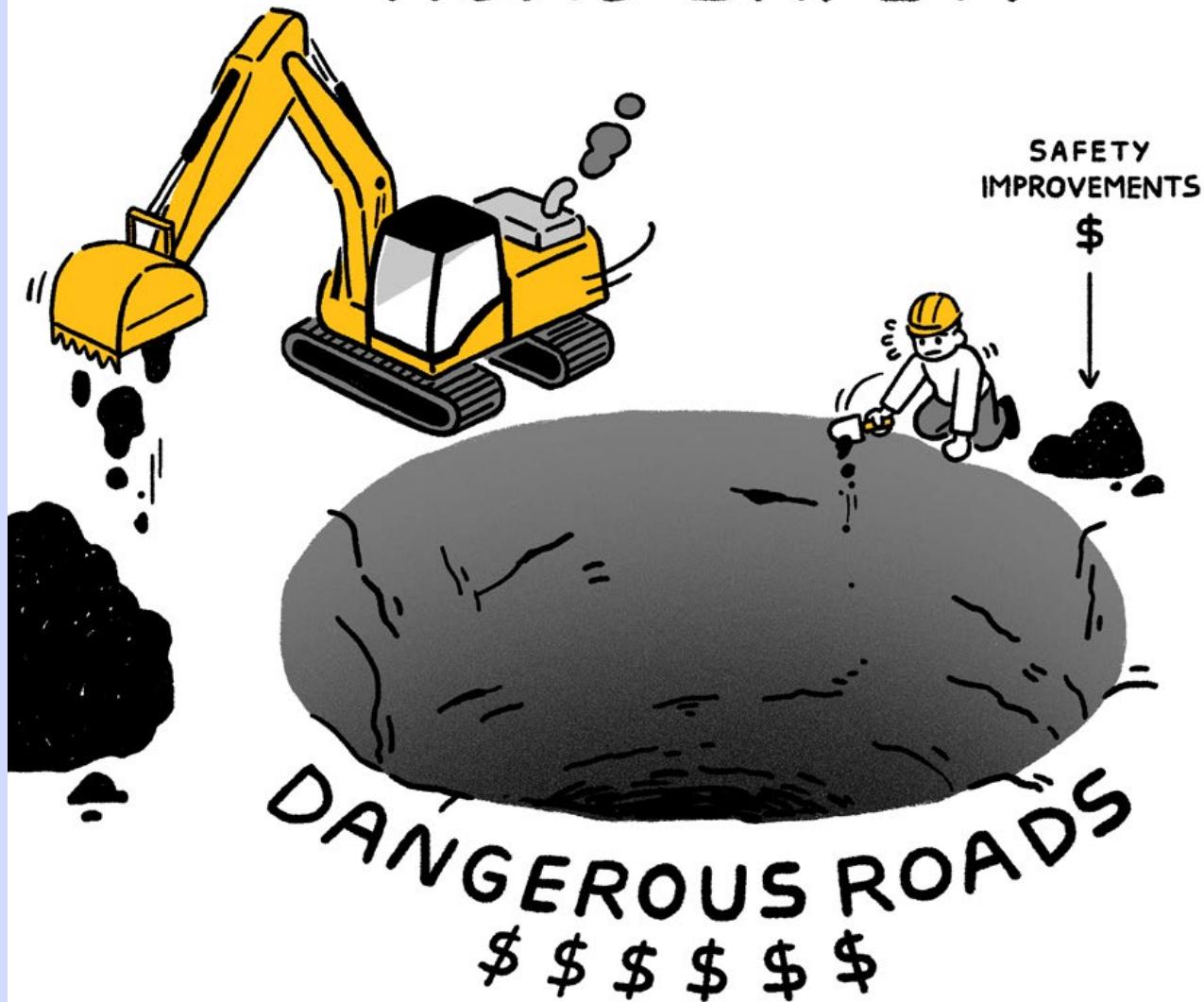
GHSA, 2019

- Non-interstate Arterial
- Other roads



Low safety

U.S. APPROACH TO ROAD SAFETY



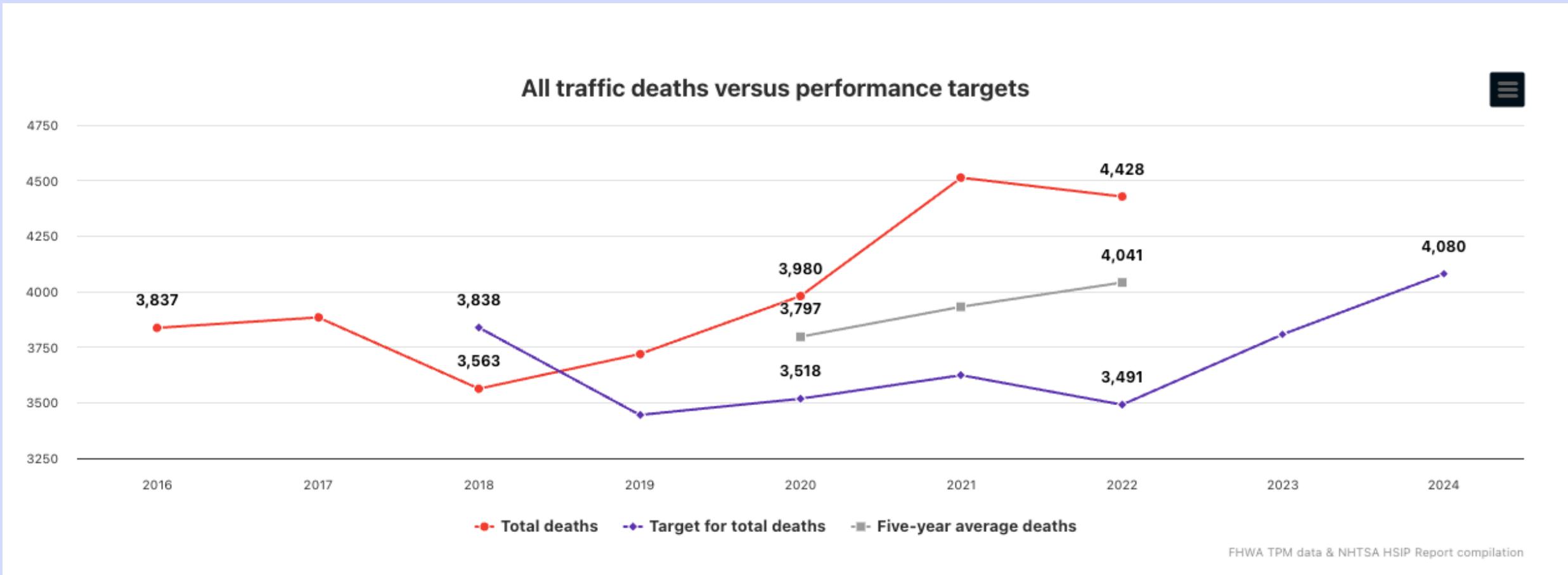
Transportation
for America



Transportation
for America

Five policies to prioritize safety over speed

1) Require grantees to improve roadway safety. Safety should be the top priority on all projects built with federal transportation funds.



Five policies to prioritize safety over speed

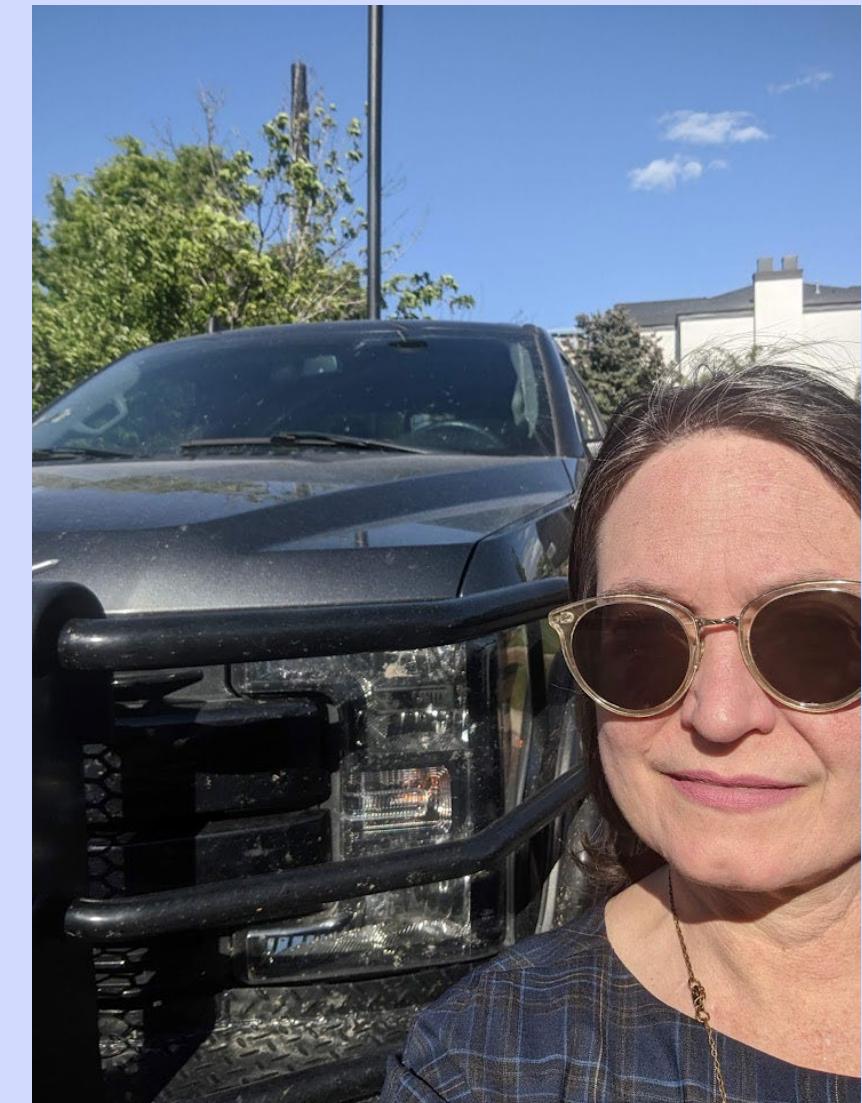
- 2) **Conduct research and provide evidence-backed guidance for roadway design.** Current transportation design guidance is often not evidence-based. Before placing onerous requirements for design and construction, ensure this guidance is supported by research.
- 3) **Establish accountability and transparency to prevent waste, fraud, and abuse.** Publish safety data more quickly. Collect and analyze safety countermeasures and results.



4) Give professionals the freedom to experiment. Localities know their transportation systems best. The federal government should reduce restrictions and give communities the flexibility to build based upon their needs.

Five policies to prioritize safety over speed

5) Build safe vehicles. Vehicles are getting taller and heavier, posing an increased danger to all road users. U.S. roads will grow even deadlier if we don't consider how modern car design hurts all road users.





Thank you

www.t4america.org/reauthorization



Smart Growth
AMERICA



Transportation
for America

Active Transportation Safety Reauthorization Priorities

Jeanie Ward-Waller
9.23.25

! ! ! ořešeně + + + ořeš ! qt žír + + +



ClimatePlan

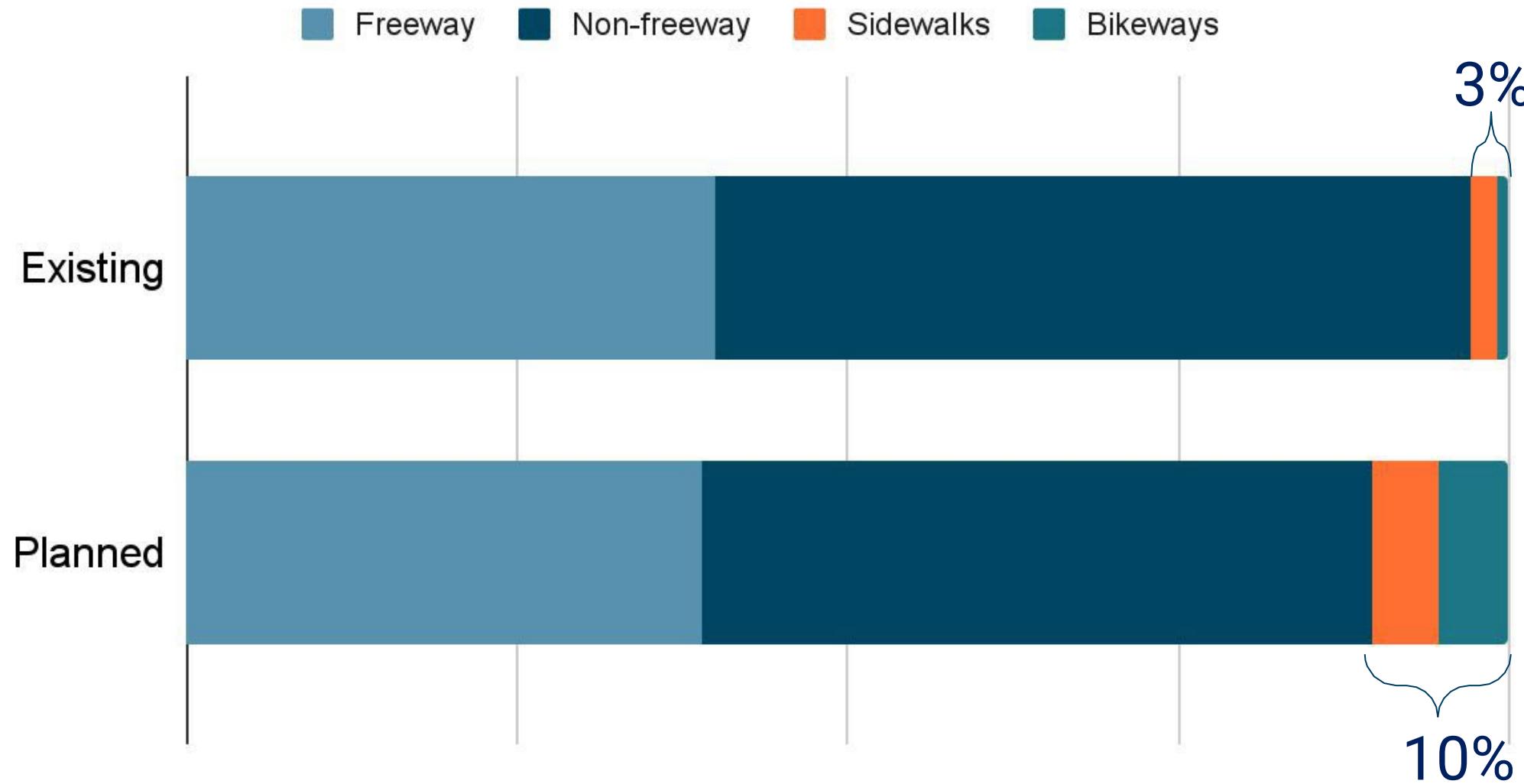


**TRANSBAY
COALITION**

SUSTAINABLE
CLAREMONT

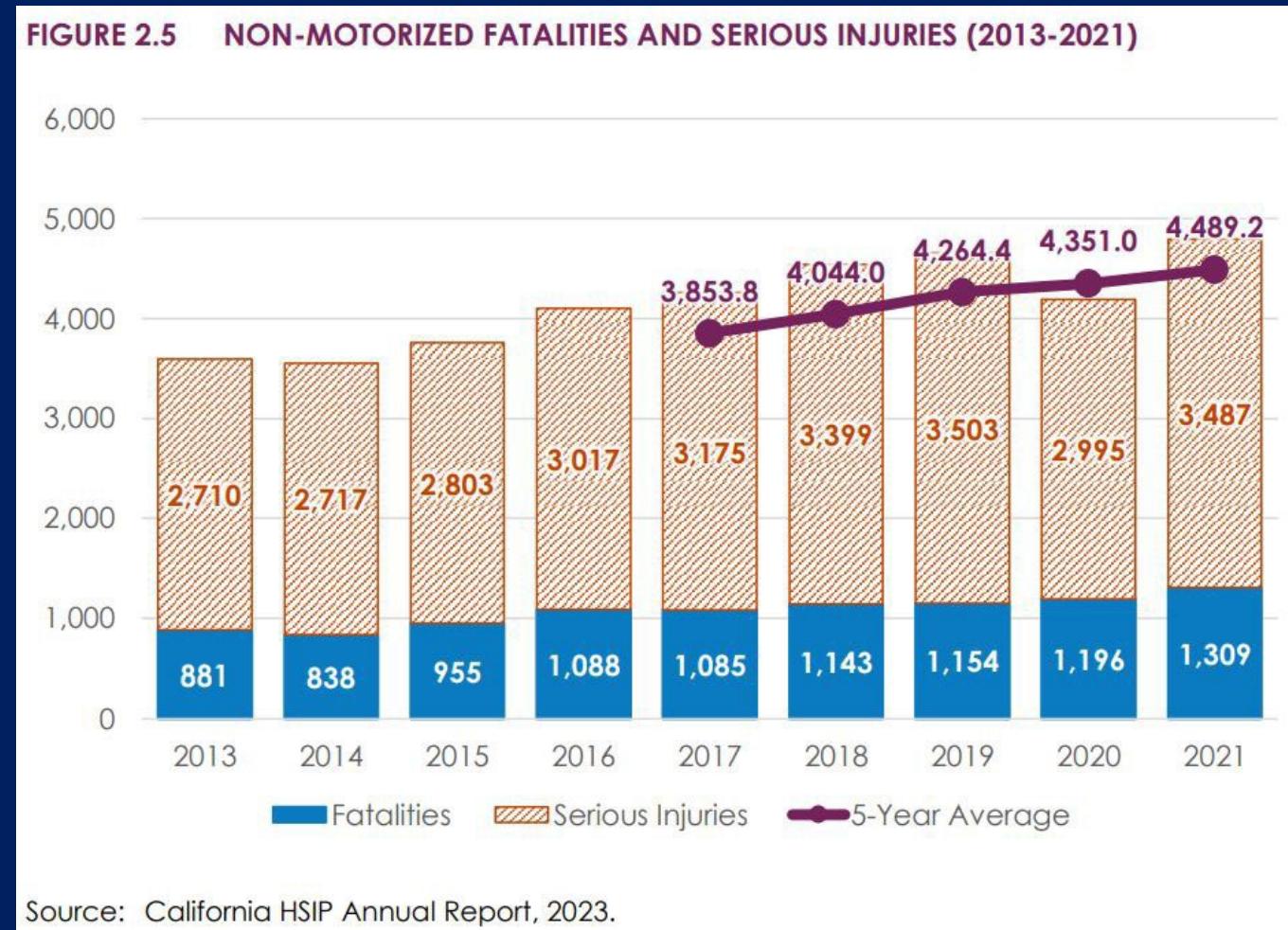
←350 BayArea

State Highway Active Transportation Infrastructure



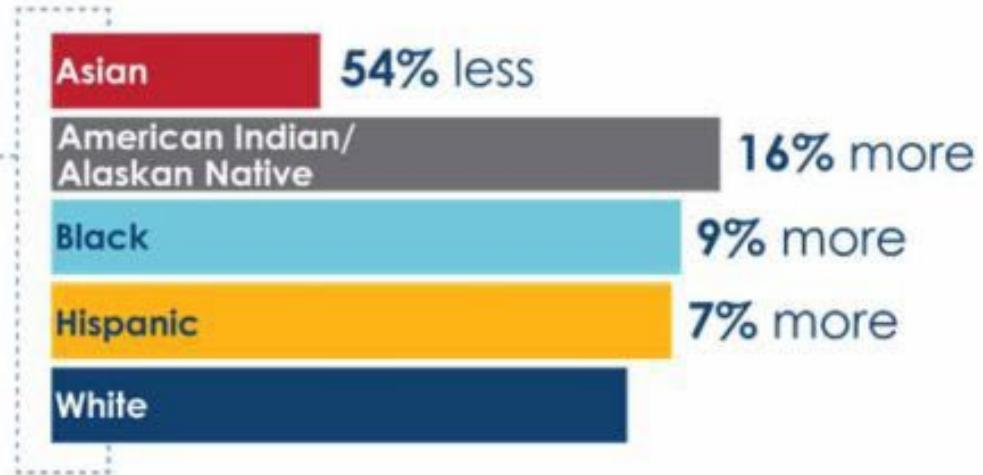
Pedestrian and Bicyclist Fatalities at All-Time High

30% of fatal crashes kill people walking and bicycling

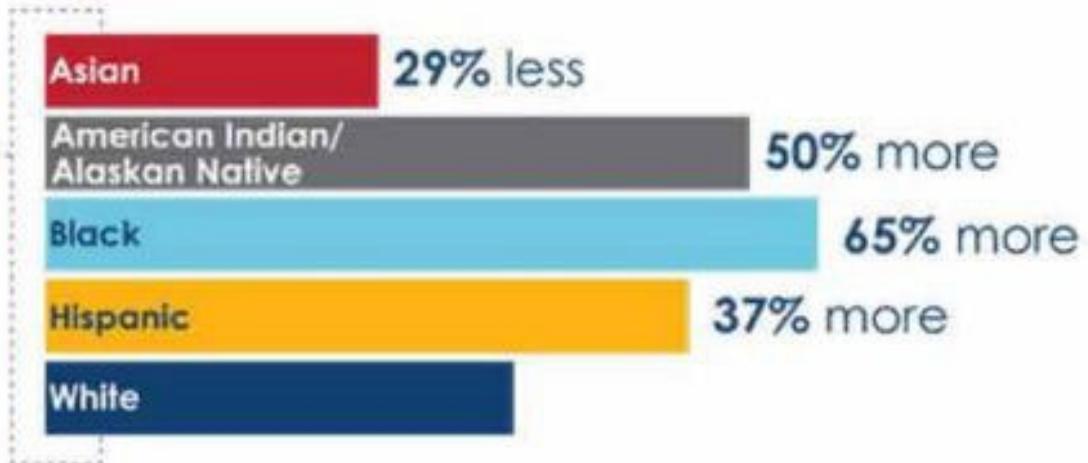


Comparison of Fatality Rate by Race/Ethnicity to White

Total Traffic Fatalities



Pedestrian Fatalities



Income Equity in Traffic Fatalities

Rate of Fatalities for Census Block Groups with Average Household Income Less than \$50,000 Compared to Income Greater than \$50,000

50% More



Statewide Fatalities

Safety & Active Transportation Priorities

1. Build every road project complete and safe
2. Uplift equity
3. Increase funding to active transportation
4. Reduce car infrastructure

1. Build every road project complete and safe

Repair/rehab of roadways and bridges must always include:

- safe systems
- complete streets
- transit priority
- climate resilience

Don't miss opportunities!



2. Uplift equity

Prioritize historically harmed and underinvested communities

Expand investment in reconnecting communities



3. Increase funding to active transportation



4. Reduce car infrastructure

Reduce car infrastructure → reduce driving → improve safety





California's shifting vehicle fleet and the potential implications for safety

CalSTA/Caltrans IIJA Reauthorization Sub-working Group on Active
Transportation and Safety

Matthew Raifman, PhD, MPP



Traffic Fatalities & Serious Injuries in California

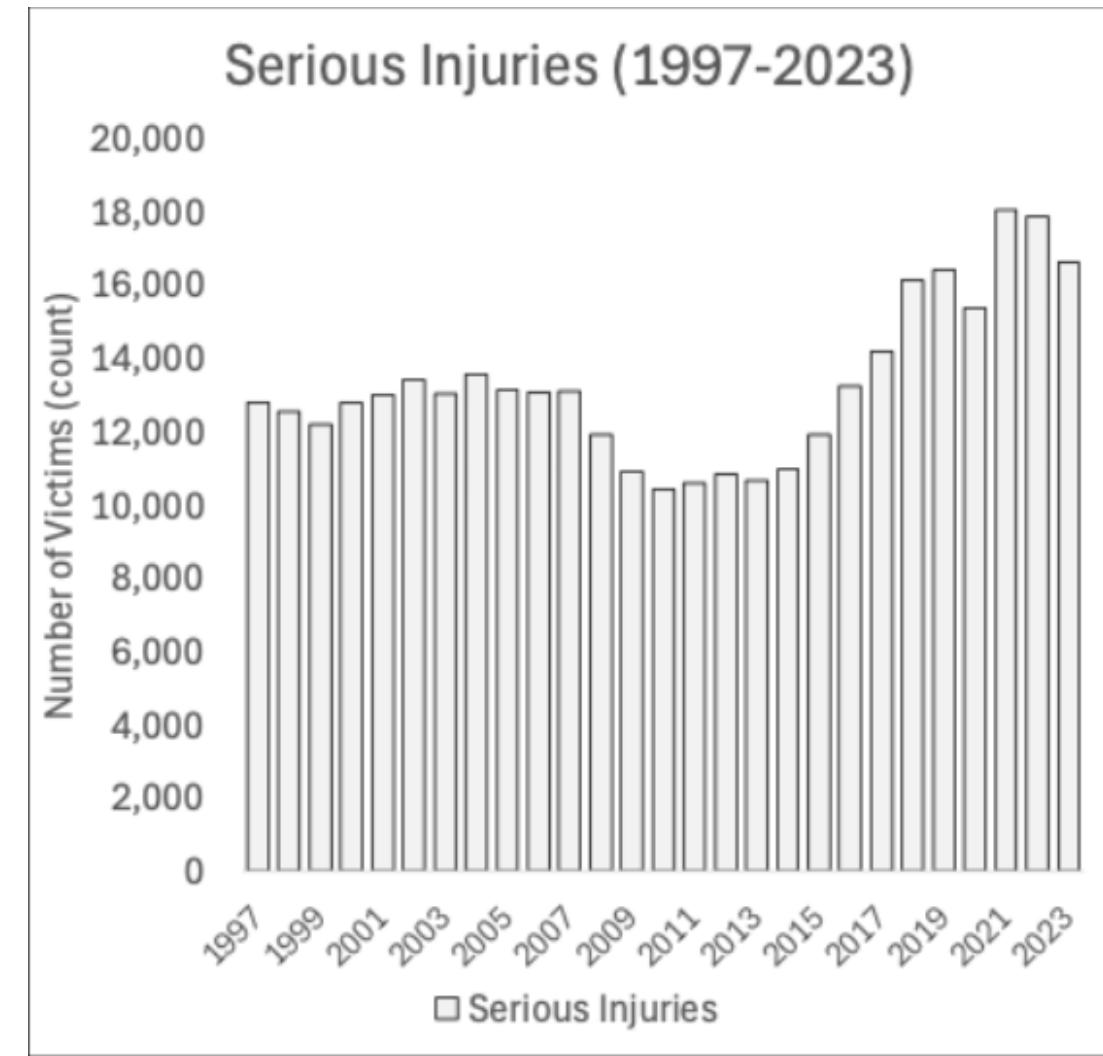
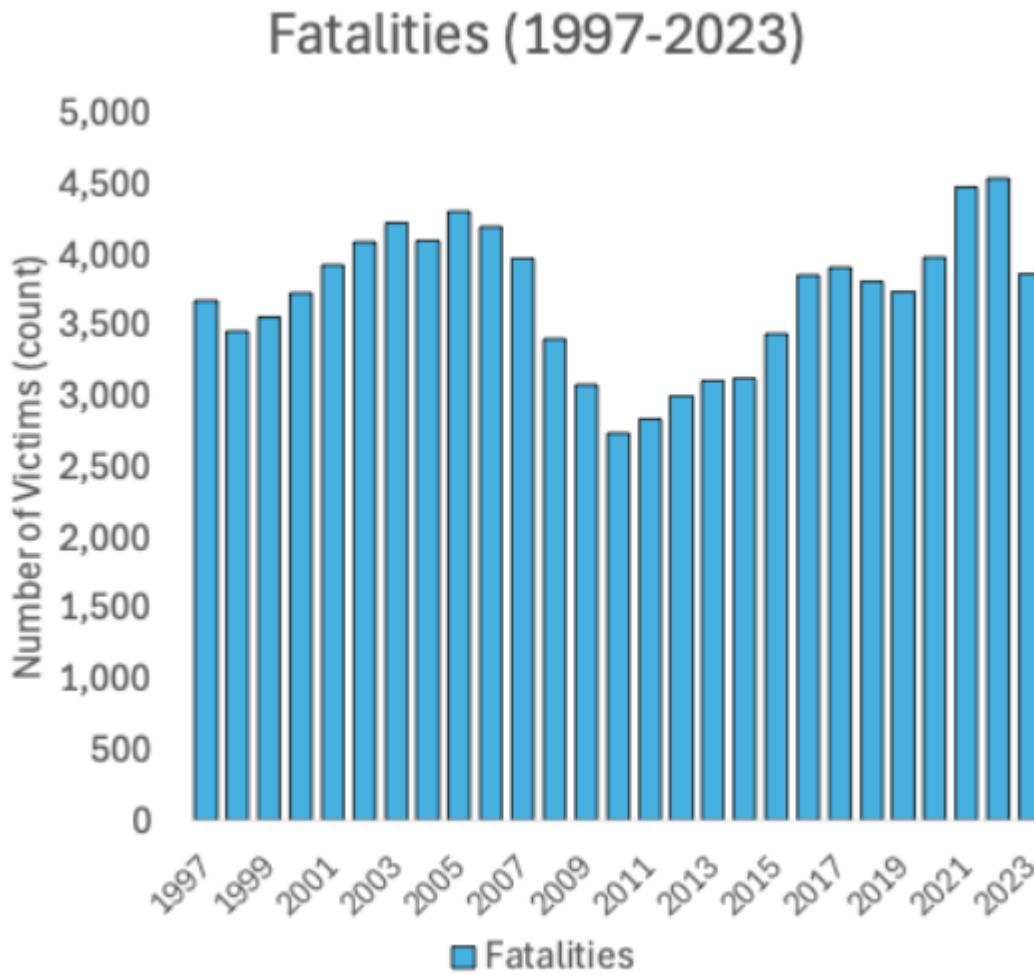
Road injury is a top 5 cause of death in California

| Rank | Ages 0 - 4 | Ages 5 - 14 | Ages 15 - 24 | Ages 25 - 34 | Ages 35 - 44 | Ages 45 - 54 | Ages 55 - 64 | Ages 65 - 74 | Ages 75 - 84 | Ages 85+ |
|------|--------------------------------------|---------------------------------------|----------------------------|-------------------------|-------------------------|------------------------------------|--------------------------------------|--------------------------------------|----------------------------------|--------------------------------------|
| 1 | Neonatal conditions 1,002 (o) | Road injury 80 (>) | Road injury 765 (>) | Drug overdose 2,309 (>) | Drug overdose 2,382 (>) | Drug overdose 2,072 (>) | Ischemic heart disease 4,631 (¤) | Ischemic heart disease 8,190 (¤) | Ischemic heart disease 9,672 (¤) | Alzheimer's disease 20,246 (<) |
| 2 | Congenital anomalies 423 (<) | Congenital anomalies 45 (<) | Drug overdose 723 (>) | Road injury 1,088 (>) | Alcohol-related 995 (>) | Alcohol-related 1,467 (>) | COVID-19 2,279 (¤) | COVID-19 3,635 (¤) | Alzheimer's disease 7,371 (<) | Ischemic heart disease 13,073 (¤) |
| 3 | Other un-intentional injuries 97 (>) | Brain & nervous system cancers 44 (¤) | Homicide 480 (>) | Suicide 724 (>) | Road injury 827 (>) | Ischemic heart disease 1,433 (¤) | Drug overdose 2,254 (>) | Lung Cancer 3,034 (¤) | Stroke 4,625 (¤) | Stroke 8,347 (¤) |
| 4 | Other Infections or Nutrition 39 (¤) | Suicide 38 (>) | Suicide 441 (>) | Homicide 668 (>) | Suicide 654 (>) | COVID-19 977 (¤) | Alcohol-related 2,065 (>) | Stroke 2,865 (¤) | COVID-19 4,325 (¤) | Hypertensive heart disease 6,678 (¤) |
| 5 | Endo., blood, immune dis. 37 (<) | Other neurological 34 (<) | Other neurological 104 (<) | Alcohol-related 408 (>) | Homicide 506 (>) | Hypertensive heart disease 757 (¤) | Hypertensive heart disease 1,768 (¤) | Hypertensive heart disease 2,581 (¤) | COPD 3,891 (<) | COVID-19 5,409 (¤) |

Broad Condition Group

| | | |
|-------------------|------------|--------------------|
| (¤) Communicable | (¤) Cancer | (¤) Cardiovascular |
| (¤) Other Chronic | (>) Injury | (o) Perinatal |

Fatalities and serious injuries are also both up in CA



Relationship between vehicle size and injury risk

Impact force in a crash

$$E = \frac{1}{2}mv^2$$

Kinetic energy at impact

Severity of injury is further mediated by vehicle form factor and angle of impact

Speed

Weight

Human Behavior

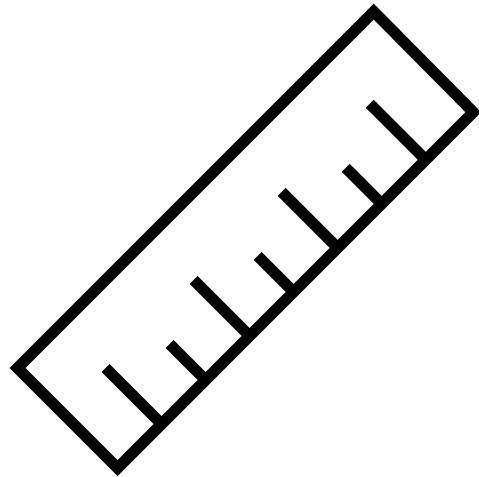
Vehicle Design

The diagram illustrates the components of kinetic energy in a crash. The formula for kinetic energy is $E = \frac{1}{2}mv^2$, where E is kinetic energy, m is mass, and v is velocity. Arrows point from the text 'Speed' and 'Weight' to the corresponding terms in the formula. A blue arrow points from the text 'Human Behavior' to the right side of the formula. A green arrow points from the text 'Vehicle Design' to the bottom right of the formula. A green arrow also points from the text 'Severity of injury is further mediated by vehicle form factor and angle of impact' to the bottom left of the formula.

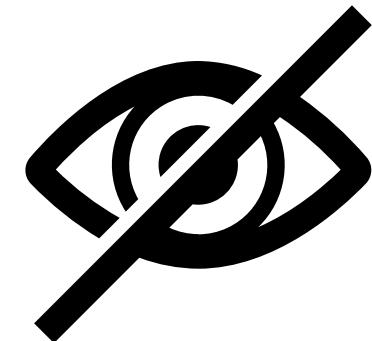
Vehicle form factor matters for road safety



Vehicle Weight

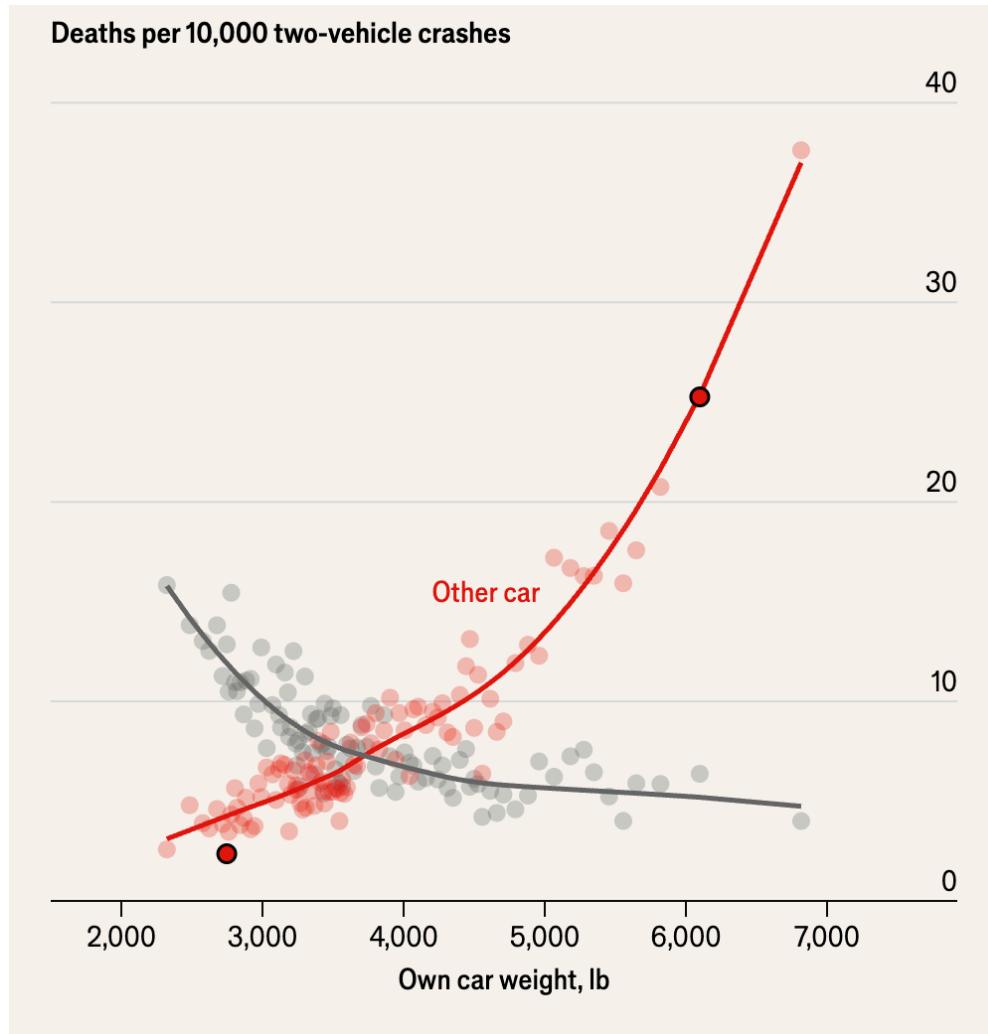


Vehicle Form



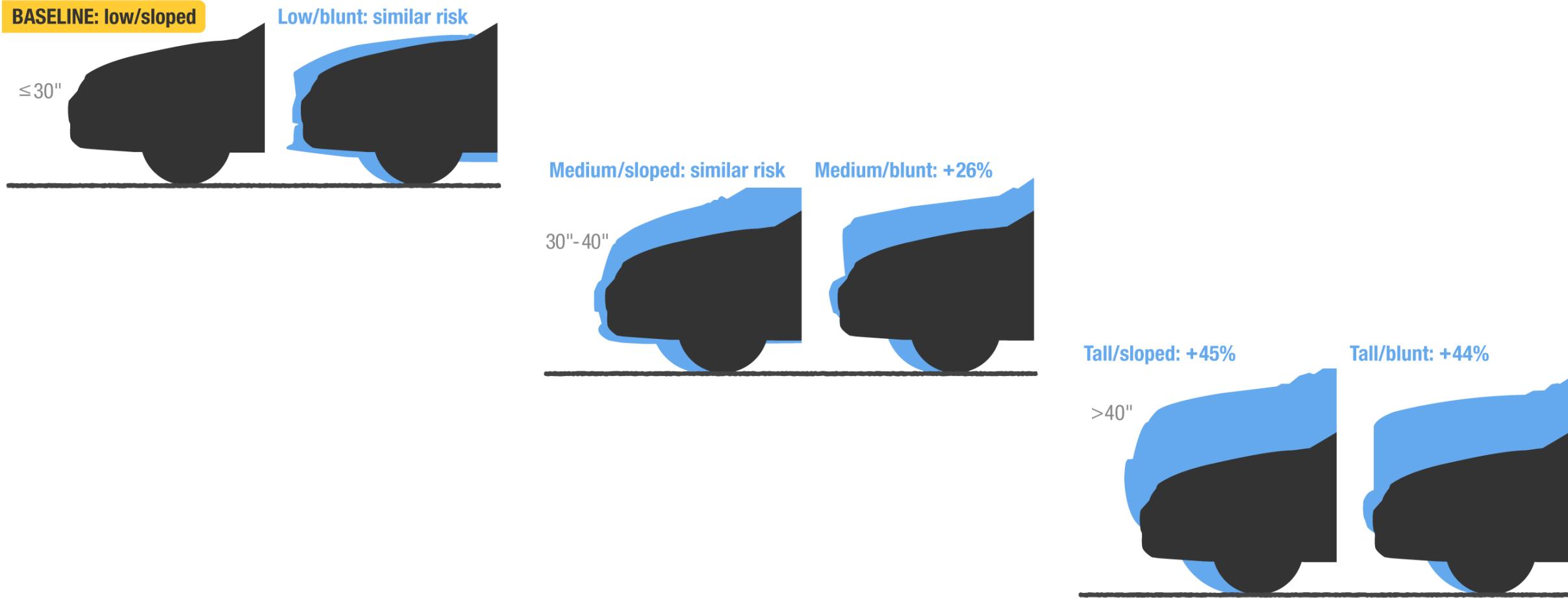
Blind Spots

Fatality rate increases with weight of the striking vehicle

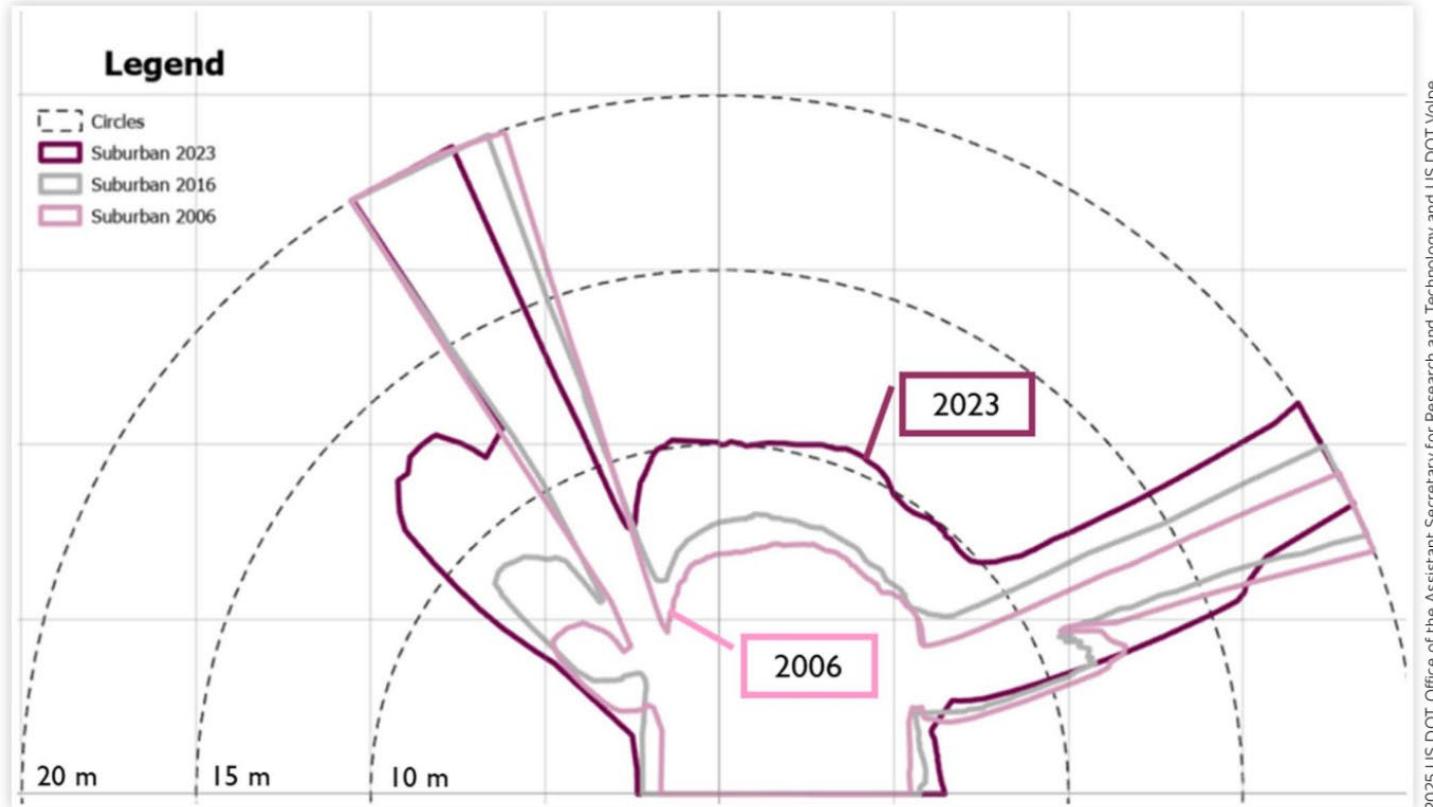


The Economist, 2024

Higher the hood height, the higher the VRU fatality risk



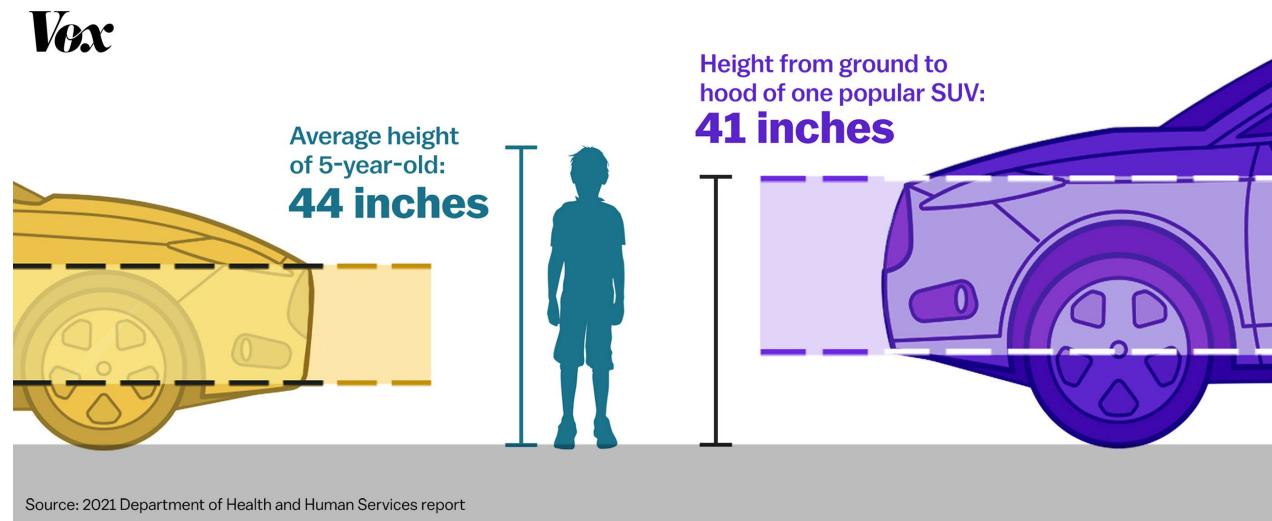
Driver visibility has declined over the past 20 years



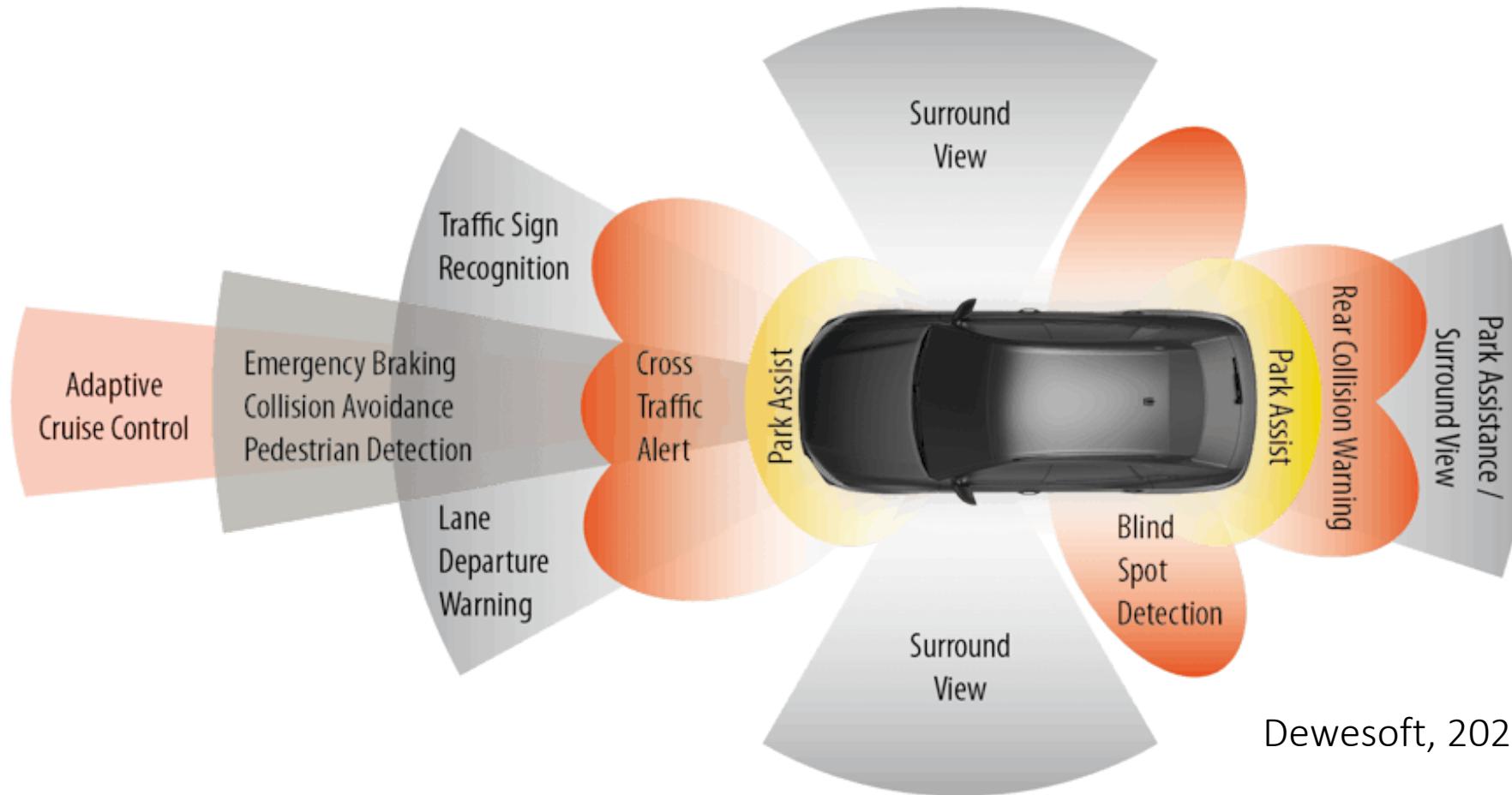
2025 US DOT Office of the Assistant Secretary for Research and Technology and US DOT Volpe
National Transportation Systems Center

Children are more likely to die if struck by a larger vehicle

- Children are eight times more likely to die when struck by a SUV compared to children struck by a passenger car (Edwards & Leonard, 2021)
- Child pedestrians are 82% more likely to be killed if struck by an SUV vs a passenger car (Robinson et al, 2024)



Advanced driver assistance systems can provide both passive and active interventions to improve safety



Dewesoft, 2024

AEB improving, but may be more effective for lighter vehicles

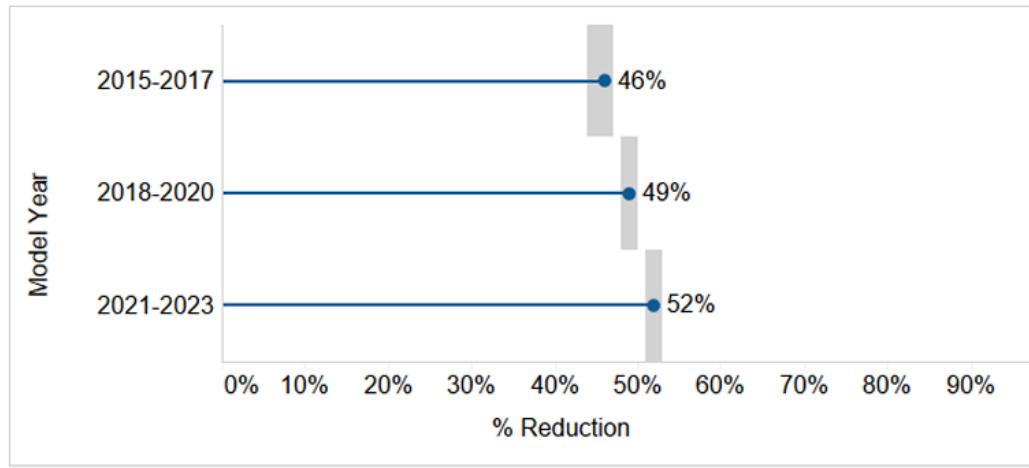


Figure 14. AEB Estimated Effectiveness Over Time (by subsets of Model Years) with 95% Confidence Intervals

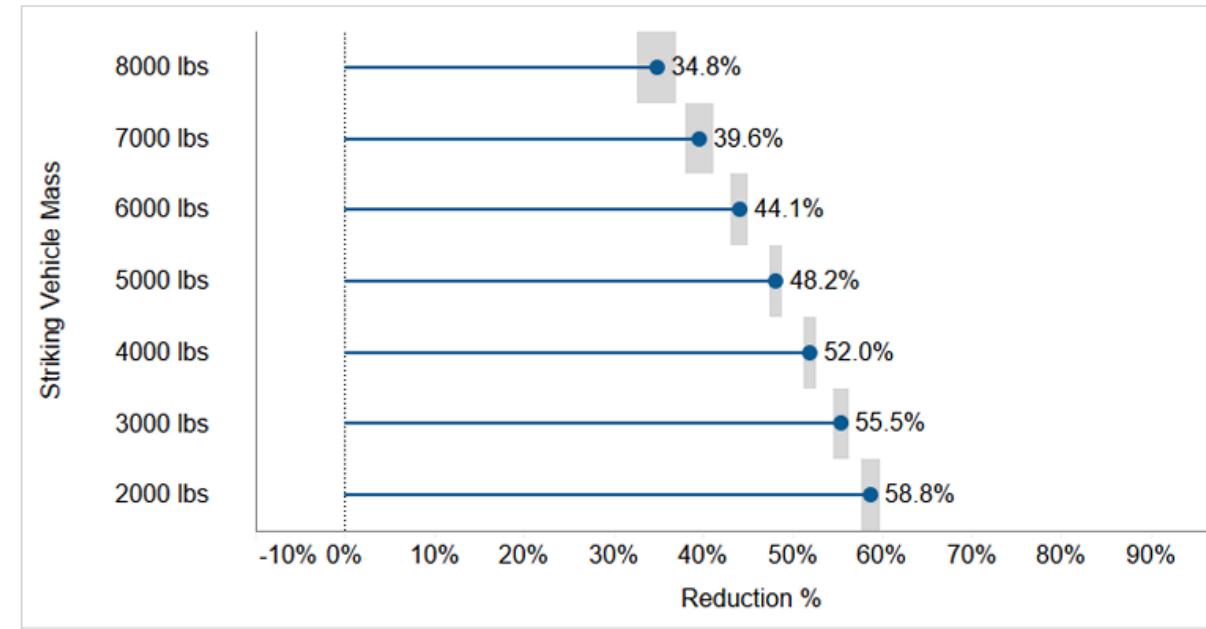


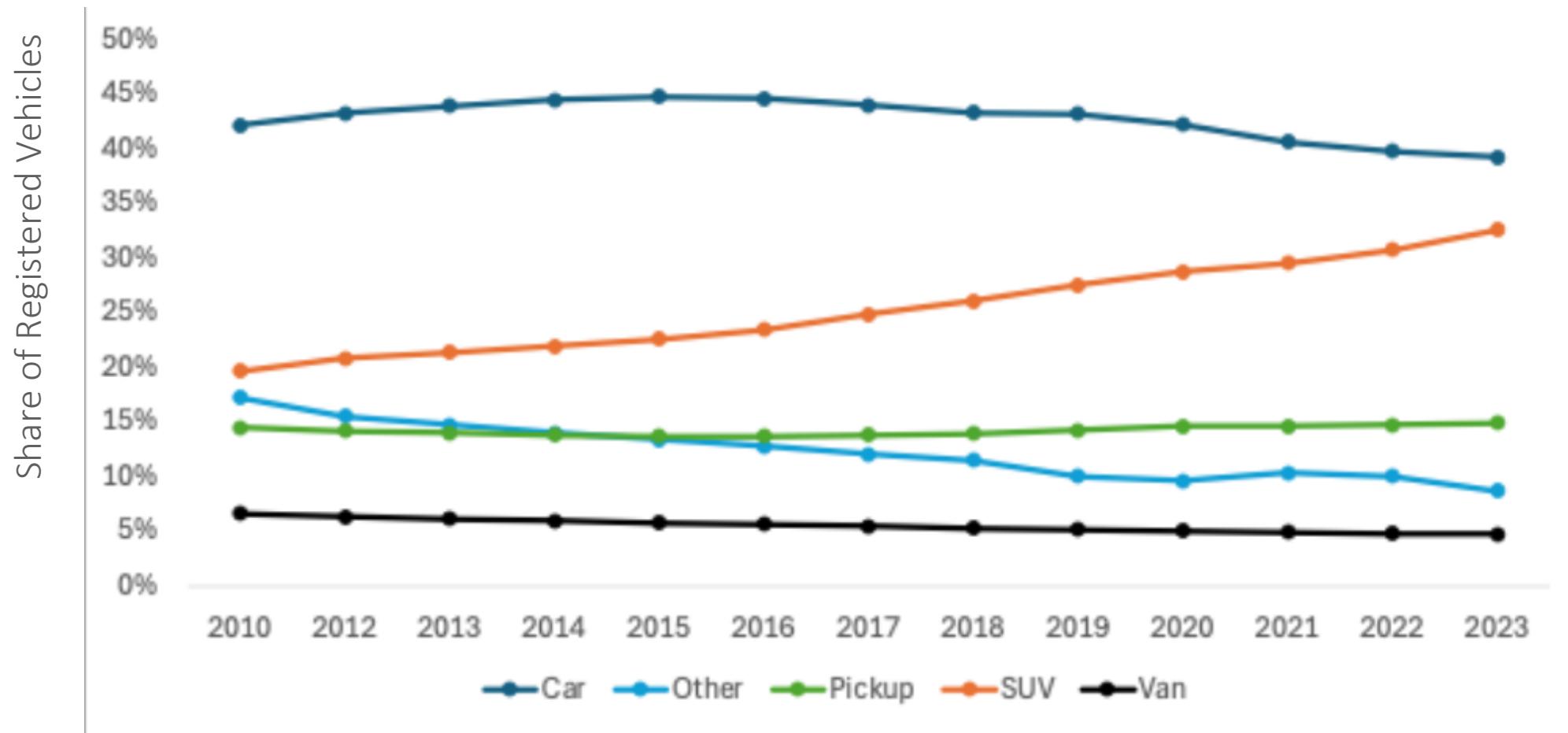
Figure 15. AEB Effectiveness by Striking Vehicle Weight

California's Vehicle Fleet

About 30 million vehicles are registered in CA every year

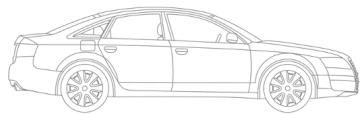


SUVs are poised to overtake sedans as the most common vehicle on the road in CA



In 2023, SUVs on the road were 26% heavier than sedans

3,170 pounds



Sedan

Height: 57.3 inches
Clearance: 5.7 inches
Curb Weight: 3,170 pounds

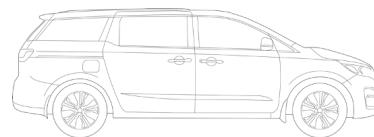
4,020 pounds



Sport Utility Vehicle

Height: 68.1 inches
Clearance: 7.9 inches
Curb Weight: 4,020 pounds

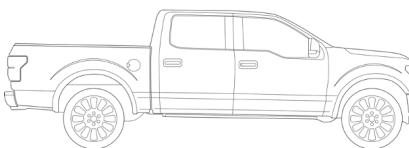
4,400 pounds



Van

Height: 70.1 inches
Clearance: 5.6 inches
Curb Weight: 4,400 pounds

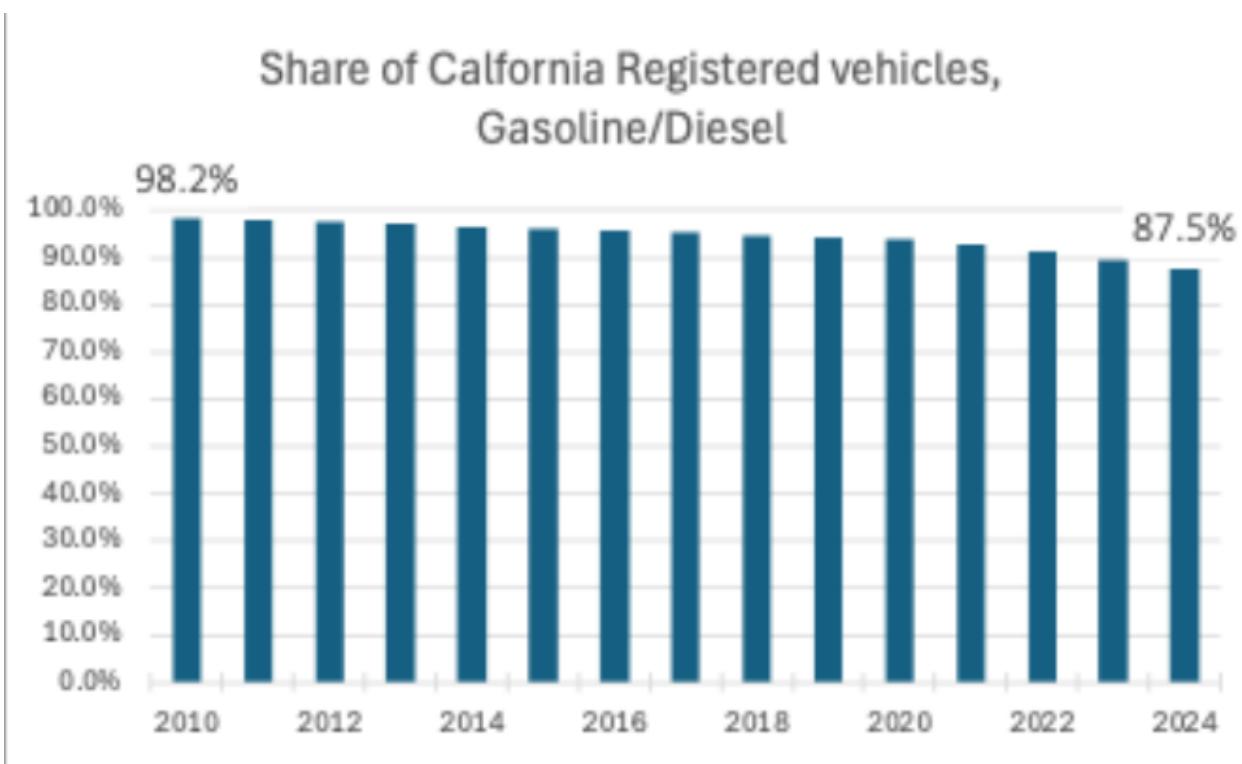
4,650 pounds



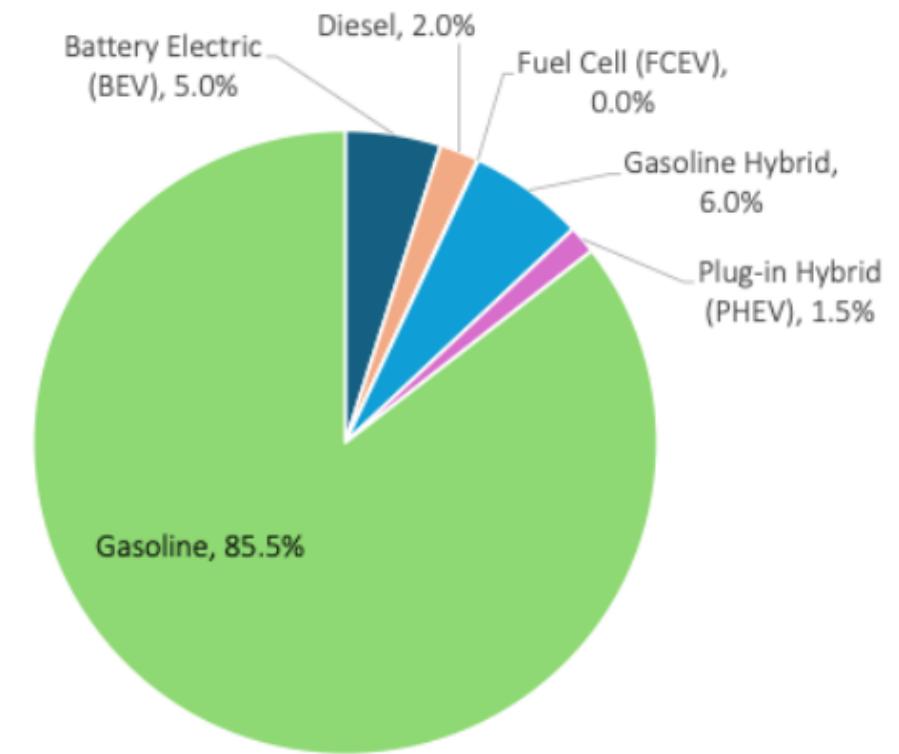
Pickup Truck

Height: 72.4 inches
Clearance: 8.9 inches
Curb Weight: 4,650 pounds

Despite shift towards EVs, most of the vehicles on the road in California is still gasoline or diesel-powered



2024 Vehicle Registrations by Fuel Type, California



EVs are heavier than their hybrid or gas variants

2019 VW Golf



Gas: 2,945 lbs

BEV: 3,459 lbs

2020 Toyota RAV4



Gas: 3,370 lbs

Hybrid: 3,710 lbs

PHEV: 4,190 lbs

2024 Ford F-150

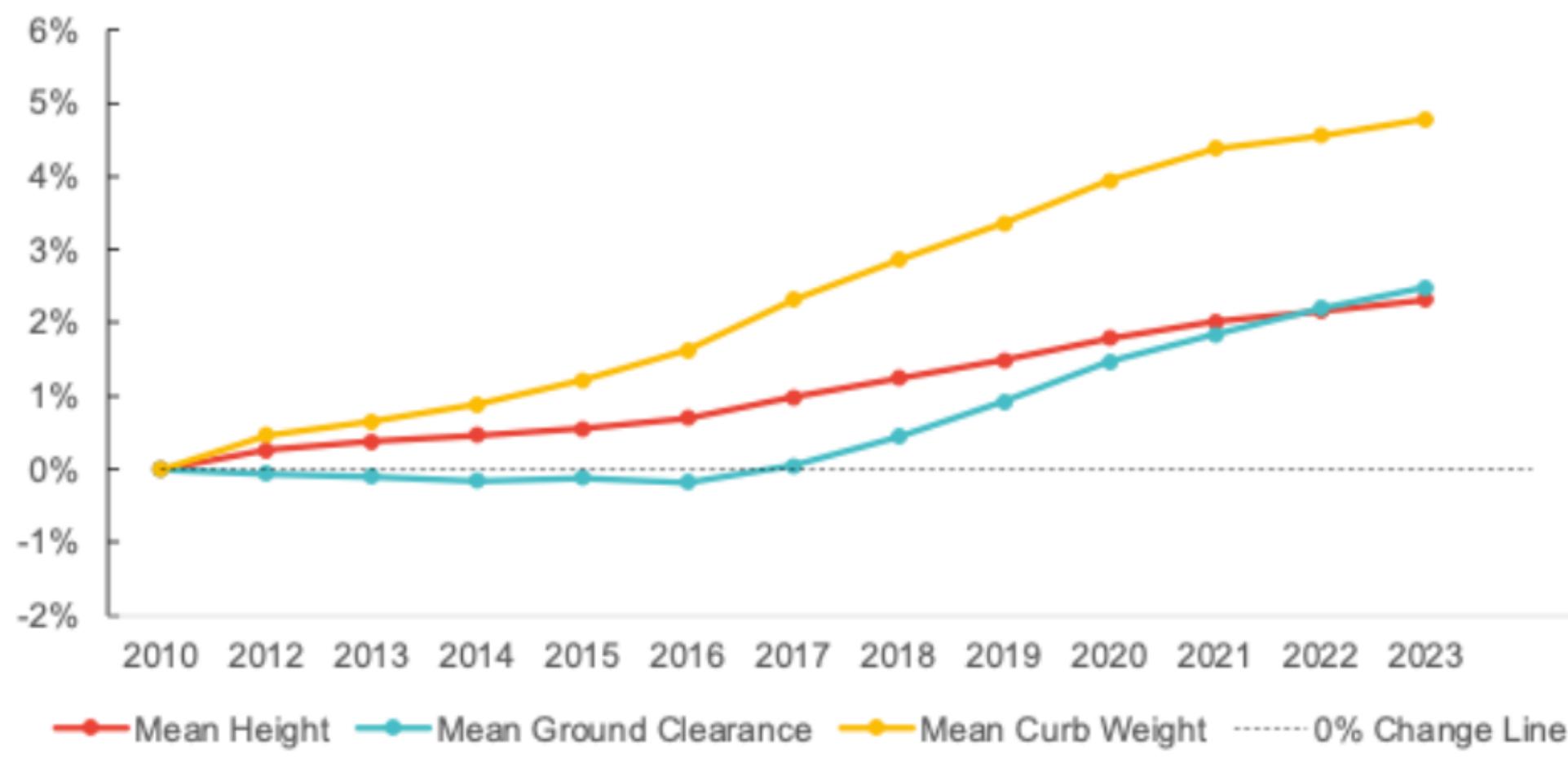


Gas: 4,940 lbs

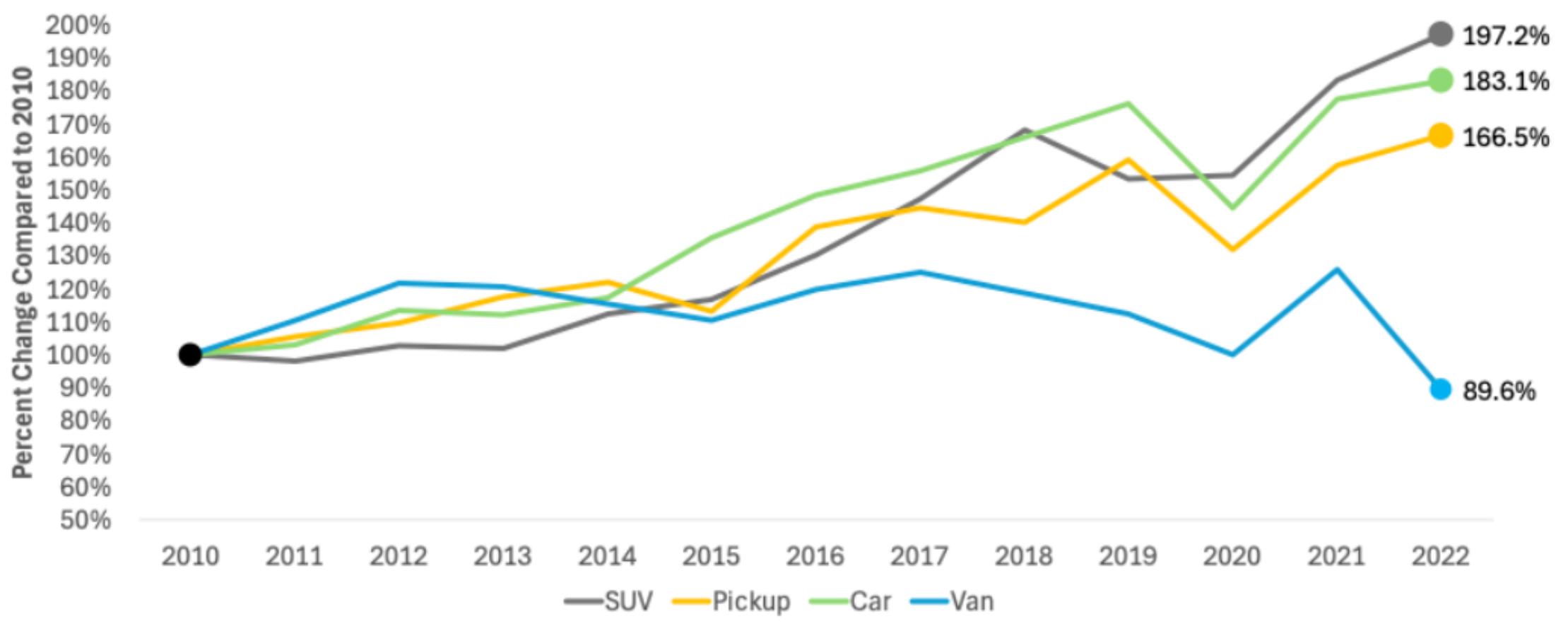
Hybrid: 5,540 lbs

BEV: 6,360 lbs

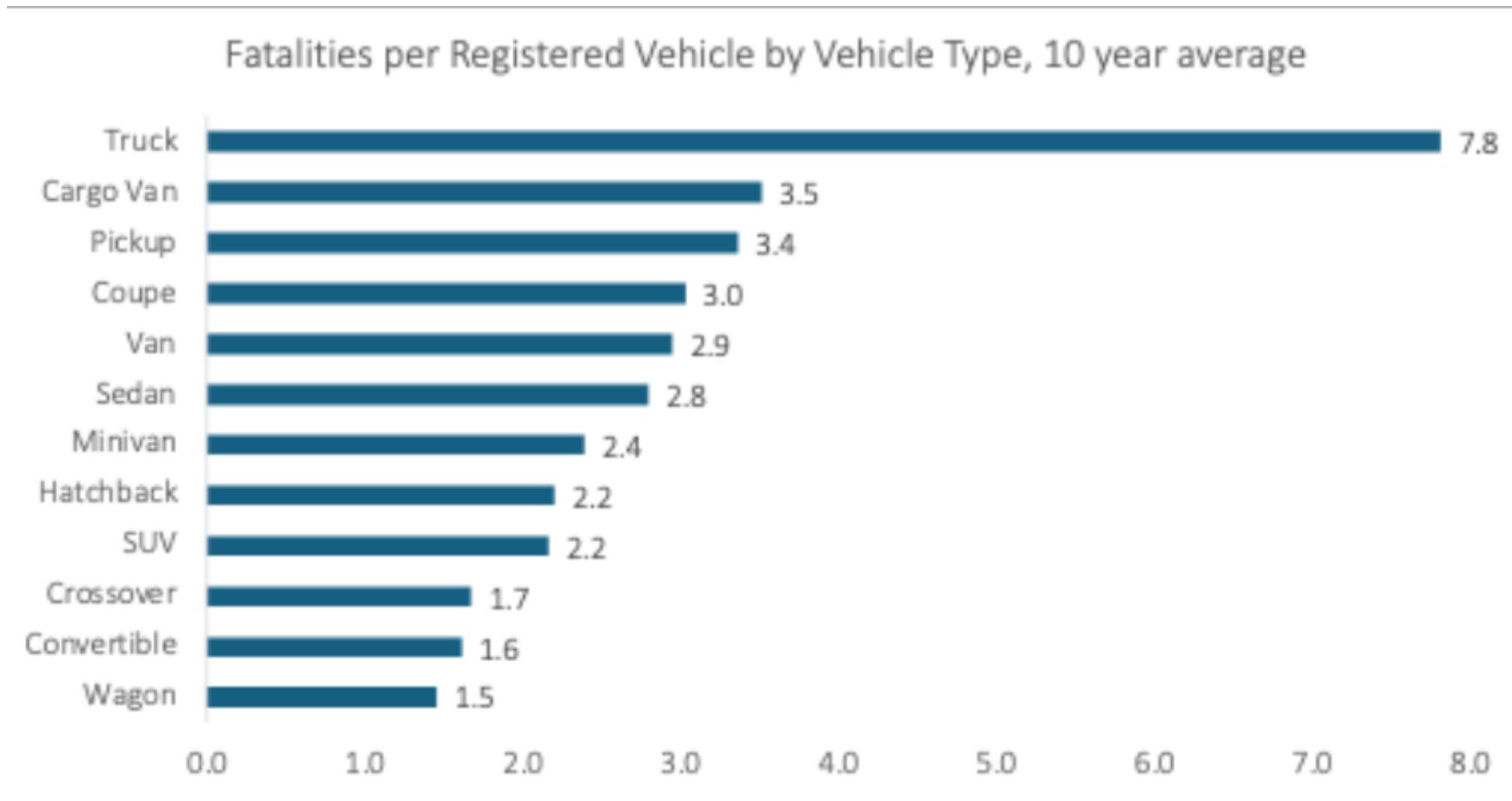
Vehicle weight, height, and clearance have all increased



Pedestrian fatal and serious injury crashes involving an SUV have grown at the fastest rate of all vehicle types



Fatal VRU crashes per registered vehicle tend to be higher for larger vehicles (unadjusted)



Potential implications

Safety countermeasures may require upgrades

- Guardrails may be inadequate
- Weight is a factor in safe speed
- Blind spots reduce effectiveness
- Larger vehicles elevate risk of injury for a crash



[Image source](#)



[Image source](#)

Federal regulations are fundamental

- FMVSS design standards could improve safety for VRU
- NCAP crash testing could be expanded to test both:
 - effectiveness of ADAS
 - injury risk in test crash

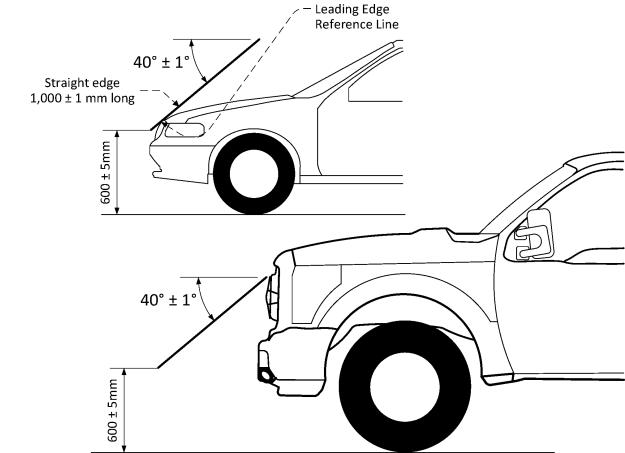


Figure VI.16. Hood Marking of Passenger Car Compared to High Front Vehicle.
For illustration purposes only.

[Image source](#)



[Image source](#)

Safer for whom?

- Heavier and larger vehicles are safer for their occupants in a crash...
- ...but they are more dangerous for occupants of smaller vehicles and vulnerable road users
- How does one weight evaluating the safety of occupants vs non-occupants?
- If vehicle weight and/or size is a proxy for safety, is there a way to focus on safety using market-based approaches instead?

Thank you

If you have any further questions, please feel free to contact:

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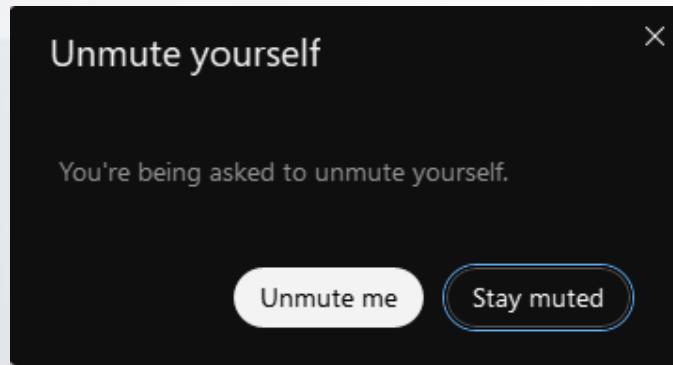
Funding for this program was provided by the California Transportation Commission and the California Office of Traffic Safety

DISCUSSION AND Q&A

ISSUES AND TOPICS FOR
FEDERAL ADVOCACY



Open Discussion



Two Options to ask Questions:

1. Type your questions in the chat.
2. Raise your hand to be unmuted and ask your questions verbally.

Contacts and Website

- **For More Information:**

- Caltrans' IIJA Reauthorization website:
<https://dot.ca.gov/programs/federal-liaison/reauthorization>
- Building California:
<https://build.ca.gov>
- IIJA Annual Policy Narrative ([2022](#) | [2023](#) | [2024](#))

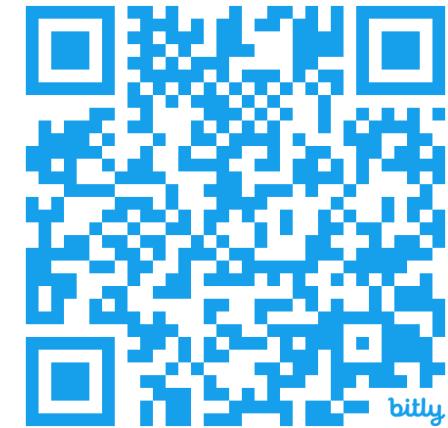
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