



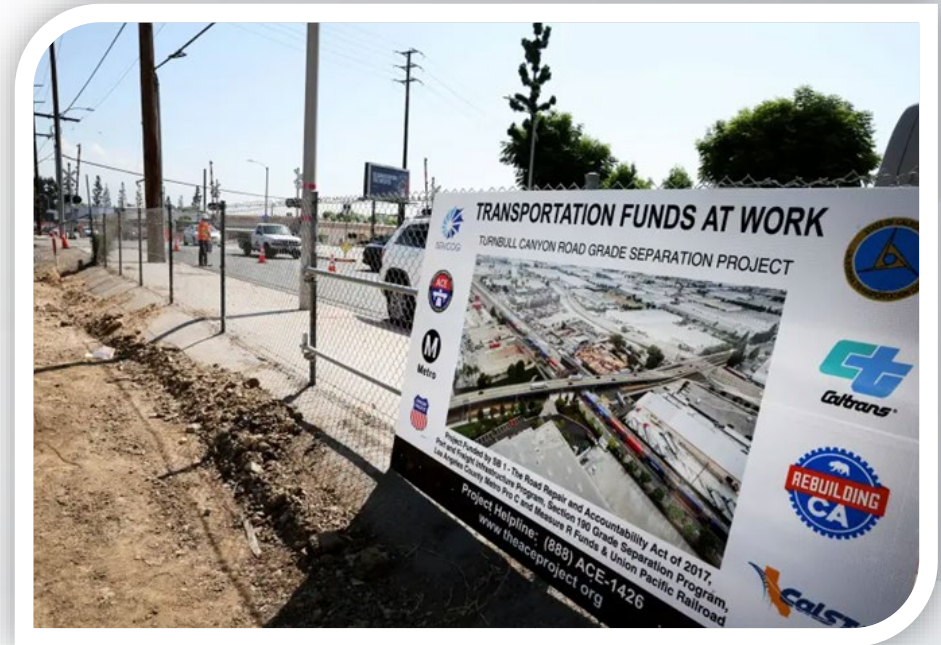
CALTRANS OFFICE OF THE FEDERAL LIAISON

IIJA REAUTHORIZATION SUB-WORKING GROUP
FIX-IT-FIRST AND CLIMATE ACTION



WELCOME & LOGISTICS

MEETING HOUSEKEEPING & NON-DISCRIMINATION POLICY

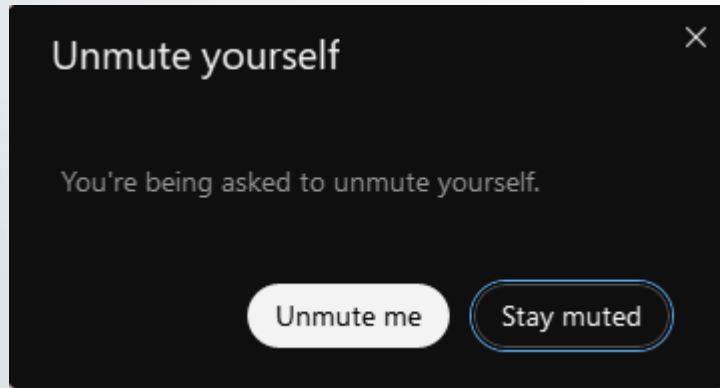


Meeting Housekeeping



● 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.





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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



- **Welcome & Logistics**

- **Opening Remarks:**

- **Climate Action Plan for Transportation Infrastructure (CAPTI) 2.0**
Darwin Moosavi, California State Transportation Agency (CalSTA), Deputy Secretary of Environmental Policy and Housing Coordination

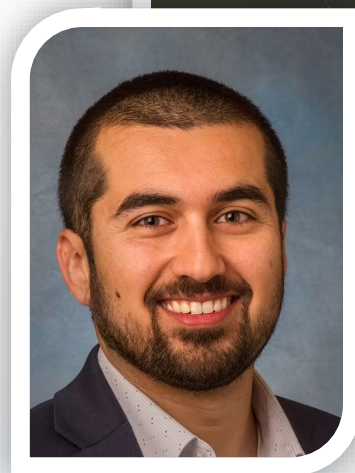
- **Presentations:**

- **Management of the State-Owned Transportation System**
Michael B. Johnson, P.E., Caltrans, State Asset Management Engineer
- **Local Highway Bridge Program (HBP)**
Andy Chou, Caltrans, Division of Local Assistance, Office of Air Quality and Climate Change

- **Discussion / Q&A**

OPENING REMARKS

DARWIN MOOSAVI
CALSTA, DEPUTY SECRETARY FOR
ENVIRONMENTAL POLICY &
HOUSING COORDINATION



IIJA Implementation



- **\$53.9 billion** announced in IIJA formula and discretionary funding
- **\$11.48 billion** awarded for competitive grants (888 projects)
- **170,833** jobs created
- **\$13.14 billion** invested in California transportation projects
- **\$1.9 billion** allocated to Disadvantaged Business Enterprises



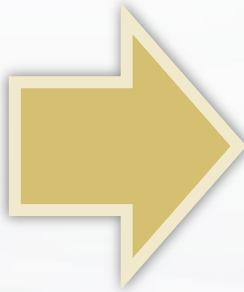
Workgroup Structure



• Sub-Working Groups:

IIJA Implementation Topics

1. Safety
2. Fix-it-First
3. Reimagining Highway Investments
4. Climate Resilience and Adaptation
5. Active Transportation
6. Transition to Zero Emissions
7. Local Hire/Contracting
8. Transit and Commuter Rail
9. Intercity Passenger Rail
10. Freight/Goods Movement
11. Funding Split between State/Locals
12. Equity and Tribal Government



IIJA Reauthorization Topics

- Active Transportation & Safety
- Economic Prosperity & Goods Movement
- Equity & Workforce Development
- Federal Transportation Funding
- Fix-it-First & Climate Action
- Transit & Rail
- Tribal Transportation
- Zero-Emission Infrastructure

NEW

Outcomes and Goals



- **Outcomes:**

- Coordinated federal advocacy on behalf of the State of California.
- Federal surface transportation reauthorization legislation that reflects California's unique values and objectives.

- **Goals:**

- All voices are heard and recognized.
- Group actions are developed by consensus and for the benefit of California's entire transportation system.

- **Possible Products:**

- Consensus Principles Document / Strategic Advocacy Plan / Legislative Platform
- Draft Legislation / Regulations / Guidance / Standards
- White Papers / Research Topics

IIJA Reauthorization Timeline



**IIJA
Enacted**

Nov. 2021

**Outreach &
Coordination
Meetings**

July 2024
(ongoing)

**Advocacy
Priorities &
White Papers**

Mid 2025 to
Late 2025

**Introduction of
Reauthorizing
Legislation**

Late 2025 to
Early 2026

**IIJA
Implementation
Meetings**

Dec. 2021 to
June 2023

**IIJA
Reauthorization
Workgroup
Meetings**

Jan. 2025

**Draft
Legislation**

Late 2025

**IIJA
Authorization
Ends**

Sep. 2026



PRESENTATIONS

- **Management of the State-Owned Transportation System**
Michael Johnson P.E.,
Caltrans State Asset Management Engineer
- **Local Highway Bridge Program**
Andy Chou,
Caltrans Division of Local Assistance,
Office of Air Quality and Climate Change



Management of the State-Owned Transportation System

Michael Johnson P.E.
State Asset Management Engineer
California Department of Transportation
March 2025

Core State Highway System Assets

Highway Infrastructure Assets on California's State Highway System

The SHS includes a wide variety of physical assets, including the four primary asset classes – Pavement, Bridges and Tunnels, Drainage, and Transportation Management Systems (TMS) – as shown in Figure A.

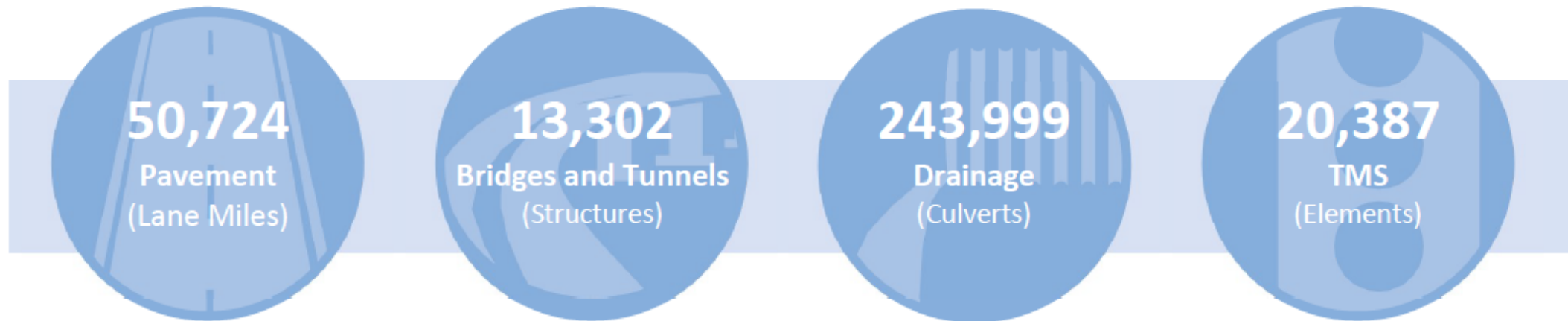


Figure A: SHS Primary Asset Classes

Composition of Transportation Needs

Physical Assets

Roadway Pavement
Bridges
Drainage Systems /
Culverts
Traffic Management
Systems
Sidewalks
Bike Lanes
Buildings
Roadside Rest Areas
Overhead Signs
Lighting, signage, etc.

Operational Deficiencies

Safety Needs
Congestion Mitigation
Goods Movement
System Damage

Environmental

Project Mitigation
Stormwater Mitigation
Fish and Wildlife

Vulnerabilities

Seismic Needs
Bridge Scour
Coastal Erosion
Sea Level Rise
Wildfire
System Resiliency
Erosion
Slides

Expansion

New Assets
Expanded Service

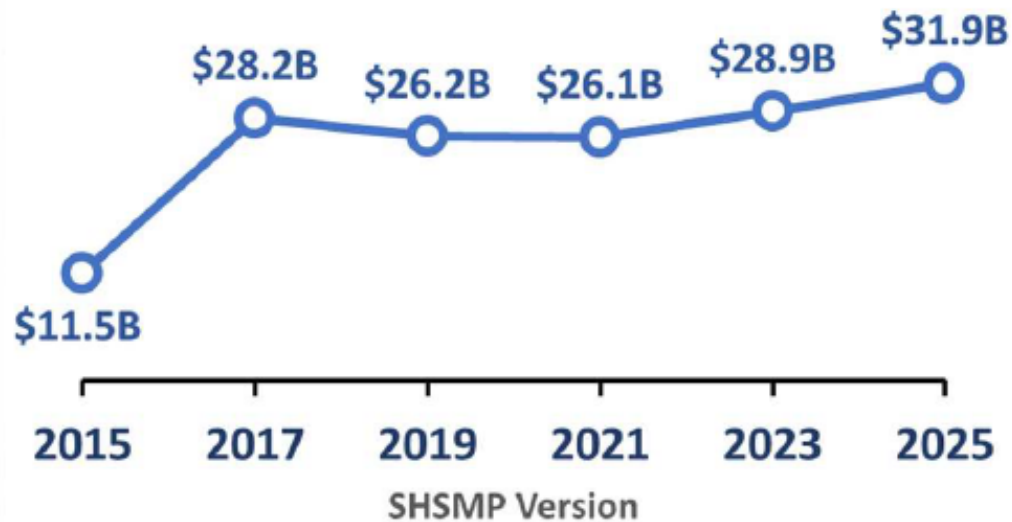
Distribution of Investments



Figure D: 10-Year SHOPP and Maintenance Investments

State Highway System Investment Trends

10-year SHSMP Investments in Primary Assets



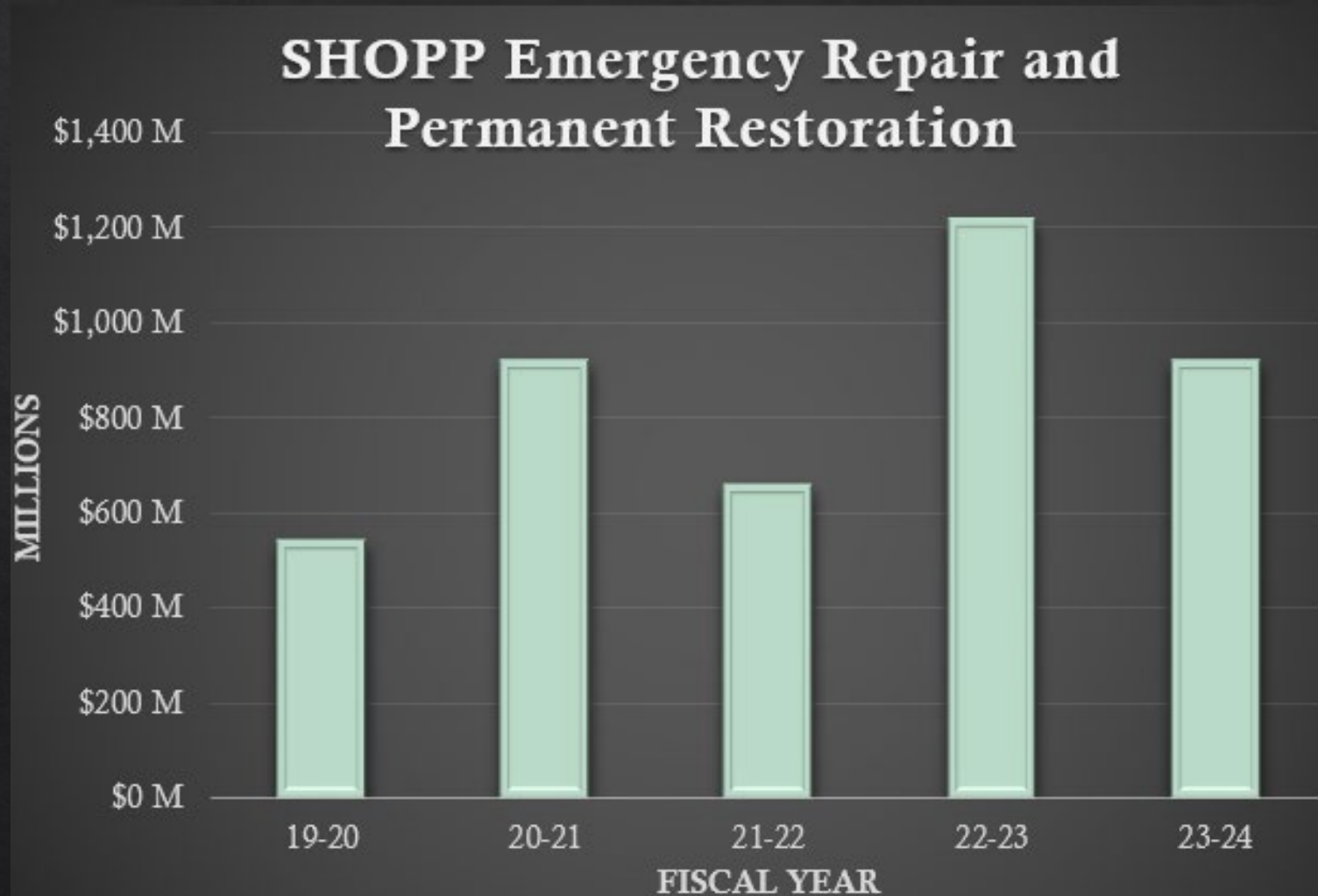
Includes pavement, bridge, culvert, and transportation management systems.

10-year SHSMP Investments in Climate Focused Objectives



Includes investments in climate resilience, sea level rise, EV infrastructure, and estimated half of investments towards major damage and roadway protective betterments.

Damage Repair Costs



What is a “Fix it First” Policy

It's a philosophy that
means.....

Take care of what you
have before you grow the
system or expand services

“Fix it First” Policy Linkages

CAPTI Guiding Principles

Within the “fix-it-first” approach and through existing funding frameworks, the State infrastructure investments should be deployed to do the following, where feasible:



Building toward an integrated, statewide rail and transit network



Investing in networks of safe and accessible bicycle and pedestrian infrastructure



Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure



Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits



Making safety improvements to reduce fatalities and severe injuries of all users towards zero



Assessing physical climate risk



Promoting projects that do not significantly increase passenger vehicle travel



Promoting compact infill development while protecting residents and businesses from displacement



Developing a zero-emission freight transportation system



Protecting natural and working lands

Competing Needs

- ◆ Asset Management is a framework for evaluating competing needs and making objective investment decisions.
- ◆ The cost to maintain the existing \$450+ billion investment in physical assets is rising.
- ◆ Climate related damage is increasing at the same time there is a need for greater resiliency investments.
- ◆ There is about a \$4 billion annual shortfall in funding needed to address all identified needs
- ◆ Reauthorization priorities should address:
 - ◆ federal funding for maintenance and rehabilitation of existing investments – “Fix it First”
 - ◆ Provide funding to reduce climate impacts and make the systems more resilient
 - ◆ Provide long term solutions for the solvency of transportation funding.



Local Highway Bridge Program (HBP)

March 26, 2025

Andy Chou

Caltrans Division of Local Assistance
Office of Federal Programs

Overview

- Brief Introduction to local Highway Bridge Program (HBP) and HBP Guidelines
- HBP eligibility
- Infrastructure Investment and Jobs Act (IIJA)
- Questions



Holly Street Bridge 53C1041

Local Highway Bridge Program (HBP)

- Federal program managed by the Division of Local Assistance
- Structural safety program to maintain or improve locally owned highway bridges to good condition or fair condition.
- “Local match” requirement for the federal funds. 20% to 11.47% based on functional classification.
- Local Bridge Seismic Retrofit Program is a subset to the HBP.

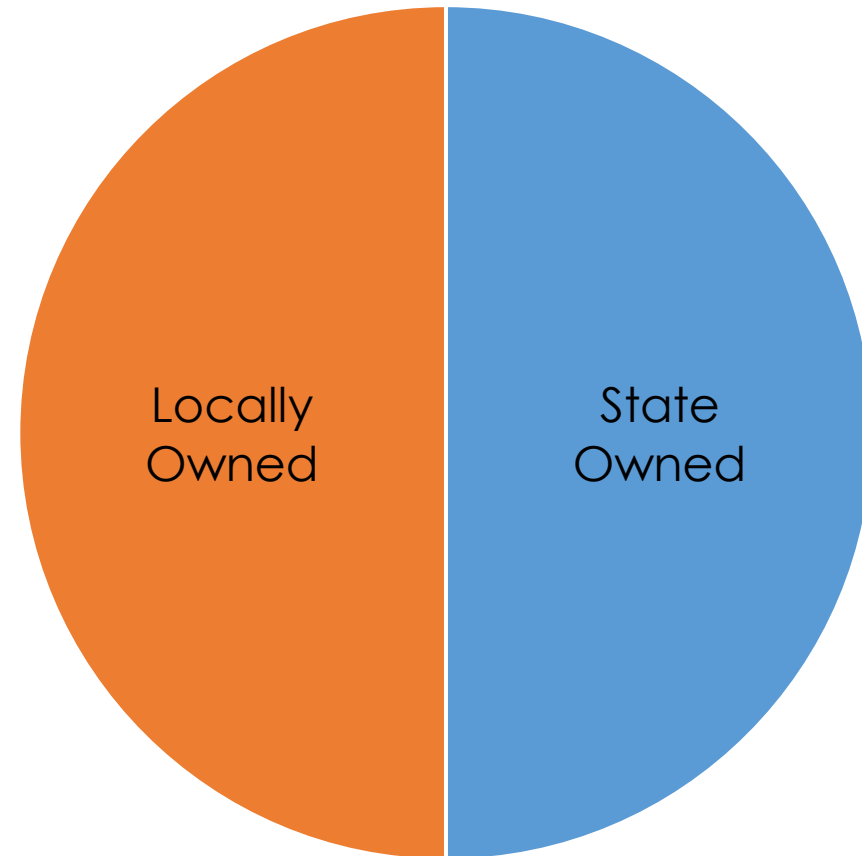


Trinity County Turnpike Road Bridge Painting

CA Local Bridge Inventory

- CA National Bridge Inventory (NBI)
~25,000
- About half are locally owned
- Federally mandated to be inspected
- Some NBI bridges are not highway bridges (examples: BART or pedestrian bridges)

California National Bridge Inventory



Eligible Project Scopes

Project scopes are determined from the Bridge Inspection Report

- Local Bridge Inspections
- Preventive Maintenance
- Scour Countermeasures
- Replacement
- Seismic Retrofit
- Rehabilitation
- Painting



City of Pasadena rehabilitation of historic Van de Kamp bridge
Before/After Photos

For eligibility criteria and other program details, see Caltrans' Local Assistance Program Guidelines Chapter 6 <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-program-guidelines-lapg>

IIJA Funding to HBP

- IIJA provides federal funding to CA through Core Apportionment and Bridge Formula Program (BFP) funding.
- Core Apportionment is the “standard” bridge funding that has been in FAST Act and MAP-21.
- BFP is a new funding source that was introduced by IIJA.
- When IIJA was introduced, an agreement was made amongst the California regions to administer the BFP funds through the existing Local HBP and its existing policy.



Tehama County
Jellys Ferry Bridge Replacement

IIJA Funding to HBP

- Approximate annual funding amounts under IIJA:
- Core Apportionment (\$340M):
 - On Federal-Aid system = \$240M
 - Off Federal-Aid system = \$100M
- Bridge Formula Program (BFP) (\$230M):
 - On Federal-Aid system = \$144M
 - Off Federal-Aid system = \$86M
- Total On Federal-Aid system = \$384M
- Total Off Federal-Aid system = \$186M



City of Reedley E. Manning Road
Bridge Replacement - Fresno County

Funding to HBP

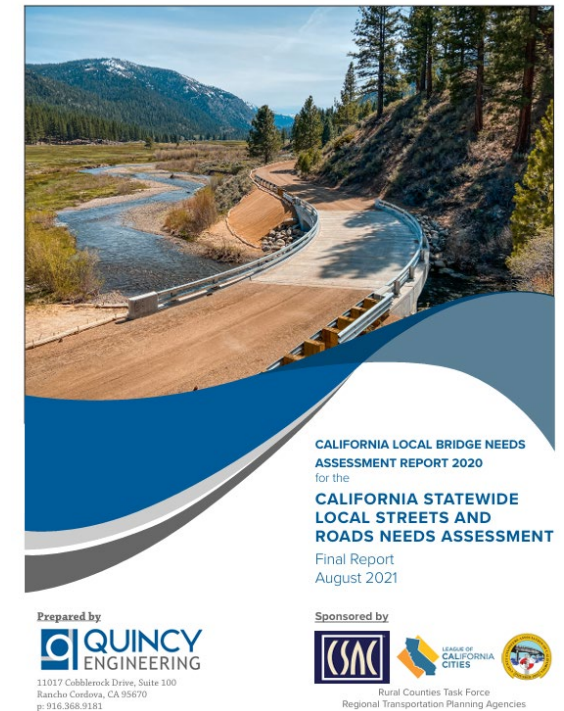
- HBP oversubscription due to lack of funding prior to IIJA
- What has been achieved with IIJA?
 1. Accepting new projects
 2. Supporting project timely delivery
 3. Paying back “debt”
- Uncertainty of future Bridge Formula Program Funding



City of Napa First Street Bridge Replacement

California Local Bridge Needs Report

- California Local Bridge Needs Assessment Report (2020)
- The need for funding towards local bridges are increasing
- Rate of repair/replacement is lower than rate of deterioration



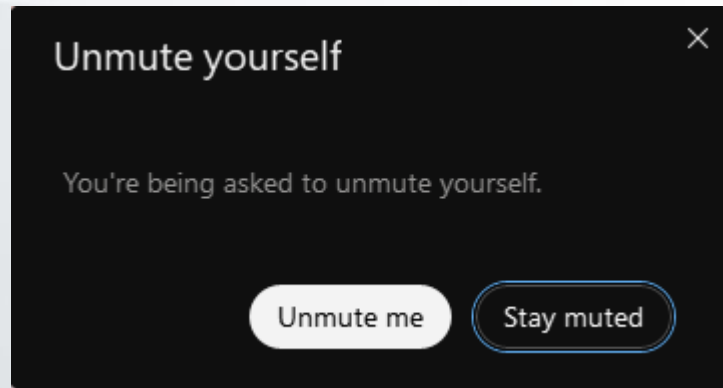
<https://savecaliforniastreet.org/executive-summary/understanding-bridges/>

DISCUSSION AND Q&A

ISSUES AND TOPICS FOR
FEDERAL ADVOCACY



Open Discussion



Two Options to ask Questions:

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Contacts and Website



- **For More Information:**

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

- **Keep Up to Date:**

- [Sign up for the IIJA Bi-Weekly Newsletter](#)
- [Sign up for the Tribal IIJA Newsletter](#)

- **Contact us by Email at:**

federal-liaison@dot.ca.gov



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