

A photograph of the United States Capitol dome, showing its white marble structure, columns, and the American flag flying from a pole in front of it. The sky is clear and blue.

**CALTRANS OFFICE OF THE
FEDERAL LIAISON**

DECEMBER 11, 2025

**IIJA REAUTHORIZATION WORKING GROUP
CONSENSUS PRINCIPLES BRIEFING**

Agenda

- **Timeline & Process Overview**
- **Review of Consensus Principles & Key Recommendations**
- **Future Engagement & Outreach**
- **Public Comment (through 2/27/26)**

Timeline

- IIJA Enacted: **Nov. 11, 2021**
 - IIJA Implementation Workgroup: **Jan. 2021 – Dec. 2023**
 - Caltrans Federal Priorities Update: **Jan. 2024**
 - Partner/Stakeholder Survey: **Aug. 2024 – Jan. 2025**
 - Tribal Transportation Survey: **Sep. – Oct. 2025**
 - IIJA Reauthorization Workgroup: **Jan. – Dec. 2025**
 - Circulate Consensus Principles:** **Jan. – Feb. 2026**
 - Solicit Signatories:** **Feb. – Jul. 2026**
 - Federal Advocacy/Outreach:** **Mar. – Sep. 2026**
- IIJA Ends: **Sep. 30, 2026**

Survey Questions & Respondent Types

Q1. What are your top policy priorities for the next surface transportation reauthorization bill?

Q2. What are your highest priority transportation projects seeking federal funding?
Please limit to no more than 3 priorities.

Q3. Would you be interested in joining a California reauthorization workgroup to propose federal transportation policy and advocacy strategy for California's transportation system?

Q3a. If yes, how much time are you willing to commit to participate in meetings and activities related to this workgroup?

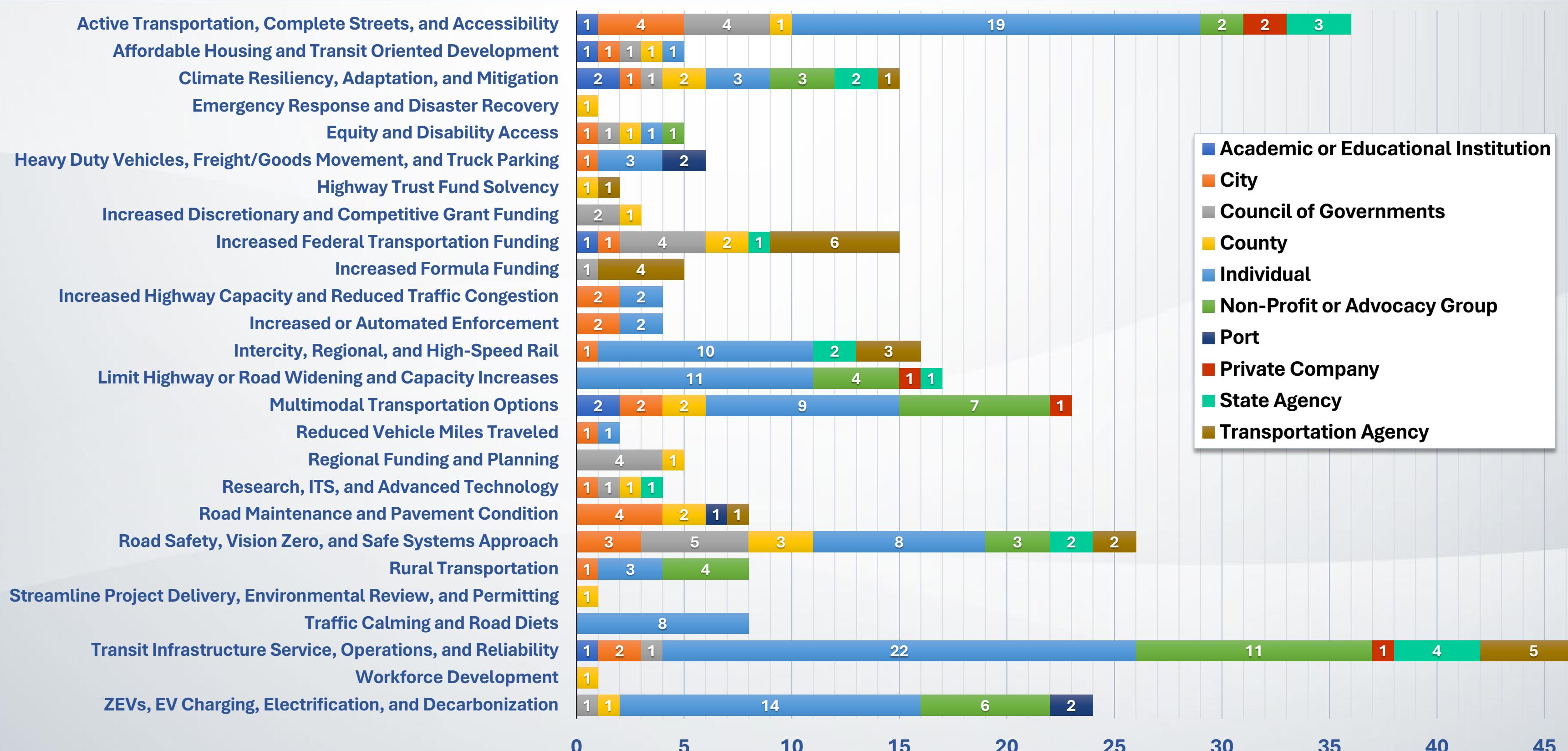
Q3b. If yes, what specific outcomes, goals, or products would you like to see achieved through participation in this workgroup? (e.g., *consensus principles document, draft legislative language/white papers, engagement, etc.*)

Q3c. If no, do you have any concerns or reservations about participating in a workgroup that could be resolved to allow your participation?

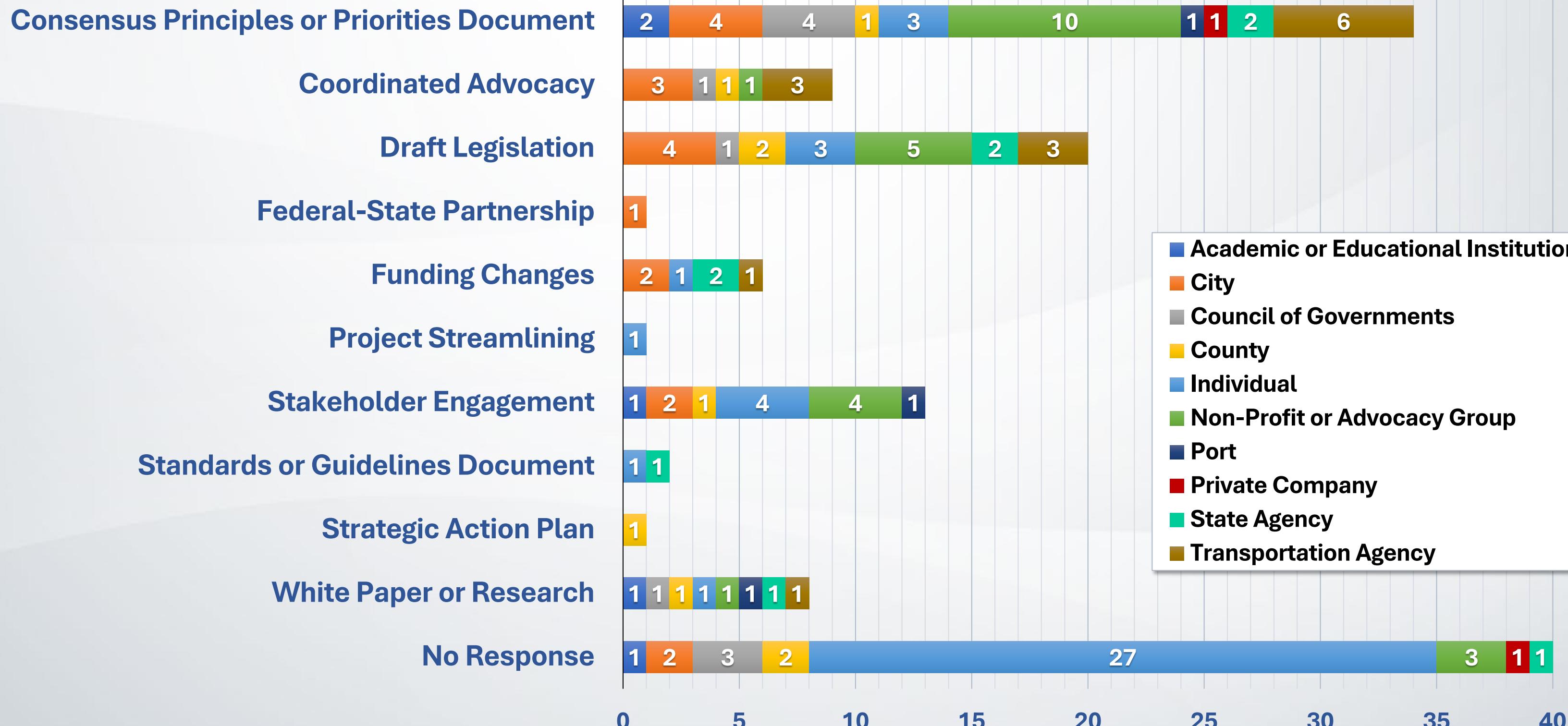
Q4. Are there any other specific priorities, proposals, or laws that you would like to discuss or any other comments you would like to provide to help guide Caltrans' advocacy for California's transportation system?

Organization Type	# of Resp.	% of Resp.
Academic or Educational Institution	3	3.1%
City	11	11.2%
Council of Governments	7	7.1%
County	6	6.1%
Individual	37	37.8%
Non-Profit or Advocacy Group	16	16.3%
Port	2	2.0%
Private Company	2	2.0%
State Agency	6	6.1%
Transportation Agency	8	8.2%
TOTAL	98	

Top Policy Priorities (by Organization Type)



Expected Product or Outcome (by Organization Type)



Caltrans & CalSTA Core Four Priorities



SAFETY

Active Transportation, Complete Streets, and Accessibility
 Increased or Automated Enforcement
 Research, ITS, and Advanced Technology
 Road Safety, Vision Zero, and Safe Systems Approach
 Traffic Calming and Road Diets



EQUITY

Equity and Disability Access
 Multimodal Transportation Options
 Regional Funding and Planning
 Rural Transportation
 Workforce Development



CLIMATE ACTION

Affordable Housing and Transit Oriented Development
 Climate Resiliency, Adaptation, and Mitigation
 Emergency Response and Disaster Recovery
 Intercity, Regional, and High-Speed Rail
 Limit Highway/Road Widening and Capacity Increases
 Reduced Vehicle Miles Traveled
 Transit Infrastructure Service, Operations, and Reliability
 ZEVs, EV Charging, Electrification, and Decarbonization



ECONOMIC PROSPERITY

Heavy Duty Vehicles, Freight and Goods Movement and Truck Parking
 Highway Trust Fund Solvency
 Highway Capacity and Reduced Traffic Congestion
 Road Maintenance and Pavement Condition
 Streamlined Project Delivery, Environmental Review and Permitting

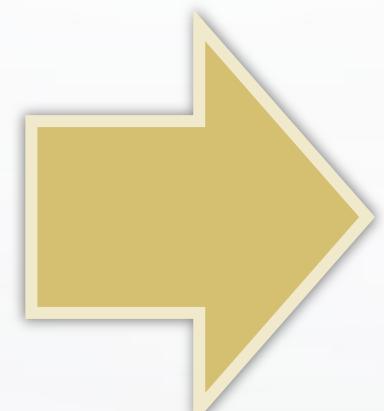


Workgroup Structure

- **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**
- **Federal Transportation Funding**
- **Fix-it-First & Climate Action**
- **Transit & Rail**
- **Tribal Transportation**
- **Workforce Development**
- **Zero-Emission Infrastructure**

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

Consensus Principles

- **Based on more than a year of listening sessions, meetings, and surveys that reflect partner and stakeholder views**
- **Purpose of the Consensus Principles Document:**
 - Values Based Advocacy
 - Reflects Partner and Stakeholder Feedback
 - Seeking Broad Coalition
 - Primary Audience is Policymakers/General Public
 - Focus on Overall California Advocacy Goals

California Federal Surface Transportation Reauthorization Principles

- **Vision: A thriving and connected California**
- **Key Principles:**
 - **Enact Funding Reforms:**
 - Stabilize Highway Trust Fund Solvency
 - Increase Formula Funds/Limit Competitive Grants
 - Consolidate Similar Funding Programs
 - Maximize Funding Flexibility/Transfers
 - **Prioritize Safety First**
 - **Support Economic Prosperity:**
 - Enact “Fix-it-First” Policies/Continue Bridge Programs
 - Fund Resiliency/Emergency Relief
 - Provide Multimodal Choices
 - **Advance Transportation Innovation**



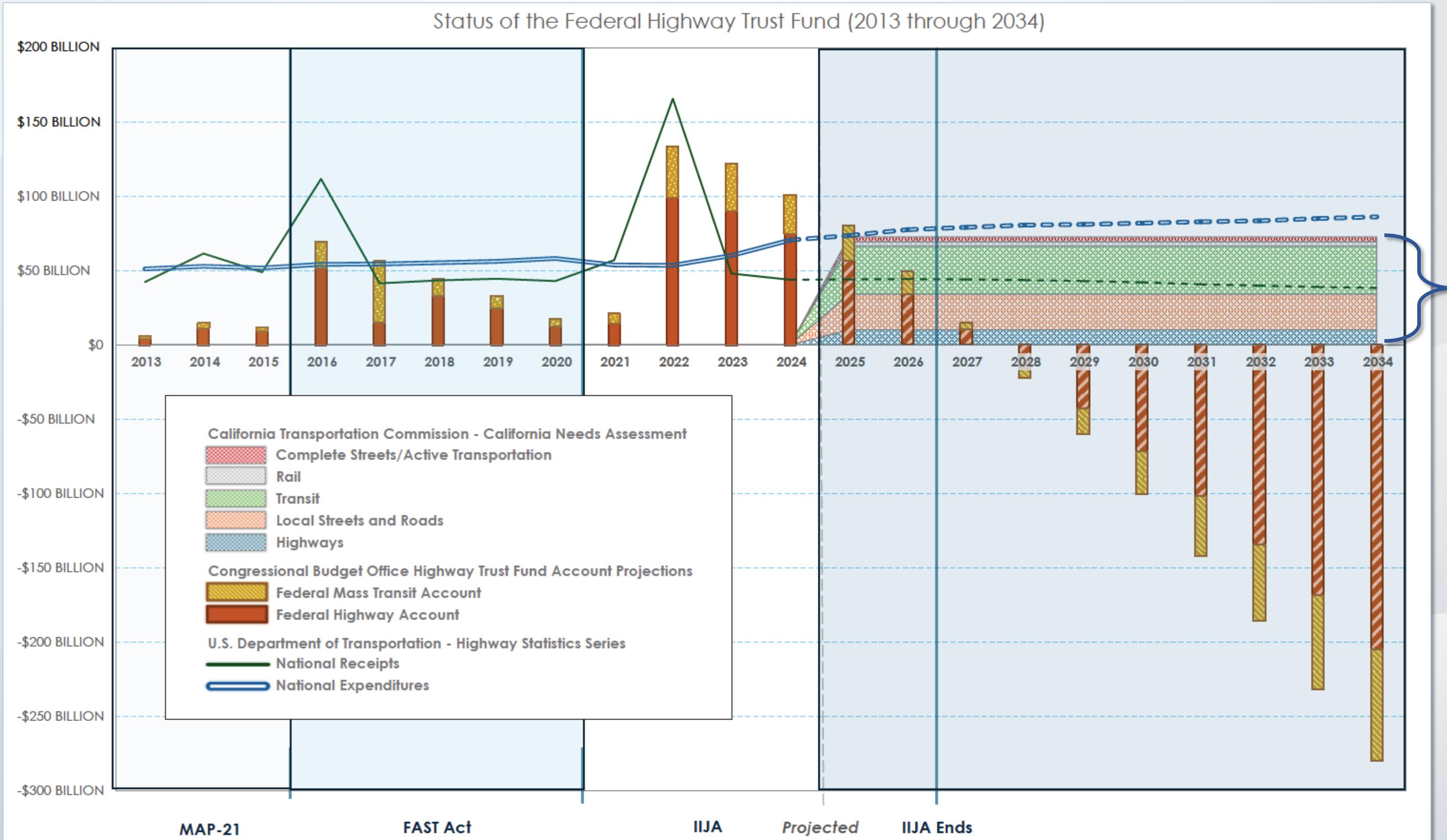
CALIFORNIA FEDERAL SURFACE TRANSPORTATION REAUTHORIZATION PRINCIPLES

FINAL DRAFT - FOR PUBLIC COMMENT

JANUARY 2026 • Director's Office, Office of the Federal Liaison



Incorporates Findings from the CTC Needs Assessment



Key Recommendations

1.1. Stabilize the Highway Trust Fund & implement timely, multi-year reauthorization:

- Address Highway Trust Fund insolvency through a combination of reforms (potentially including both new revenue and reduced spending).

1.2. Provide guaranteed funding & limit competitive grants to critical priorities:

- Reduce competitive grant programs & set statutory timelines for application evaluation and grant execution.
- Continued dedicated tribal funding.
- Cap discretionary grants at 5-10 percent of overall transportation funding.
- Consolidate or remove overlapping or duplicative funding programs.

1.3. Streamline funding programs to deliver projects quicker:

- Remove most programmatic funding restrictions
- Provide states with funding by simple formula, either guaranteeing redistribution of gas taxes collected in each state or using objective metrics (e.g., *population*, *land area*, *road miles*, etc.).
- Allow maximum transferability among formula programs, without federal approval.

Key Recommendations (cont.)

1.4. Allow state/local agencies to direct funds to projects that best meet their needs:

- Tie funding to broad transportation objectives instead of siloes with modal administrations.
- Provide states with the flexibility to spend funds on projects that meet both state/local needs and these overall objectives.
- At a minimum, maintain current funding levels (plus inflation) as a baseline.
- Enact mandatory annual funding based on expected highway trust fund revenues over the entire period of the next surface transportation reauthorization bill.

2. Safety remains California's top transportation priority:

- Provide dedicated funding for proactive safety programs and give communities flexibility to build safe systems based on their needs.
- Continue to focus on the most vulnerable road users.
- Create a unified safety administration in the US DOT that works across modes to make transportation systems safer and reduce deaths and serious injuries to zero.



Key Recommendations (cont.)

3.1. California's economic prosperity depends on continued transportation investments:

- Enact “Fix-it-First” policies that maintaining existing infrastructure before expanding.
- Ensure continued funding for states while also directing funding to local/regional agencies.
- Continue to fund bridge programs at or above IIJA levels.

3.2. Emerging issues threaten to interrupt critical economic pathways:

- Provide funding for programs that make our supply chains more resilient, diverse, and secure.
- Continue to make resiliency funding available for projects to protect critical infrastructure.
- Increase annual Emergency Relief program funding to the average actual disaster reimbursements made over the past 10-year period.
- Provide six years to obligate Emergency Relief funds, as called for in the Transportation Emergency Relief Extension Act (S.2635, Sen. Padilla; H.R.4847, Rep. Garamendi).

Key Recommendations (cont.)

3.3. Travelers need transportation options to freely choose their preferred mode of travel:

- Continue transit funding at or above the year five IIJA baseline, adjusted for inflation.
- Reject proposals to eliminate the Mass Transit Account or use of highway funds for transit.
- Fully fund the ATIIP to provide baseline federal funding for active transportation projects.
- Increase funding for the HSIP and the STBGP, including proportionate growth in the Transportation Alternatives (STBG-TA) set-aside.
- Continue rail funding at or above the year five IIJA baseline, adjusted for inflation.
- Establish a formula capital funding program for intercity passenger rail projects.

4. Transportation programs must embrace transformative technologies and processes:

- Adopt a forward-leaning policy framework that removes barriers, modernizes processes, and invests strategically in innovation.
- Increase funds for research, development, and deployment of advanced/emerging tech.
- Incorporate equity guardrails into technology programs.
- Reforms environmental review and permitting processes.
- Expand data sharing, joint initiatives, and cooperative project delivery between state/local government and the private sector.



Future Engagement & Outreach

- Obtain Signatories (Jan. – Jul. 2026)
- AASHTO Washington Briefing (Feb. 2026)
- Congressional Office Meetings (Feb. – Sep. 2026)
- Appropriations (Mar.-May 2026)
- Committee Bill Markup (Mar.-Jul. 2026)

Public Comment

- Available on Building CA Website:

- Public Comment Portal:

- <https://build.ca.gov/iija-reauthorization>**

- Comments Open:

- Jan. 20 – Feb. 27**

- Signatories Accepted:

- Mar. 2 – Jul. 31**



CALIFORNIA FEDERAL
SURFACE TRANSPORTATION
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COMMENTS OPEN THROUGH
2/27/26 ON BUILD.CA.GOV



