



2022 CALTRANS ANNUAL

Accomplishments





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From the Director

Dear Team Caltrans,

Two years ago, when Caltrans published its first annual Accomplishments Report showcasing our 22,000-strong team's record of achievements in 2020 — and again with the release in 2022 of Caltrans 2021 Accomplishments Reports — I enjoyed reading them with keen interest and collegial pride. I was serving as Director of District 7 at the time and found the first two annual reports to be invaluable and inspiring, because they were brimming with concrete examples of our coworkers' many notable accomplishments in every one of Caltrans' 12 districts and at the headquarters.

Now, as I wrap up my first year as Caltrans Director, I'm honored to share with you the 2022 Caltrans Annual Accomplishments Report. This is our third compendium of successes — of your successes — that runs the broad gamut of our great programs and projects. As before, this newest Report is framed in the context of our Six Strategic Goals — Safety First, Cultivating Excellence, Stewardship and Efficiency, Multimodal Transportation Network, Climate Action and Equity and Livability — which, in turn, are consonant with our Core Four fundamental principles. These are not merely platitudes and slogans at Caltrans but principles that we put into action every day, as the pages of the newest Annual Accomplishments Report chronicle in detail.

There's an old saying that extols the importance of learning lessons from failures and setbacks. Certainly, that adage has its time and place, but the case can be made that equally valuable lessons may be learned from colleagues' achievements and victories. In the 2022 Accomplishments Report, we are continuing the series' method of emphasizing the positive by spotlighting Caltrans' constantly evolving culture of outstanding leadership, mold-breaking innovation, and plain old hard work. By acknowledging and studying our accomplishments, we are celebrating not only jobs very well done, but are also preparing ourselves for the challenges the future holds in store for us, both as individuals and as Caltrans, the steward of California's transportation system.

Please join me and take a few minutes to read and enjoy the 2022 Accomplishments Report. We're on this road together, and I'm honored to be traveling with you.

With deepest gratitude,

Tony Tavares, Director

Thank you

To our Caltrans staff across the state, we appreciate your hard work and resilience throughout 2022!



Tony Tavares
Director



Dina El-Tawansy
District 4 Director



Michael Keever
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District 5 Director



Matt Brady
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Dennis T. Agar
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Gustavo Dallarda
District 11 Director



Ryan Chamberlain
District 12 Director



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David Deluz
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Danny Yost
Legislative Affairs Assistant Director



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*Public Affairs Assistant Deputy Director
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Blair Thompson
*Risk & Strategic Management
Division Chief*



Rachel Carpenter
Chief Safety Officer



Jeff Wyly
Executive Liaison
(March 1, 2022-August 31, 2022)



Shalinee Hunter
Equal Employment Opportunity Assistant Director / EEO Officer



Ryan Snyder
Executive Liaison
(September 1, 2022-February 28, 2023)



Michael B. Johnson
Asset Management Division Chief



Velessata Kelley
Chief of Staff

Vision, Mission and Values

Caltrans Accomplishment Report is an annual report that acknowledges the exceptional work that Districts and Programs completed throughout the year. The report highlights accomplishments related to the six strategic goals outlined in the 2020-2024 Strategic Plan, which are fundamental to fulfilling our Mission and achieving our Vision as an organization. We deliver these results through aligned attention to our Caltrans Values.



VISION

A brighter future for all through a world-class transportation network.



MISSION

Provide a safe and reliable transportation network that serves all people and respects the environment.



VALUES

Engagement: We inspire and motivate one another through effective communication, collaboration, teamwork, and partnership.

Equity: We strive to eliminate disparities while improving outcomes for all.

Innovation: We are empowered to seek creative solutions and take informed risks.

Integrity: We promote trust and accountability through our consistent and ethical actions.

Pride: As one Caltrans family, we are proud of our work and strive for excellence in public service.

Strategic Goals



Safety First

To be a People First organization, we must put Safety First. That means focusing on proactive measures to reduce risks for ALL users, including those who drive, walk, ride, or use other modes of transportation — and for Caltrans employees who are working on the roadways.



Cultivate Excellence

Caltrans relies on its people to achieve its mission. To provide quality services to all Californians and collaborate effectively with partners statewide, we develop and support a skilled workforce committed to delivering excellent results. Creating this culture of excellence requires diligence, direction, and a firm foundation.



Enhance and Connect the Multimodal Transportation Network

We are working closely with our partner organizations to modernize and integrate transportation on services and improve connections between various modes of travel — all with the goal of improving the experience of those who use the system.



Strengthen Stewardship and Drive Efficiency

Caltrans is the steward of the State Highway System and continues to deliver on the “fix-it-first” philosophy to support our aging infrastructure while efficiently maximizing the use of our limited transportation funding. Caltrans recognizes the need of asset management to drive socially equitable investment decisions as part of effective performance and asset management best practices.



Lead Climate Action

To Lead Climate Action we must mitigate contributing factors within our control (such as greenhouse gas emissions), create infrastructure that can sustain changing elements (such as earthquakes and wildfires), and lead by example with strategies that can be duplicated and adapted throughout the United States and globally.



Advance Equity and Livability in all Communities

Equity at Caltrans means that we want to deliver outcomes that benefit all and eliminate disparities that have been created by transportation historically so that all people in California are able to achieve economic prosperity by way of a transportation system that allows them to get where they need to go safely, efficiently, and with choice in mode.



Icons represent additional Strategic Plan Goals that the accomplishment supports



Safety First

➤ DISTRICT 6

MENDOTA ROAD DIET

Two state highways cross one of the most disadvantaged communities in California, the City of Mendota, which has a population of slightly under 13,000. District 6 worked with the city to improve and transform the highways, State Routes 33 and 180, to help improve the lives of those who live, work and travel through Mendota. This collaboration of improvement will be a continued effort for the next four years, but the first major project was the Highway Maintenance (HM) pavement preservation to repair failed pavement and place a slurry seal. The project allowed the reconfiguration of the travel lanes by removing one through lane in each direction and placing a center turn lane and Class II bike lanes. The new configuration reduces the number of conflict points for motorists, provides dedicated space for bicyclists, and enhances the safety of pedestrians by eliminating the “multiple threat” issue to pedestrians by having fewer through lanes to cross. A new marked crosswalk was installed based on input from residents. The HM project assists with residents' safety while fulfilling our Enhance and Connect the Multimodal Transportation Network and Advance Equity and Livability in all Communities goals.  

➤ DISTRICT 9

SHERWIN SHOULDERS PROJECT

District 9 completed safety improvements on Sherwin Grade, a heavily traveled mountain pass on US 395 between the cities of Bishop and Mammoth Lakes. This safety project involved shoulder widening, slope protection, and enhanced bicycle facilities in an area that is increasingly popular with outdoor recreationalists.

Due to the popularity of the area, public interest in this project was high and comments were received from as far away as New Zealand during our extensive outreach efforts. District 9 staff worked closely with the US Forest Service to minimize impacts to environmentally sensitive areas, constructing walls to clear the area for wider shoulders while still maintaining the natural geological slope patterns.

➤ DISTRICT 10

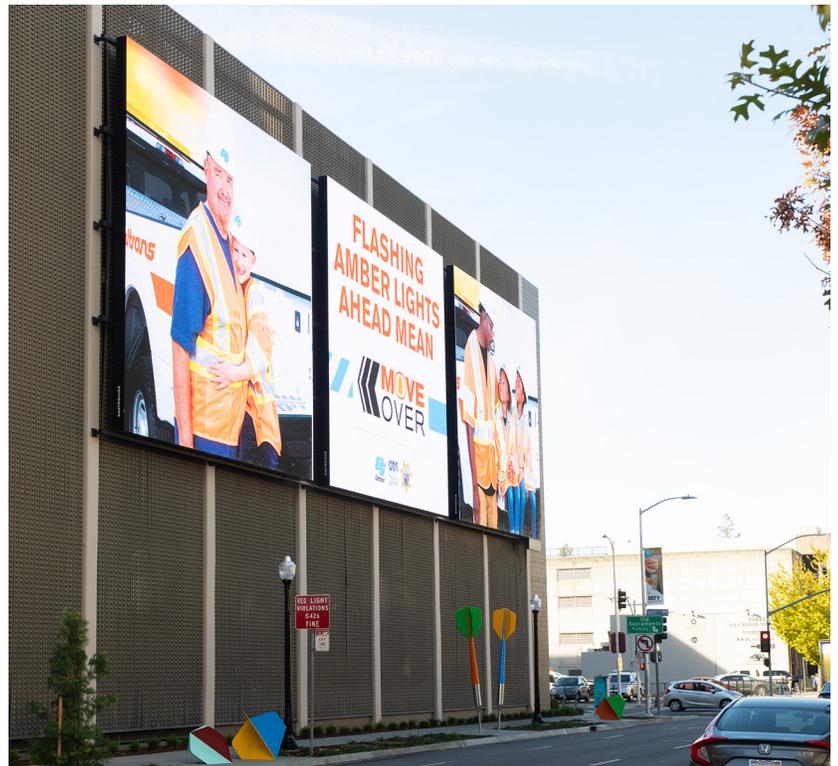
PEDESTRIAN HYBRID BEACON

The District 10 Signals & Ramp Metering Branch installed a Pedestrian Hybrid Beacon (PHB) in the City of Hilmar near an elementary school. PHBs are intended for use at mid-block or uncontrolled crossings, where pedestrians may be more vulnerable to accidents. PHBs are a useful tool for increasing pedestrian safety. The project development team enhanced safety and livability in communities by quickly delivering these projects by engaging the community and partnering with Merced County throughout the project development process.

➤ DISTRICT 11

SAFETY PROJECTS

District 11 completed several safety projects in 2022. First, the team successfully completed an Environmental Document for the Coronado bridge suicide prevention barrier in San Diego. Next, the district piloted orange striping for construction zones on I-5, which encourages drivers to slow in a construction zone. Additionally, wrong way driving countermeasures were completed at more than 60 locations that were identified in the 2018 and 2019 systemic wrong way driving program.



HEADQUARTERS PROGRAMS

PROJECT DELIVERY

DESIGN INFORMATION BULLETIN (DIB) 91

Project delivery implemented Design Information Bulletin (DIB) 91, Guidelines on the Use of Positive Work Zone Protection (PWP) & Mitigation Measures. The multi-division team developed and published DIB-91 to provide guidance on the use of PWP devices and mitigation measures to address work zone safety. Use of approved PWP devices or mitigation measures in public works projects on the State Highway System is intended to reduce preventable injuries and deaths to workers and the public. All public works projects with Plans, Specifications & Estimate (PS&E) delivery on or after January 1, 2022, are required to include a completed Form CEM-1302, Positive Work Zone Protection Determination, which documents selection of PWP devices or mitigation measures. All new encroachment public works projects submitted to Caltrans effective January 1, 2022, must comply with DIB-91.

PUBLIC AFFAIRS

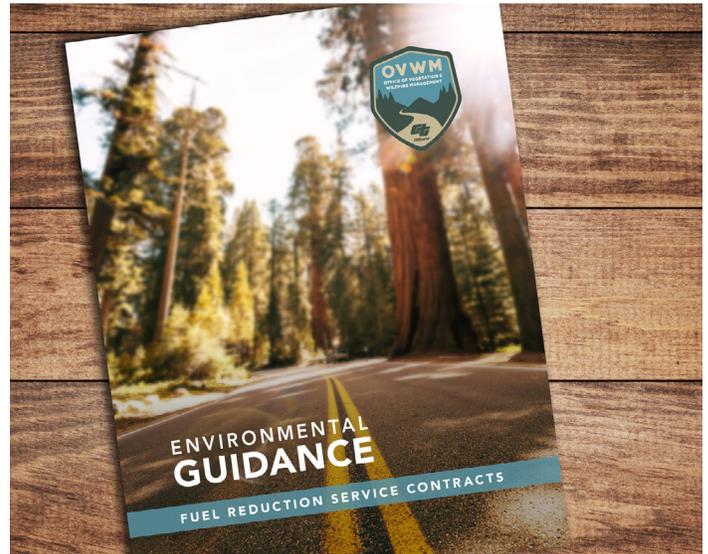
KIDS OF CALTRANS CAMPAIGN

Continuing its strong safety messaging, Public Affairs successfully launched its new "Kids of Caltrans" campaign in November 2022, with the aim of getting drivers to move over and save lives. Children, grandchildren, nieces, and nephews of our Caltrans workers were chosen to be the faces of this campaign. Our partnership with the California Office of Traffic Safety for the "Go Safely California" Transportation Safety Public Education campaign remains in high gear, featuring the "Get Off Your Apps" campaign, encouraging drivers to put away their phones and pay attention.

FINANCE

○ STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

Asset Management led collaboration efforts with all Caltrans districts and HQ Programs to develop the 2022 State Highway Operation and Protection Program. This \$20+ billion program of projects were specifically tailored to achieve performance targets established by the California Transportation Commission, Senate Bill 1, the Road Repair and Accountability Act of 2017 (SB1) and federal regulations. The 4-year SHOPP portfolio of projects is a direct outcome of the 2019 State Highway System Management Plan (SHSMP) and ongoing quarterly portfolio fiscal and performance certification work.



MAINTENANCE, OPERATIONS, SAFETY & EQUIPMENT

○ BEAUTIFICATION AND SAFETY OF ROADSIDES

The Division of Maintenance improved the beautification and safety of our roadsides using a two-prong approach. First, as part of the Governor's Wildfire and Forest Resiliency Task Force, 92,000 acres in fuel reduction efforts were reported by department staff and another 650 miles of fuel reduction along highways through service contracts. Second was the improvement of Level of Service (LOS) scores for litter from 51 to 81 out of a 100 possible score. This LOS improvement was made possible by increasing the previous year's litter collection by 49.6%, from 547,404 cubic yards in 2021 to 818,763 cubic yards in 2022.

○ DELIVERED SAFETY ENHANCEMENTS

In 2022, Caltrans allocated \$43 million to the HM4 Safety Pilot program to install safety enhancements more quickly using an innovative delivery approach. This funding will lead to significant, safety enhancements to be installed by the end of this pilot. Safety enhancements will include over 1,400 Pedestrian crossing enhancements, 1,000 Wrong Way prevention treatments, and nearly 2,000 Curve Warning sign packages will be newly installed on the State Highway System. This is significant as every day counts when implementing proven safety countermeasures. Delivering these small projects through the Maintenance Engineering approach means the public sees the installation within 1-2 years, approximately 3-5 years faster than through larger capital projects. 



Cultivate Excellence

➤ DISTRICT 3

○ NORTH REGION CAPITAL OUTLAY SUPPORT (COS) INNOVATIONS

North Region was successful in delivering COS projects in 2022 with \$2.8 billion in active construction. While accomplishing this, the team explored innovative ways to achieve efficiencies: District 3's North Region Project Development (NRPD) has championed the use of innovative systems, processes, and technologies to deliver projects more efficiently. Those efforts include the use of alternative delivery methods including six Construction Manager/ General Contractor (CMGC), Design Build (DB) on the SAC 50 project, and a \$750M Job Order Contract (JOC) for Middle Mile Broadband Network (MMBN). We have started a Building Information Modeling for Infrastructure Pilot Program with 23 pilot projects to maximize the use of 3D modeling across the delivery spectrum including Design, Surveys, and Construction.

The efforts include innovative technologies such as Drone LIDAR, Augmented Reality (Trimble Site Vision), Conceptual 3D Design tools such as Autodesk InRoads, use of Common Data Environments (CDEs) such as Autodesk Docs, Trimble Quadri, Bentley CDE, and enhanced sharing of digital design files with stakeholders in Construction, Digital As-Builts. We also have begun implementing a multi-user review and markup software (Bluebeam) to provide an integrated review process across large teams. NRPD Surveys teams have developed Geographic Information System Mapping to facilitate rapid adoption of MMBN Delivery. NRPD delivered over \$1 billion of Ready to List milestones in 2022.

➤ DISTRICT 6

○ UTILITY SUMMIT

In preparation for the expedited utility verifications associated with MMBN, District 6 Right of Way Utilities scheduled a Utility Summit to inform our utility partners of the broadband program and its importance to our community. The purpose in presenting the MMBN information to our partners was to encourage their cooperation and collaboration for the expedited utility verifications needed for MMBN projects. The meeting was well attended with 58 of the 70 utility companies and City/County governmental agencies that were invited. With our transparency, early involvement, and the help of the District 6 MMBN team the Utility Summit was successful.

➤ DISTRICT 8

○ INNOVATION FAIR

District 8 held a successful in-person Innovation Fair on October 25, 2022, led by the Project Management Division. The Innovation Fair featured over fifty Transportation Industry companies and academia doing business in the Inland Empire area implementing innovative solutions. All District divisions were proud to share the innovative projects their staff are working on. Local Agencies such as the cities of Perris, San Bernardino, Montclair, Corona, and Blythe, who partnered with us on Clean California projects, also held booths.

➤ DISTRICT 9

○ DEATH VALLEY EMERGENCY

In August and September of 2022, several heavy storms in the region caused devastating flooding and miles of roadway damage in and around Death Valley National Park. Maintenance crews were immediately mobilized from around the district to assist with debris removal and shoulder repairs, and two emergency projects were drafted to address the pavement loss and undercutting on State Routes 190, 163, and 178. The District worked closely with our counterparts at the National Park Service, meeting frequently both in the field and virtually to coordinate on public messaging, timing of highway re-openings, and the operation of local escorts to aid in the safe movement of Park staff, tribal members residing in the Park, and residents of outlying communities. 

➤ HEADQUARTERS PROGRAMS

ADMINISTRATION

○ RECRUITMENT AND RETENTION STRATEGIES

The Division of Human Resources (DHR) developed a comprehensive onboarding website that offers transparency to all employees. The website provides resources that guide new hires through their first year, helps supervisors navigate the onboarding process, and offers resources specifically for onboarding CEAs. With this onboarding website, Caltrans DHR provides all employees with the support they need to succeed from day one.

Caltrans also made major strides in 2022 by developing a Leadership Coaching Program. We have now completed three Leadership Coaching cohorts and are launching our fourth cohort, scheduled for August 2023 with 60 participants. This will mark the training and development of 180 of Caltrans executives and managers, equipping them to both recognize and reflect on their own performance as well as coaching their staff and teams. The companion full-day workshop, “Building a Leadership Culture of Coaching”, trained 900 staff in 2022.

○ PROCUREMENT WEEK

The Division of Procurements and Contract delivered its first successful “Procurement Week” for Caltrans. Ten topics were presented to Caltrans employees to better align and train customers with procurement processes.

○ PERMANENT HYBRID TELEWORK

The Division of Safety and Management Services launched the Permanent Hybrid Telework Program, telework policy and telework guidance to support telework-eligible positions throughout Caltrans.

13,500 telework agreements for telework-eligible positions were collected. The program generated cumulative savings estimates of approximately 80.8 million commute miles, \$65.7 million in vehicle expenses (including gas), and 3.3 million gallons of gas from April 2022 through January 2023 according to the Department of General Services*. According to the same statistical study by the Department of General Services, a cumulative estimate of 29,428 metric tons of CO2 has been avoided. This amounts to 38,219 acres/year of carbon not absorbed by the US forest.

The Division of Business Services embraced teleworking by reducing Caltrans office footprint and reconfiguring existing office space in the Sacramento-area offices to better suit hybrid work. Efforts included consolidating workspace and creating open collaborative spaces and “hoteling” areas. These changes are expected to yield a future cost savings of approximately \$1.2 million, annually.

○ PANDEMIC TO ENDEMIC

The Office of Employee Health and Safety continually navigated the Department through constantly changing guidance and regulations as California moved from a pandemic to an endemic. Efforts included the release of the COVID-19 Injury and Illness Prevention Program, release of positive reporting guidance for supervisors, the development of the Supervisor’s Guide to Outbreak Protocol, an updated COVID-19 Infection Prevention Training, and the development of new tools for COVID-19 Single Points of Contact, including a semi-automated outbreak tracker tool.

GOALS WORKSHEET

The Division of Risk and Strategic Management launched a new Goals Worksheet app to automate and streamline the submittal process. The purpose of the Goals Worksheet is to align fiscal year priorities with the goals of the Caltrans Strategic Plan. By outlining the priorities of the Executive Board members through the Goals Worksheet, Caltrans has a more comprehensive view into the efforts being done throughout the Department to support our Goals. The Goals Worksheet is also intended to be a tool to support communication of priorities throughout all levels of the organization.

The Goals Worksheet App allows managers across Caltrans to strategically align their teams' work and deliverables, facilitate discussions with team members around priorities, and track and monitor progress through the Cascade software tool.

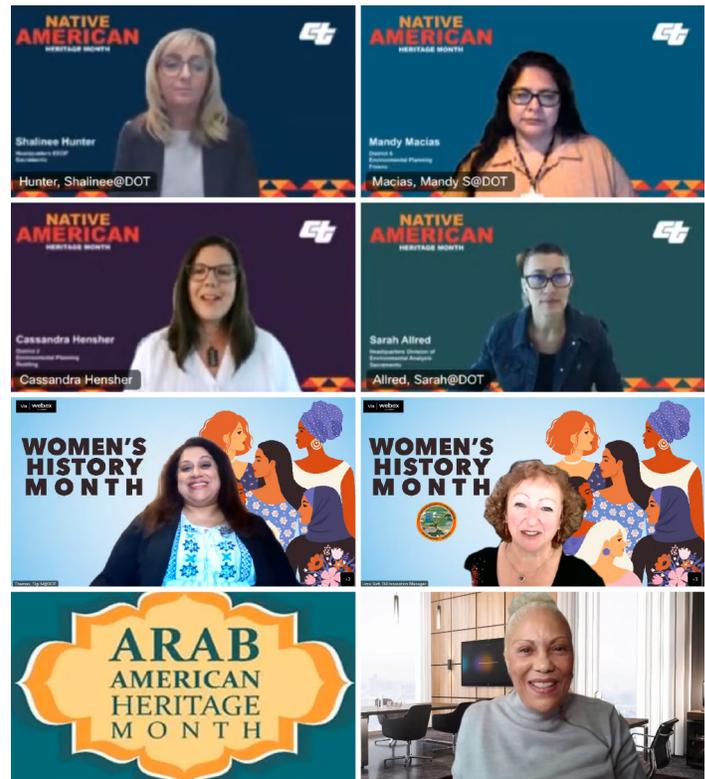
EQUAL EMPLOYMENT OPPORTUNITY PROGRAM

IMPLICIT BIAS TRAINING

Equal Employment Opportunity Program (EEO) has developed mandatory annual training on implicit bias to provide our employees the opportunity to learn of their own bias. By recognizing equity as an active process that requires continuous commitment and intentional decision-making focused on recognizing individuals for who they are, these trainings will be able to cultivate excellence.

HISTORY AND HERITAGE CELEBRATIONS

A critical aspect to lifting our Department's value of equity is to be deliberately inclusive. As such, we have implemented a robust inclusion effort focused on history and heritage celebrations. The EEO delivered more than eight enterprise-wide history and heritage celebrations focused on increasing inclusion and building an equity-proficient workforce. The EEO also offered a series of 'Can we Chat' conversations about history, awareness, and transformation, designed to create brave spaces for Caltrans employees to explore diverse viewpoints, cultivate a collective understanding of issues related to race and racism, and foster a more inclusive workplace culture. 



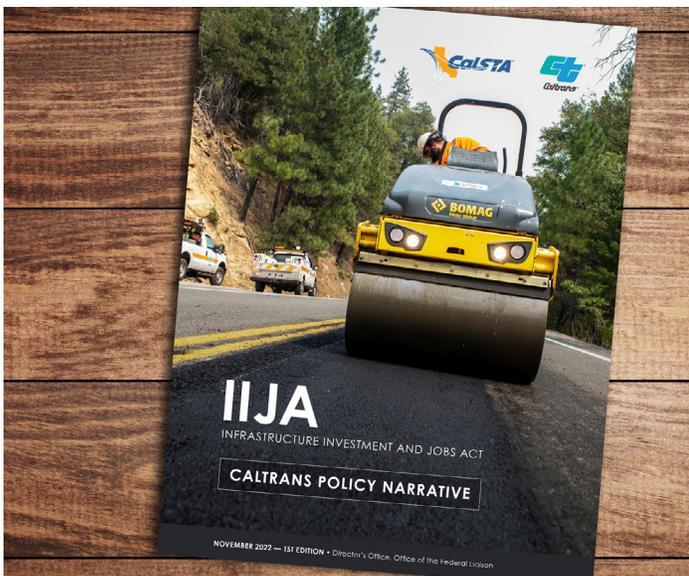
CALTRANS DISABILITY AWARENESS COMMITTEE

The purpose of the Caltrans Disability Awareness Committee (CTDAC) is to advise the Director about disability issues of concern to Caltrans employees with disabilities, specifically focusing on internal operations and activities, to promote equal employment opportunities for persons. CTDAC promotes equitable representation and utilization of persons with disabilities in Caltrans' workforce. To that end, EEO met with our CTDAC stakeholders to assess for efficiency, equity, and purpose. As a result, the CTDAC is reorganized by region to bolster efforts, with equity as a leading objective and in alignment with a post-pandemic, hybrid telework.

FEDERAL LIAISON

○ INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) POLICY NARRATIVE

The Federal Liaison developed and published the 2022 Caltrans' Infrastructure Investment and Jobs Act (IIJA) Policy Narrative. This policy lays out Caltrans' year-one implementation efforts, including action items that will be taken in 2023. Moreover, an IIJA Report was developed and prepared on a bi-weekly basis to communicate "all things IIJA-related," which is shared with Caltrans' Executive Board, the California State Transportation Agency (CalSTA), Governor Gavin Newsom's office, and distributed to our 450+ stakeholder list. These efforts improve internal and external relationships to help create beneficial solutions aligned with our statewide goals and objectives.



○ INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) WORKING GROUP

A Caltrans work group was established to collaboratively implement the transportation-related provisions of the IIJA to reflect all transportation users in California, Federal, State, Local, and Tribal Government representatives and other traditional and non-traditional transportation stakeholders. The Federal Liaison and the Deputy of Planning and Modal Programs lead the California Infrastructure Investment and Jobs Act (IIJA) Transportation Implementation Working Group (Working Group) and oversee 12 IIJA Transportation Implementation Sub-Working Groups (SWGs). Thirteen Working Group meetings were held, that included approximately 400 participants per meeting and an additional sixty meetings were held by the SWGs with hundreds of participants in attendance at each meeting. This effort is creating a pathway for Caltrans to meet its objective to meaningfully engage our communities through more transparent, inclusive, and collaborative processes.

FINANCE

○ CROSS AGENCY ASSET MANAGEMENT FORUM (CAAMF)

Asset Management established a Statewide Cross Agency Asset Management Forum (CAAMF). The organization and planning for this new forum was completed in the last quarter of 2022. The CAAMF provides a forum for State, Federal, City, County, Metropolitan Planning Organization, Regional Transportation Planning Agency and academic entities to share asset management best practices and hear from national experts in various areas of asset management. The need for a forum to interact directly with the asset owners of the 600+ cities and counties in California was identified during the development of the 2022 Transportation Asset Management Plan. The CAAMF is an ongoing series of presentations and discussions and is open to all public transportation agencies and supporting agencies in California.



Multimodal Network

➤ DISTRICT 4

○ STATE ROUTE PLANNING AND ENVIRONMENTAL LINKAGES

SR 37, a 21-mile vital transportation link in the region connecting four North Bay counties, is extremely vulnerable to flood-related closures due to sea level rise (SLR) and experiences a high level of congestion. Caltrans, Metropolitan Transportation Commission (MTC), and the four North Bay Area Transportation Authorities (TAM, SCTA, NVTA, STA) are partners in the Resilient SR 37 program working on multiple studies addressing the corridor's critical flooding, SLR, congestion, ecosystem connectivity, and multimodal issues. The future of the State Route (SR) 37 corridor demands finding solutions to chronic traffic congestion and periodic flooding. It also requires balancing transportation needs with protecting and enhancing sensitive marshland habitats. Planning a long-term solution presents an opportunity to provide bicycle, pedestrian, transit, and carpool options for all travelers.

Caltrans District 4 completed a comprehensive, long-range Planning and Environmental Linkages (PEL) Study in December 2022 to identify the best solutions to address the diverse environmental and social needs of this complex corridor. Its collaborative and integrated approach to transportation decision-making will inform project development for both the near-term improvements currently being planned or designed, and the final corridor plan to implement the preferred alternative, ensuring such related work does not preclude the long-term solution. The information developed during the SR

37 PEL Study, including critical input from stakeholders, the public, and regulatory agencies, will inform the subsequent project phasing and environmental reviews, minimize duplication of effort during environmental analysis, and streamline environmental approvals and permitting; it will also offer the best solutions to address the corridor's deficiencies; establishing a corridor vision that reduces interim projects' permitting risks. 

➤ DISTRICT 5

○ FUNDING FOR ALAMOS CONNECTED COMMUNITY PROJECT

District 5 was the first district statewide to receive Active Transportation Program funding (Cycle 6) for the Los Alamos Connected Community Project. This was a great effort to coordinate with Santa Barbara County, Santa Barbara County Association of Governments, and local resident groups to create a concise plan which was outlined in the application. This project will increase walking and bicycling by creating a safe, convenient, and comfortable active transportation corridor for people of all ages, abilities, and incomes. Route 135, Bell Street, is the community main street and the project will close gaps in existing sidewalks with 4,800 feet of new sidewalk, 575 feet of reconstructed sidewalk, 42 ADA ramps, 17 traffic calming curb extensions, 23 marked crosswalks, 5,915 foot of new buffered Class II bike lanes, ten benches, seven trash cans, and lighting. The total project programmed at \$8.025 million with an additional \$450,000 in local contribution. 

➤ DISTRICT 6

○ WALK AUDITS

District 6 has implemented “walking audits” as a standard practice. This practice has created a platform for district staff to walk in our local communities, many of which are disadvantaged, and engage with local partners, community leaders, community-based organizations, and local advocates to describe their main street(s) experiences and concerns related to the multimodal network. The goal is to gain first-hand experience while gathering feedback from those using our facilities to help guide recommendations on making all modes of transportation in their communities safer and to improve accessibility.

Performing walking audits helps District staff to consider users in disadvantaged communities, including older adults, children, and people with limited mobility and/or disabilities. In addition, it assists the district in identifying, planning, and designing transportation facilities to support vibrant, livable places.

While we typically conduct Walk Audits pre-project initiation document (pre-PID), we have also performed them in response to local concerns raised related to bike and pedestrian (PED) safety. The results have included added scope to projects, minor funds for implementation of bike/ped enhancements, and identifying potential grants and partnership opportunities to pursue projects that may not have otherwise occurred. 

➤ DISTRICT 11

○ NEW CARPOOL LANES

District 11 opened nine miles of new carpool lanes and five miles of Active Transportation facilities on I-5. They piloted a bus-only lanes during peak periods for the Southbay Bus Rapid Transit (BRT). They also broke ground and executed a revenue sharing agreement with Mexico for the Otay Mesa East Port of Entry. Lastly, District 11 completed the San Vicente and Southbay to Sorrento Comprehensive Multimodal Corridor Plans.

➤ DISTRICT 12

The District 12 Caltrans Active Transportation (CAT) Plan identifies Location-Based Needs (LBNs) through both a data-driven process and public engagement with local partners and stakeholders. The District received over 1,500 responses from members of the public, community-based organizations, and partner agencies that identified critical pedestrian and bicycle needs and gaps. As a part of the implementation, the district presented the study findings to our local and regional partners, of which many sought to continue coordination with Caltrans to improve the LBNs across the county. As a follow-up study, the District is developing the Freeway Ramp Active Mobility Enhancement Study (FRAMES) to continue inter-agency coordination and develop active transportation infrastructure recommendations for the top ten Tier 1 CAT Plan locations.

➤ HEADQUARTERS PROGRAMS

PLANNING & MODAL PROGRAMS

○ THE CALIFORNIA INTEGRATED TRAVEL PROJECT (CAL-ITP)

The Cal-ITP added six transit agencies who now accept passenger fares by bank cards. Transit agencies that agreed to participate include, Santa Barbara Clean Air Express, Santa Barbara Metropolitan Transit District, Monterey-Salinas Transit District, SacRT light rail, Capitol Corridor Joint Powers Authority and Coast Regional Transit Authority in Myrtle Beach, South Carolina. This effort helps to remove obstacles in the customer experience and provides digital option to cash for payment. 

○ CALTRANS ACTIVE TRANSPORTATION

The Division of Transportation Planning, partnered to complete Caltrans Active Transportation (CAT) Plans for all 12 districts. Each district CAT Plan identifies pedestrian, and bicycle local-based needs on and across the State Highway System (SHS) and prioritizes highway segments and crossings to influence future SHOPP and non-SHOPP projects and investments.

○ TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

Caltrans began the implementation of Cycle 5 of the Transit and Intercity Rail Capital Program (TIRCP) projects awarded by CalSTA in 2022. CalSTA awarded these 23 projects to the amount of \$796.1 million in July 2022. These projects will provide transformational improvements in transit and intercity rail across California. Caltrans has worked hard to collaborate with local transportation partners on agreements for these projects as well as begin the allocation process and records for California Transportation Commission funding approval at each relevant project phase. Further, these projects will reduce equivalent to 4,333,000 metric tons of CO2 emissions. They will also benefit disadvantaged communities through the expansion of the multimodal transportation network, and in so doing they will benefit disadvantaged communities.  

MAINTENANCE, OPERATIONS, SAFETY & EQUIPMENT

○ MOBILITY HUBS AND DAILY PERSON HOURS OF DELAY (DPHD)

The State Highway System Management Plan (SHSMP) was updated to include mobility hubs, resulting in the initial identification of 15 eligible state-owned park & ride lots that can be significantly improved to provide better traveler experience and expand connectivity options. Mobility hubs will be a key alternative for Caltrans to continue its support of public transit and similar strategies to reduce Vehicle Miles Traveled (VMT) and Green House Gases (GHG). Also, the SHSMP was updated to shift from vehicle hours delay to person hours delay metric for the operational improvement program. This change supports a more people-centric approach that aims to find ways to move people more effectively through the system instead of prioritizing single occupant vehicle. It also sets in motion future inclusion of other multimodal operational improvements in the SHOPP.



EQUITY, SUSTAINABILITY, AND TRIBAL AFFAIRS (ESTA)

○ COMPLETE STREETS ACTION PLAN

Following the release of the new Director's Policy for Complete Streets (DP-37), the Complete Streets branch in the Director's Office of Equity, Sustainability and Tribal Affairs (ESTA) released the Complete Streets Action Plan (CSAP) to identify and track the highest priority actions needed to implement DP-37 over the next two years (22-23 CY). The plan includes 51 total actions across Caltrans HQ Divisions and Districts.

○ COMPLETE STREETS LEADERSHIP ACADEMY (CSLA)

The Complete Streets branch in ESTA applied and was selected as one of three state DOTs across the country to participate in the Complete Streets Leadership Academy (CSLA) hosted by Smart Growth America (SGA). The Academy is a series of workshops state DOTs participate in with up to three local jurisdictions, with the intent of planning, designing, and implementing "quick-build" projects on the State Highway System, using sub-grants from SGA to the local agencies for materials. The ESTA team is working with District 4, and the City of Berkeley, City of San Leandro, and the City of South San Francisco to implement three "quick build" temporary demonstration projects on Caltrans facilities, to take place in 2023 and help lay the groundwork for potential statewide guidance.



Stewardship and Efficiency

➤ DISTRICT 1

○ CULVERT REPLACEMENTS

On U.S. 199 near Crescent City in Del Norte County, District 1 completed culvert replacements including a fish-passage improvement. This project also included five culverts in Jedediah Smith Redwoods State Park and involved many partnerships with other state agencies. This project included trenchless culvert installation technique at three locations. The trenchless approach causes less environmental impacts, less traffic delays, increased worker safety as well as saving overall time and money.

○ FERNBRIDGE EMERGENCY REPAIR

District 1 responded to the Fernbridge emergency due to the 6.4 earthquake on December 20, 2022. The

bridge was reopened in just 40 hours after sustaining damage from the earthquake. The 1,320-foot-long arch bridge opened in 1911 and is the longest functional poured concrete bridge still in operation, connecting the community of Ferndale to U.S. 101. There was damage to the bridge's deck and underlying structure and \$6 million in emergency funding was allocated to bring in a contractor as quickly as possible for repairs, repaving the road and adding additional support to the bridge's approaches. Sacramento-based Myers & Sons Construction was hired for the repair work. They mobilized equipment and personnel to get onsite the same day. A Structure Maintenance and Investigations unit arrived from Sacramento and determined repairs could be safely made with one-way control traffic in place and the bridge was reopened the following evening. Extensive collaboration with community and county officials was needed on this vital route into the Eel River Valley. 🧑‍🔧



➤ DISTRICT 3

○ ADOPT-A-HIGHWAY STIPEND PROGRAM

The District 3 Clean California and Adopt-A-Highway (AAH) team have created, implemented and executed a successful Adopt-A-Highway stipend program to encourage adoptees throughout the Districts. The Clean California Initiative aids in litter removal and beautification of our state highways by funding Adopt-A-Highway stipends for adopters removing litter in an effort to keep our state litter free. The initiative was piloted in Districts 3 and 11 in 2021. With the approval of Headquarters, the program was rolled out to the rest of the state in 2022. The initiative has helped to increase our AAH Program adoptions by adding 163 new adoptions to date. While piloting in District 3 the stipend process has been thoroughly documented, a procedure manual developed, and a database was built to track, monitor, and report all stipend payments. These processes and procedures are still utilized today to maintain accountability and assist with information requests from our local adoptee partners. Benefits to the program include, maintaining and assisting with payments made to adoptees and easy access to ensure all permits are fully completed before receiving stipend payments, reduction in time spent on internal audits, assistance with training new employees through the use of the procedure manual, and increased productivity toward providing timely payments. 🌱

➤ DISTRICT 5

○ INNOVATION EFFORTS

The Construction Manager/General Contractor (CMGC) program is being used for the District 5 Highway 41/46 Wye Interchange Project. CMGC is an innovative delivery method that allows Caltrans to engage the construction manager to provide input during the design process, which enhances Caltrans' ability to incorporate cost saving construction methods into the project during the design phase. With cooperation between Caltrans designers and the contracted construction team during the design phase, the team implemented 13 different innovative construction methods totaling \$30 million of savings into the design.

Some of the major innovative savings included using Hot Mix Asphalt surfacing throughout the project limit (\$5.6 million in savings), using existing Route 46 alignment for eastbound traffic (\$5.1 million in savings), incorporating mitigation strategies to reduce the embankment settlement period near Cholame Creek (\$16.6 million in savings), and the optimization of stage construction strategies, including interface between the Cholame and Wye segments (\$2.4 million in savings).



○ LAUREL CURVE WILDLIFE CROSSING

The completion of the Laurel Curve Wildlife Crossing on State Route 17 was a proud day for the partners that worked together over a 10-year period to develop community-supported funding strategies that brought the crossing to fruition. Two transportation agencies and a land trust worked to restore connectivity in a critical habitat linkage for mountain lion and other wildlife in the Santa Cruz Mountains, where habitat fragmentation has contributed to genetic isolation. Habitat permeability is important for long-term sustainability, allowing wildlife to move in response to environmental changes. Highway 17 is a major freeway connection between the City of Santa Cruz and the San Francisco Bay Area with approximately 65,000 vehicles traveling the highway daily. Dense traffic, concrete median barriers, and lack of large culverts create insurmountable obstacles to regional wildlife connectivity — endangering the safety of both travelers and the animals. The Laurel Curve Wildlife Crossing is a success as shown by the regularity at which cameras monitoring the undercrossing capture wildlife safely using the crossing to move about. 🦁 🌱

➤ DISTRICT 8

○ ENVIRONMENTAL ROADSHOW

District 8 Environmental Stewardship Branch has developed an Environmental Roadshow for the Maintenance Division. An in-person training and Q&A discussion, tailored to geographical regions, provides Maintenance staff with the tools to identify environmental impacts and remain in compliance with environmental laws and regulations, allowing Maintenance to perform required routine maintenance activities. Caltrans benefits in creating a more unified collaboration between the divisions, Maintenance and Environmental, ensuring compliance with regulatory agencies, and fulfilling maintenance safety goals. Supplemental course material and contact info is provided to Maintenance personnel to reference even after the training.

➤ DISTRICT 11

○ SMALL BUSINESS INVOLVEMENT

District 11 has achieved 100% participation in Small Business involvement on Minor Program and Emergency Contracts. This achievement highlights the District's commitment to increasing pathways to opportunities for minority-owned and disadvantaged business enterprises.

➤ DISTRICT 12

○ VSIGN-LOOP SIGNATURE TECHNOLOGY FOR SMART VEHICLES

Caltrans implemented smart vehicle classification through the use of Vsign-loop signature technology for census stations on SR22, SR55, SR405 and in D12 Integrated Corridor Management project for I-5, SR91 and SR57. This upgraded a total of 21 census stations from type 4 (permanent station, no vehicle classification) to type 5 (permanent station, vehicle classification). VSign loop signature technology uses smart traffic data collection, processing, analytics, and reporting solutions based on inductive loop signature technology, AI techniques, and big data analytics. It also uses existing loops at traffic monitoring

stations or ramp meters for traffic volume, traffic count, vehicle classification, and speed measurement. Vehicles are classified based on the FHWA vehicle classification scheme — 13 classes, including truck types. No "in-pavement" piezo detectors and no additional infrastructure are required when using existing detection loops. It helps us collect data remotely and reduce the need for site trips and staff exposure to live traffic.

➤ HEADQUARTERS PROGRAMS

INFORMATION TECHNOLOGY

○ PEOPLESOFT UPGRADE

Caltrans Information Technology (IT) recently upgraded the PeopleSoft system which provides enterprise-wide Human Resources, Time and Labor Time Reporting, Payroll, Learning Management, and Certification & Licensing services for the Department's nearly 22,000 employees to version 9.2. PeopleSoft 9.2 provides innovative features that represent comprehensive new capabilities across the entire product suite. In PeopleSoft 9.2, Caltrans can expect a more direct, intuitive user experience via PC and mobile platforms that fundamentally change the way users interact with PeopleSoft daily. Caltrans will gain innovative new business functions and features as well as improved and simplified analytics. It will also reduce the costs and risks associated with using an obsolete system.

○ IT EQUIPMENT BULK PROCUREMENT

IT streamlined the equipment procurement process by establishing the Statewide Computer Equipment Bulk Procurement process, whereby twice a year the department does bulk ordering of IT equipment for staff throughout the department. This new process allows Caltrans to leverage its purchasing power and obtain better pricing on equipment. It also simplifies the process for internal customers and creates efficiency for IT staff who process the orders. The Statewide Computer Equipment Bulk Procurement effort in Fiscal Year 2022-2023 resulted in an overall savings of \$1.54 million. In addition to the savings, Caltrans IT modernized the customer request process by creating an online portal to request IT equipment bi-annually.

○ INFORMATION TECHNOLOGY INFRASTRUCTURE

IT successfully attained annual funding for an IT infrastructure refresh. As a result, IT was able to identify, procure, and implement the new equipment for Caltrans' infrastructure, ensuring critical operations are maintained. Refreshing IT Infrastructure allowed Caltrans to obtain sustainability, improved reliability of the IT infrastructure, and enhanced the technology features within IT infrastructure by implementing newer equipment with additional capabilities. The (IT) infrastructure (servers, storage appliances, and network devices) is the backbone of an organization and is crucial to its ability to provide essential services, supporting critical operations. As equipment ages, it is less reliable, prone to failure, and becomes a liability to the organization. Therefore, refreshing the IT infrastructure with new equipment is key to an organization's success and security.

FINANCE

○ TRANSPORTATION ASSET MANAGEMENT PLAN (TAMP)

The 2022 Transportation Asset Management Plan (TAMP) was finalized in March of 2022. California was the first TAMP in the nation certified by the Federal Highway Administration meeting all requirements. The TAMP defines asset inventory, conditions, fiscal estimates, risks, climate resiliency and funding scenarios for the National Highway System (NHS). The NHS is jointly owned/operated by the State of California and hundreds of cities and county agencies in California. The TAMP requires considerable coordination with transportation partner agencies to produce a State of California plan. The TAMP satisfies several federal and state regulations.

○ LOCAL AGENCY PAYMENTS

Caltrans processed nearly one million vendor and Local Agency Payments in an accurate and timely manner. Approximately 945,000 invoices were paid totaling \$8.5 billion while reducing late payment penalties by \$60,000 and receiving nearly \$525,000 in rebates from Cal-Card for timely payment.

○ AUGUST REDISTRIBUTION

Caltrans received a record-setting August Redistribution of \$681 million, which is additional funding for the Department from the Federal Highway Authority (FHWA). Prior to the end of every Federal Fiscal Year, normally around August, the FHWA distributes unused highway formula obligation limitation/obligation authority to states, because if these funds are not obligated by the end of September, they would be lost forever. FHWA distributes these funds after states demonstrate the ability to obligate all available funds prior to September 30th. This is known as August Redistribution. Due to our federal funds management, California's share of Federal Fiscal Year 2022 August Redistribution was \$681 million, the largest amount ever for any state. California has been quite successful over the last ten years for August Redistribution receiving approximately \$3.4 billion, in total.

PROJECT DELIVERY

○ NEPA ASSIGNMENT MOU RENEWALS

The National Environmental Policy Act (NEPA) Assignment streamlines the federal environmental review and approval process by eliminating FHWA's project-specific review and approval. In reviewing and approving projects under NEPA, Caltrans is responsible for complying with all applicable federal environmental laws and with FHWA NEPA regulations, policies, and guidance, and is legally responsible and liable for the environmental decisions made on projects under NEPA Assignment. NEPA Assignment has resulted in documents being approved in less time; improved the efficiency in which Caltrans prepares, reviews, and approves environmental documents; improved the quality of documents; and provided greater accountability through monitoring. Since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that are funded by FHWA. These responsibilities have been assigned to Caltrans by FHWA pursuant to two Memoranda of Understanding (MOU) signed by FHWA. The 23 (US Code) USC 326 (Memorandum of Understanding) MOU was renewed in April 2022 for a 5-year term and allows Caltrans to approve 326 Categorical Exclusions (CEs); the 23 USC 327

MOU was renewed in May 2022 for a 10-year term and allows Caltrans to approve Environmental Assessments (EA) and Environmental Impact Statements (EIS), and Categorical Exclusions that cannot be approved as 326 CEs.

◉ IMPLEMENTED AASHTOWARE PROJECT PRECONSTRUCTION.

Caltrans successfully implemented AASHTOWare Project Preconstruction (AWP-P). This improves project delivery efficiency with a web-enabled, cloud-based system that is used by forty other states. AWP-P is intuitive and simple to navigate, saving staff time and earning their praise for ease of use. Over 2,000 Caltrans staff prepare, manage, and analyze cost estimates for construction contract advertisement and award in AWP-P, using a web browser. The previously used Basic Engineering Estimating System (BEES) and Legacy Bid System were not sustainable due to the outdated programming language and inability to make changes. AWP-P provided a much-needed upgrade to the 40-year-old legacy systems that posed a risk to the project development and contracting process. More than 1,000 projects totaling over \$10 billion have been added to AWP-P since implementation in August 2021. AWP-P is designed to connect easily to other systems and opened the door for the Department to modernize technology through the adoption of other AASHTOWare Project modules

EQUITY, SUSTAINABILITY, & TRIBAL AFFAIRS

◉ PARTICIPATION IN UTILITY DEMAND-RESPONSE PROGRAMS

In September 2022, the State of California saw record temperatures that put unprecedented strain on the state's electrical grid. The California Independent System Operator (ISO) issued FlexAlerts for ten consecutive days to reduce electricity load in the wake of the triple digit temperatures. In response, over the course of a few days (including after work and weekend hours), Caltrans enrolled 191 Caltrans accounts into Pacific Gas & Electric's (PG&E) Emergency Load Reduction Program. They also worked with District staff to reduce electricity use and switch to backup generators to relieve grid stress during this time.

Efforts resulted in over 200 locations being enrolled in Demand Response programs during the September 2022 heat wave, Caltrans curtailed of over 20,000 kilowatt-hours during the heat wave, helping to avoid blackouts, and Caltrans received over \$40,000 in financial incentives, in addition to the money saved reducing load.



Climate Action

DISTRICT 7

WALLIS ANNENBERG WILDLIFE CROSSING

District 7 broke ground on the Wallis Annenberg Wildlife Crossing, a mostly privately funded project, in April 2022. This project will construct a 165-foot wide by 200-foot-long vegetated sustainable wildlife overcrossing across US-101 near Liberty Canyon Road in the City of Agoura Hills. The construction of US-101 divided a continuous habitat range between the Santa Monica Mountains and the Sierra Madre Mountains and severely restricted wildlife movement. This project will help maintain the wildlife ecosystem populations within the two mountain ranges by providing protection to the apex predator, mountain lions.

The vegetated overcrossing will also provide additional green space which has climate action benefits. In addition, the project could result in the reduction of wildlife roadkill and enhance motorist safety, as well as provide wildlife a safe alternative to crossing the freeway. Project improvements include wildlife fencing along US-101, enhancement of habitat adjacent to the overcrossing structure through the planting of native vegetation, construction of sound walls and retaining walls.

HEADQUARTERS PROGRAMS

PUBLIC AFFAIRS

STORMWATER PROGRAM'S PUBLIC EDUCATION CAMPAIGN

In 2022, Caltrans and the California Coastal Commission formally joined forces for the first time during the 38th annual California Coastal Cleanup Day by expanding the typical single-day celebration into a month's worth of public cleanup and litter prevention events throughout the month of September. Caltrans' Stormwater Public Education Campaign, "Let's Change This to That" and the California Coastal Commission invited Californians to participate by cleaning up their neighborhoods, parks and especially areas adjacent to waterways during the month of September. The month long effort is focused not only on the coastline but also along rivers, creeks and lakes. Trash from inland areas can flow downstream, so cleaning up neighborhoods can prevent litter and debris from ever reaching our vital waterways.





This effort was highlighted by a special event in District 12 (Huntington Beach) on September 17, at which Caltrans' Stormwater Public Education Campaign introduced "Trash Castles" — a visual representation of the many kinds of common stormwater pollutants from California's lakes, rivers, streams, and ocean. The public was invited to visit the installation, created in honor of Coastal Clean Up Month, at "Trash Free Jubilee," a Huntington Beach clean-up event led by the California Coastal Commission and Orange County Coastkeepers. Volunteers picked up over 11,000 pounds of trash and learned more about common stormwater pollutants including ways they can take action to keep California's water clean.

Overall, Caltrans efforts garnered nearly 30 unique media placements in Spanish and English and close to 22,000,000 media impressions during Coastal Cleanup Day (Month).

MAINTENANCE, OPERATIONS, SAFETY & EQUIPMENT

GREENEST FLEET IN THE NATION

The Division of Equipment (DOE) successfully encumbered or expanded the funding for new vehicles in Fiscal Year 22/23. 885 new vehicles were placed in service and 400 of those were zero emission vehicles (ZEV). DOE was challenged with considerable supply chain issues, but was able to persevere and achieve its goal. Additionally, DOE's procurement personnel were able to outsource the necessary mobile fleet, parts, and components that other state agencies were unable to do. This represents the largest purchase of zero emission vehicles of any government agency in California.

EQUITY, SUSTAINABILITY, AND TRIBAL AFFAIRS

Caltrans partnered with the California Energy Commission to draft the state's first Deployment Plan for the National Vehicle Infrastructure (NEVI) Program. The plan describes how California will utilize \$384 million in NEVI funding to build out publicly accessible charging infrastructure for electric vehicles along more than 6,000 miles of highway corridors. Development of this plan involved extensive stakeholder engagement.



Equity and Livability

DISTRICT 1

VANCE AVENUE PARKLET

The District 1 Clean California team completed the Vance Avenue Parklet in Manila in July 2022. The project took a problematic, illegal dump site and turned it into a community parklet with benches, picnic tables, native plants, trash receptacles, and bike racks for the public to enjoy views of the Humboldt Bay Wildlife Refuge. 🌱



DISTRICT 3

SERVICE ASSISTANCE MAINTENANCE (SAM) TRANSITION AND RETENTION PROGRAM

The Maintenance Division Field Maintenance Program has experience high turnover rates with entry level classification (SAM). Retention of new employees also remains a challenge. To combat these issues, District 3 partnered with the Caltrans Office of Civil Rights to develop a new program and workshop that will focus on the employee transition process. The workshop consists of one class per week, focusing on small class sizes, for the duration of three months. This spacing helps to reinforce the curriculum and is shown to be beneficial compared to traditional day-long courses of similar content.

The program is intended to encourage employees to feel empowered by providing them with the knowledge and skills necessary for a long and successful career and to help employees gain a sense of meaning, value, and even self-fulfillment within Caltrans. The District wants employees to have access to the tools needed to thrive despite their situations, keeping in mind that employees can come from diverse backgrounds, and some might need more assistance than others. Through a higher level of employee engagement and by establishing a clear and direct line of communication with employees, we can effectively lower turnover rates.

While the program remains in its early stages, already the feedback from graduates and staff has been overwhelmingly positive. Our first graduation ceremony took place in January 2022 with an impressive 90% success rate, and already we can see the difference in employee morale and motivation. Employees report a more pronounced sense of belonging, and a better understanding of how they can personally affect positive change in both their long-term careers and in their community.

DISTRICT 4

VISION 980 PHASE 1 AND 2

District 4 Initiated Vision 980 Phase 1, a visioning effort toward reconnecting communities in the I-980 corridor. Caltrans is leading this effort and in 2022 formed a core partnership with the City of Oakland, Alameda County Transportation Commission and Metropolitan Transportation Commission to develop the scope of work and contract package. Phase 1 Request for Proposal (RFP) has just been released. Also, in 2022 funding for Phase 2 of the Vision 980 effort, Feasibility Study was applied for through the federal Reconnecting Communities Pilot (RCP) program funding. The Phase 2 funding application was awarded \$680,000 in RCP funding.

WILDLIFE OVERPASS

District 4 (Bay Area) in partnership with several stakeholders in Santa Clara County — such as the Santa Clara Valley Habitat Agency, Santa Clara Valley Transportation Authority, High Speed Rail Authority and more, secured \$3.5M in grant funding from the Wildlife Conservation Board to advance a wildlife overpass on the Pacheco Pass Highway (Highway 152 between U.S. 101 and I-5) to 65% Plans, Specifications & Estimate. This is expected to be the first wildlife land bridge constructed in the Bay Area. The Pacheco Pass Team intends to draw from numerous lessons learned associated with the Wallis Annenberg (Liberty Canyon) Wildlife Overpass in Los Angeles County. 

DISTRICT 7

RECONNECTING COMMUNITIES WITH THE CITY OF PASADENA WITH THE 710 NORTH STUB

Through a collaborative multi-year effort by Caltrans and the City of Pasadena, the relinquishment of the SR 710 Northern Stub transportation network, from Union Street to Columbia Street was approved by the California Transportation Commission on June 29, 2022 and was transferred to the City of Pasadena on August 15, 2022. Caltrans and the City of Pasadena then submitted a grant application to Cycle 1 of the Federal Reconnecting Communities Pilot (RCP) Program in the Bipartisan Infrastructure Law (BIL) and were awarded a \$2 million planning grant for the 710 North Stub Re-visioning Project

to support the study of transportation and land use needs related to redevelopment of the recently relinquished highway 710 stub. This grant enables the City of Pasadena to engage in a multi-disciplinary and inclusive community-driven visioning process for the recently relinquished SR 710 N stub. This effort will layout the future transportation network, land use, and utility infrastructure network needed to reconnect communities in the City of Pasadena. Key components of this planning effort are the incorporation of the equity needs of the community and ensuring a future multi-modal transportation corridor that will reduce greenhouse gas emissions in the area. Caltrans will continue to work with the City by providing assistance on meeting the requirements of the planning grant. 

DISTRICT 8

THE CONSTRUCTION CONTRACT COMPLIANCE UNIT

The Construction Contract Compliance Unit was established in March 2022 to track, monitor, confirm, and enforce regulations and performance obligations related to Caltrans construction contract provisions. The focus of the unit is to monitor Disadvantaged Business Enterprise (DBE)/Disabled Veteran Business Enterprise (DVBE) matters, assist with subcontractor substitutions and DBE termination/replacements, monitor prompt payment to subcontractors, and investigate whether DBEs were performing a Commercially Useful Function (CUF). The unit assists with creating a level playing field in which contractors (such as DBEs) can compete fairly for Caltrans contracts.

DISTRICT 9

TRIBAL RELATIONS

District 9 continued to strengthen existing, and create new, relationships with surrounding tribal communities. Team members ranging from project managers, transportation planners, and design engineers and the District Director, met with tribal leaders in the field and at tribal council meetings to obtain feedback and recommendations on community needs and existing infrastructure.

In January of 2022, District 9 staff met with members of the Big Pine Paiute Tribe to present on the Active

Transportation Grant Technical Assistance Program. The Tribe was accepted into the program and is now working toward an Active Transportation Plan (ATP) grant to build sidewalks, pedestrian crossings, and native landscaping in the community. Beginning March of 2022 and continuing through the present, District 9 Planning staff have been actively coordinating with leaders of the Fort Independence Indian Community to seek funding to reconnect their community, which is currently separated by US 395. 

DISTRICT 10

PUBLIC OUTREACH (MER 140)

District 10 did a public outreach to the rural, farming community of Planada to present the MER 140-Plainsburg Road Intersection Safety Improvements Project and viable alternatives. The community was staunchly against the Roundabout alternative and supported only the Signal alternative. The team redirected their efforts on how they communicated the project goals. A Q&A style forum was held to address the public concerns so that the project met the needs of the community and that all voices were heard. Tailoring the forum to the needs of the community demonstrated a people-first approach to advance equity and livability. The community members leaned toward the Roundabout alternative after the presentation by Project Management, Traffic Safety (South), Freeway & Highway Operations, and Design. The presentation focused the safety bullet points, reduced number of conflict points, improved circulation, reduced delay, environmental/aesthetic benefits, and Benefit/Cost ratio of the Roundabout alternative when compared to the Signal alternative.

COMPLETION OF THE SENATE BILL 1 (SB1) WORK GROUP STUDY

District 10 facilitated the Senate Bill 1 (SB1) Work Group Simplified Bidding Process Minor B Pilot Project. Every Caltrans District can utilize this, (conditionally), on state-funded public work projects (\$388,000 or less), by submitting a minimum of two Small Businesses or Disabled Veteran Business Enterprises to the Division of Procurements and Contracts. A District 10 Highway Maintenance Minor B fencing project was selected as a pilot for outreach to small fencing firms throughout District 10. Once participating firms were identified for this pilot project, an organizational meeting was set for them to ask questions of the committee leadership and executive staff. They were then asked to commit at that time to submitting a competitive bid for this project. Additional meetings were also developed and implemented to help firms through this pilot process, those meetings included a mandatory pre-bid meeting, where the participants were able to ask District 10 Highway Maintenance Design questions about the development of the project. A post award meeting was scheduled to allow firms to talk and learn about issues that surfaced during the development of their competitive bid. Training was offered to all the firms that included, but was not limited to; Small Business Certification, Bonding, Estimating, Best Practices for Small Contractors, and Finding Contract Opportunities with Caltrans. The contract is awarded to a certified small business, micro-business, or disabled veteran-owned business. The contract award must be greater than \$5,000 and less than \$250,000. Ranch Fence registered and completed the Finding Opportunities with Caltrans training and was awarded the contract. A project closeout meeting was scheduled for all four firms to attend so that they could inquire about any challenges that the awarded firm came across in the construction process. Caltrans also conducted weekly committee team meetings to keep the committee and Caltrans executive staff up to date through the completion of the Minor B Pilot Project. This is a powerful tool, designed specifically to broaden Caltrans working contracting pool.



➤ DISTRICT 12

○ CLEAN CALIFORNIA LITTER CLEAN-UP

Through its Clean California program, the District 12 Maintenance Division addressed all acute litter service gaps in underserved areas along Caltrans rights-of-way in District 12. Every quarter, state officials assess litter conditions along state highways, ranking litter found along highway locations as satisfactory, minor, or acute. Prior to 2022, these assessments showed 35 one-mile highway segments with acute litter conditions in underserved communities in Orange County. To date, due to the full-time deployment of three Caltrans litter crews and eight contractor litter crews, in addition to incentivized Adopt-a-Highway participation and four active litter maintenance agreements with local agencies, acute litter issues no longer exist in disadvantaged areas along highway roadsides within District 12's jurisdiction. 🌱

➤ HEADQUARTERS PROGRAMS

OFFICE OF CIVIL RIGHTS

○ THE 2022 DISADVANTAGED BUSINESS ENTERPRISE (DBE) SUMMIT

Caltrans' Office of Civil Rights hosted its second annual Disadvantaged Business Enterprise (DBE) Summit in Inglewood, CA, at SoFi Stadium. The event, which brought 425 people both in person and online, centered on connecting Prime and DBE/Small Business (SB)/Disabled Veteran Business Enterprise (DVBE) sub-contractors, with an emphasis on creating an environment where the small business community networked with one another. Caltrans hosted breakout rooms where Office of Civil Rights Outreach staff provided time and space for small business support and for various organizations to share information relative to the DBE contracting community. Multiple exhibitors were located throughout the main floor of the Summit, sharing information and creating a path to future work. Representatives from Caltrans Districts 4, 7, 8, 11, and 12 were onsite providing local contracting opportunities and information. Staff from the Federal Highway Administration (FHWA) presented and shared information about future funding and the many opportunities on the front for DBEs. Department of General Services (DGS) was present and provided feedback and information for companies who wish to become small business and/or disabled veterans business enterprises certified.



CALTRANS SMALL BUSINESS (SB) CONTRACT AWARDS

Caltrans awarded more than \$2.1 billion in state-funded contracts. The overall awards to small businesses were \$828,660,836 or 38.09%, which exceeds the state-mandated current small business goal of 25% of state-funded contracts.

Caltrans has awarded 371 Federal Highway Administration (FHWA)-assisted contracts (OE, DPAC, DLA, DOTP, DB, and CMGC contracts) in Federal Fiscal Year 2021-22, valued at nearly \$3.2 billion. Total DBE commitment at award is over \$641 million, or 20.09%.

DISABLED VETERAN BUSINESS ENTERPRISE (DVBE) CONTRACT AWARDS

California's DVBE program (Military and Veterans Code Section 999-999.13) was established to recognize the sacrifices of Californian veterans with service-connected disabilities who also own a business. The program requires all state departments to meet a 3% participation goal for all state contracts under Military and Veterans Code Section 999.2 and Public Contract Code Section 10115. For the state fiscal year 2021-22, Caltrans reported to the Department of General Services more than \$2.1 billion on state-funded contracts. The overall DVBE participation was \$93,830,020 or 4.31%, which exceeded the statewide goal of 3%.

PLANNING & MODAL PROGRAMS

COMMUNITY ENGAGEMENT COORDINATORS

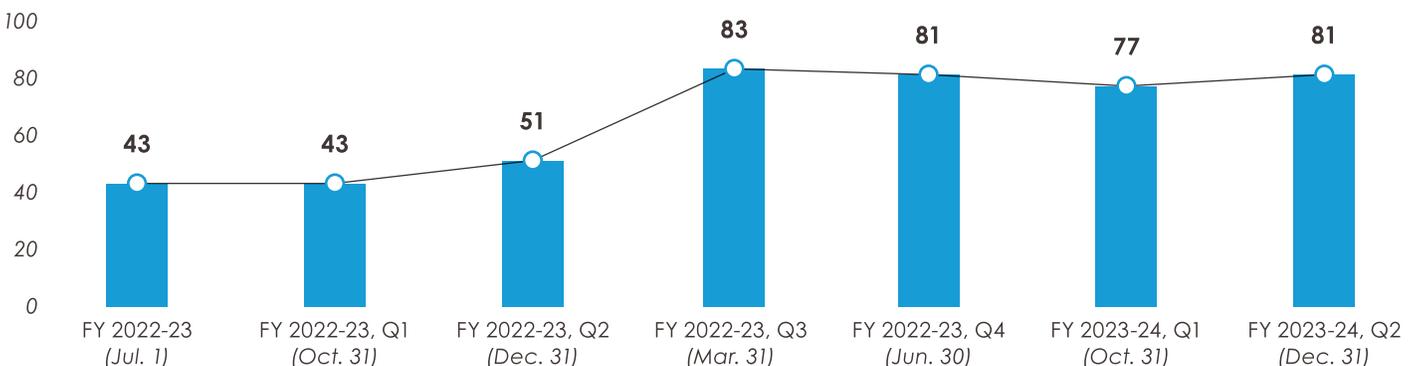
The Division of Transportation Planning funded 12 new Community Engagement Coordinator positions — one in each of the Caltrans districts. The district Community Engagement Coordinators will monitor district engagement activities, identify improvements, and assist district staff with implementing best practices in public engagement. The coordinators will improve community engagement consistency from planning through project delivery and serve as the point of contact for tools, training, and guidance in public engagement across the district.

MAINTENANCE, OPERATIONS, SAFETY & EQUIPMENT

EXCEEDED LITTER GOAL AND INCREASED LEVEL OF SERVICE AVERAGE SCORE

The Clean California program launched in July 2021 with the goal to eradicate litter, create jobs, educate the public, and transform unsightly roadsides into spaces of pride for all Californians. In 2022, we exceeded our 721,000 cubic yards (CY) programmatic litter goal, collecting a combined total of 860,134 CY of litter and increasing our Level of Service (LOS) statewide average score from 43 to 81. The program also provided over 3,700 jobs for people experiencing barriers to employment. Caltrans created focused litter removal crews statewide to increase litter abatement activities. These crews consist of existing Caltrans maintenance employees and the addition of entry-level Service Assistant Maintenance (SAM) positions. Caltrans also partnered with Butte County Office of Education Back to Work program. 

CLEAN CALIFORNIA QUARTERLY LEVEL OF SERVICE SCORES



FEDERAL LIAISON

The Federal Liaison engaged with internal Caltrans Programs, Districts, and external traditional and non-traditional partners to communicate federal notices of funding opportunity. Additionally, resources and tools were provided for grant application development, to maximize successful Infrastructure Investment and Jobs Act (IIJA) discretionary grant awards to California. Multiple letters of support were acquired from members of the California U.S. Congressional delegation for Caltrans' IIJA federal discretionary grant applications. These efforts aid in attaining federal discretionary grant funding to help address the expanding needs of our transportation system.

EQUITY, SUSTAINABILITY, & TRIBAL AFFAIRS (ESTA)

GRANT PROGRAMS

The Native American Liaison Branch worked with the Planning Grant team, Tribal government partners, and the Native American Advisory Committee to create a \$500,000 tribal set aside for the Sustainable Communities Planning Grant Program and a \$5 million tribal set aside for the Climate Adaptation Planning Grant Program. Both programs enable Tribal governments to development long-range transportation and adaptation plans, documenting community needs, goals, and values; and preparing them for future transportation project funding and partnerships opportunities. 

VEHICLE MILES TRAVELED (VMT) MITIGATION

The Director's Office of Equity, Sustainability, & Tribal Affairs facilitated the delivery of three major projects that featured close to full mitigation for transportation impacts related to vehicle miles traveled (VMT). These projects included several measures to reduce VMT, including investments in Travel Demand Management (TDM), van pools, and transit, to encourage mode shift and the continued development of a multimodal transportation network.  



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