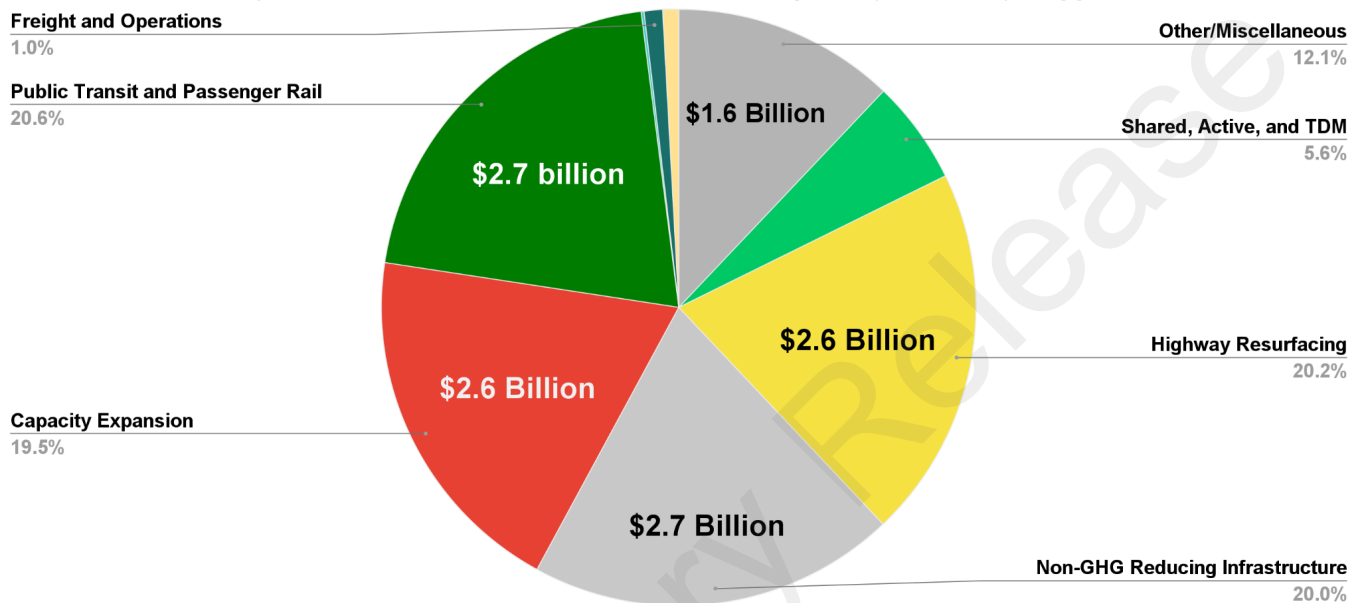


## Infrastructure Investment and Jobs Act Spending Analysis - California

### California: Analysis of Reported IIJA Obligations by Transportation Strategy

Data from AI-assisted analysis of emissions-related FTA, FRA, OST, and FHWA award obligations reported to USASpending.gov. Data retrieved June 6, 2024



### California's Spending of Federal IIJA Funds is a Climate Net Negative

In an analysis of federal award obligations reported to USASpending.gov, Transportation for America has evaluated **over 2,200** Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, and Office of the Secretary of Transportation-funded transportation projects and awards in California, totaling **\$13,197,915,046** in federal IIJA funds, retrieved June 4, 2024.<sup>1</sup> California has obligated nearly \$2.6 billion in federal funds to highway capacity expansion projects that may produce **5.3 million tonnes of new CO<sub>2</sub> equivalent greenhouse gases (GHGs)** over expected transportation emissions levels from before the IIJA by 2040.<sup>2</sup>

Considering emissions-reducing projects like transit, active transportation, and electrification, these obligated IIJA-funded projects may cumulatively create, over baseline, a **net 2.2 million tonnes of new CO<sub>2</sub> equivalent GHGs by 2040**.

California has not sufficiently invested in emissions-reducing projects to offset investments in emissions-increasing highway capacity expansion projects.

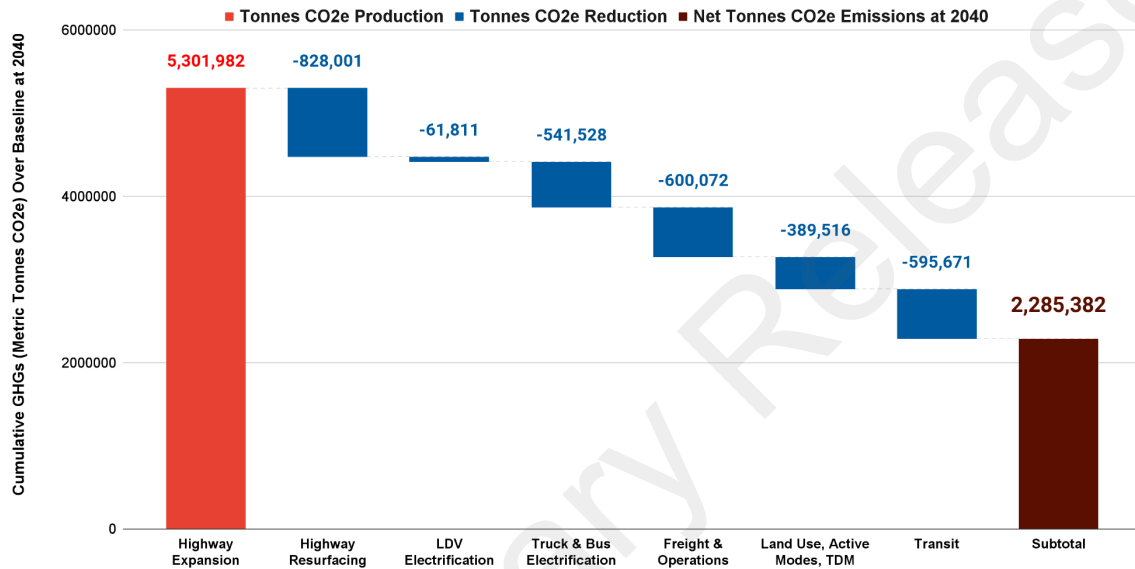
<sup>1</sup> USASpending.gov <https://www.usaspending.gov/search/?hash=f1e796d033473eb4fef15540f613f8b1>

<sup>2</sup> Emissions to investment estimated derived from Georgetown Climate Center Transportation Investment Strategy Tool [www.georgetownclimate.org/files/report/GCC\\_Investment\\_Tool.pdf](http://www.georgetownclimate.org/files/report/GCC_Investment_Tool.pdf), using USA national average investment CO<sub>2</sub>e estimates [www.georgetownclimate.org/files/GCC-RMI\\_State\\_BIL\\_Analysis.pdf](http://www.georgetownclimate.org/files/GCC-RMI_State_BIL_Analysis.pdf)

While this analysis does not account for all transportation projects in California, federal funding makes up a large portion of states' funding. Many significant transportation projects receive funding from federal programs and these allocations reflect an administration's programmatic priorities.

**California's Bipartisan Infrastructure Law spending is set to increase transportation emissions**

Emissions from reported IJA USDOT obligations through 06/04/24. Investment strategies to CO2e estimates derived from GCC TIST output figures.



There are still billions of dollars left to be distributed in the Bipartisan Infrastructure Law. Forecasting the current spending pattern through the end of all Bipartisan Infrastructure Law formula funds, California's federally funded highway/capacity expansion projects will produce, cumulatively, over **12 million tonnes of new CO2e by 2040**. This is the emissions equivalent to 3 coal-fired power plants, 32 natural gas-fired power plants, or undoing the emissions reduction potential of 3,150 wind turbines running for a year.<sup>3</sup>

Tonnes of CO2 equivalent GHGs reduced from baseline by 2040 via emissions reducing investment:	3,059,651 Tonnes CO2e
Tonnes of CO2 equivalent GHGs produced over baseline by 2040 via highway/road expansions:	5,345,033 Tonnes CO2e
Total net tonnes of CO2 equivalent emissions added over baseline by 2040 (producing-reducing):	2,285,382 Tonnes CO2e

<sup>3</sup> US EPA [www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results](http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results)