



AGENDA

Infrastructure Investment and Jobs Act (IIJA) Implementation Transit and Commuter Rail Sub Working Group Meeting #3

March 22, 2022

11:00 am – 12:00 pm PDT

11:00 am – 11:05 am

Welcome and Agenda Review

Wendy King, Office Chief, Transit Grants and Contracts, Division of Rail and Mass Transportation (DRMT), Caltrans

11:05 am – 11:10 am

Housekeeping Items and Action Items Review

Chad Riding and Andy Furillo, Office of Strategic Initiatives and Management, Caltrans DRMT

Charles Roberts, Highlands Consulting Group

11:10 am – 11:15 am

Combined FTA NOFO for FY2022 Low or No Emissions and Grants for Buses and Bus Facilities Competitive Programs

Wendy King, Office Chief, Transit Grants and Contracts, Division of Rail and Mass Transportation (DRMT), Caltrans

11:15 am – 11:25 am

Finalize Sub-Working Group Charter

Momo Tamaoki, Assistant Division Chief, Caltrans DRMT

11:25 am – 11:35 am

Federal and State Operating Funds for Transit and Commuter Rail

Wendy King, Office Chief, Transit Grants and Contracts, Division of Rail and Mass Transportation (DRMT), Caltrans

11:35 am – 11:45 am

Expert Speaker

Scott Bogren, Executive Director, Community Transportation Association of America (CTAA)

11:45 am – 11:55 am

COVID-Related Challenges for Transit

Wendy King, Office Chief, Transit Grants and Contracts, Division of Rail and Mass Transportation (DRMT), Caltrans

11:55 am – 12:00 pm

Recap and Action Items

Momo Tamaoki, Assistant Division Chief, Caltrans DRMT

Transit and Commuter Rail Sub Working Group Meeting #2

March 21, 2022

11:00 am – 12:00 pm

Welcome and Agenda Review

Wendy King, Office Chief, Transit Grants and Contracts, Division of Rail and Mass Transportation (DRMT), Caltrans

- Welcome remarks and Agenda overview from Wendy
- Questions

House Keeping Items and Action items Review

Andy Furillo and Chad Riding, Office of Strategic Initiatives and Management, Caltrans DRMT

Andy and Chad:

- General updates-
 - IIJA ZE Transition SWG's scope and main focus is to develop and submit an electric vehicle infrastructure deployment plan to Federal Joint Office of Energy and Transportation by August 1st of 2022.
 - Upcoming meetings IIJA- Intercity Rail SWG meeting 3/23/22 at 10 am
 - Goods movement and Freight meeting 3/24/22 at 1 pm
 - Transition to ZE meeting 4/5/22 at 1 pm
 - IIJA Implementation Working Group meeting 3/30/22 and 4/20/22
- Upcoming IIJA Webinars (see link <https://www.transit.dot.gov/events>)
- FTA apportionments
 - Omnibus Budget legislation passed two weeks ago which was an extension to the March deadline
 - Apportionments were held up by lack of budget- it has been passed but apportionments for each agency not out yet
 - Capital Investments. Grants program- FTA listing comments on their guidance proposal which are due 4/14/22 see website at <http://transit.dot.gov/>
- Action Items Tracker
 - Finalize Draft Project Charter (for discussion)
 - COVID related challenges and lack of operating and maintenance funding (for discussion)

- Clarify definition of rail and transit projects (pending)
- Develop itemized list of key topics, programs, or discussions where state leadership and focus are needed (pending)
- Conduct research on IIJA funding (1) maintenance and operations and (2) emergency related funds

Questions/Comments

Ashad Hamadeh, LA Metro

Can you please clarify the third item? Is it for NOFO or discretionary funding? Or is it for formula funding programs we currently get through existing programs and procedures?

Momo Tamaoki

Yes, discretionary funding only. It is a 6-year program so we would like to develop a comprehensive list for the future fiscal years as well.

Ashad Hamadeh, LA Metro

What is the intent of this listing? What is the state's request/intent of this information?

Momo Tamaoki

1. For Transit projects, we are building list of projects that local agencies are applying for discretionary funding programs under IIJA. This allows the state to be aware of what type of projects agencies are applying for so we can compile a list. If the project supports regional goals as well as state goals then; in coordination with Caltrans District Office, the role of DRMT is to confirm and concur with project by submitting a letter of support for the project that you can attach to your application.
2. Intercity Rail- is a little different we are using the State Rail Plan to prioritize state investment. We want to ensure we are consistent with the state rail plan and ensure Rail projects are listed and prioritized based on their alignment with the State Rail Planning document.

Chad Edison

Primary role is to align potential state funding support with pursuit of federal funding. One of these reasons we need to know what people are pursuing so the state is aware of that- allows us to support applicants and unify our efforts.

Low or No Emissions/Buses and Bus Facilities

Wendy King

- NOFO released March 4- \$1.5 billion in funding for Zero Emissions
- 5339 (c) Low No – \$1.1 billion
- 5339 (b) Bus and Bus Facilities (BBF)
- Both programs are nationally competitive- we in California are in a good position to compete for these
- Due date to for operators applying directly to FTA is **May 31st**
- Any rural or small urban operators need to submit to Mike Lang at DRMT by **May 24th**
- Any operators that need TA please reach out in early may so DRMT may support you with your applications
- Any Low or No and BBF projects need to include low and no emissions plan.

Finalize Project Charter

Momo

- Intercity Passenger Transit and Commuter Rail Sub-Working Group Scope
- Goals
- Key Milestones and Due Dates
- Assumptions
- Collaboration and Coordination with Relevant Sub-Working Groups
- Risks to Implementation and Recommendation Mitigation Strategy
- Thank you everyone for the feedback on the Project Charter we have incorporated all the comments, but I did have a couple of questions
- We want to make sure when we apply for federal funding that we discuss these challenges

Michael P

- Number 11- identify any barriers to ensure success of California applicants to IJA applicants
- Separate planning for key milestones and goals internal and external goals
- Discrete policy objectives and other outward facing initiatives could be different from our internal activities

Question

Can we have the opportunity to look at draft and offer comments one last time?

Yes, we will recirculate the draft

Discussion Topics

Wendy

- Operating Funds for Transit/Commuter Rail
 - Urbanized Area Formula Grants
 - Many agencies dealing with ridership and revenue decreases- which lead to inadequate funding
- Multimodal Federal Programs
 - Congestion Mitigation and Air Quality Improvement program
 - Federal Lands Transportation program-FHWA program
 - Federal Lands Access program- provides access to public lands
- State programs
 - State Transit Assistance
 - Low Carbon Transit Operations Program
 - State Rail Assistance

Scot Bogren, Community Transportation Association America, Executive Director

- Amendment introduced for rural systems to have some operating flexibility
- Bi-partisan support within the Banking Committee until the amendment was stopped by ranking member
- The good news is we have about 60 Hill visits – in which the issue of operating assistance for rural and small urban operators was raised
- Small communities have a lot of challenges with the operating assistance especially with the onset of the pandemic
- Currently we are shopping an idea that would offer operating assistance with 100 buses or fewer in an effort to loop in small and rural communities- I think we can get support in both House and Senate depending on how elections go we can work to attach this to something moving on the Hill
- From a legislative perspective we have the right pieces- it is just not moving fast
- We want to be ahead of challenges that may arise with a shift in Congress if in fact it does go the other way
- I would love to hear how the lack of nonfederal share is impacting operators.

Chad Edison

- On the nonfederal match, we have had a lot of interest in the Build America Bureau in discussions with California I Bank side is the willingness to finance the buses and facilities
- I Bank- the interest rates are very attractive

- Does that help at all having to put up less of that local match?
- We have been indicating that there is a project pipeline but having real examples of agencies interested in doing this would be helpful

Scott Bogren

- This will accentuate CA's commitment and place you in a better standing
- Developing and doing a lot of TA on how best to leverage and what to apply based on their regional conditions/capabilities.
- FTA wants these funds to flow as badly as we do I think we an effort like this could go a long way- we could get their blessing and it could go a long way

Covid Related Challenges

- Drive shortages
- Long Term Recruitment Issues
- Workforce Development
- Survey to address these challenges- coming soon

Available funding to address these issues

- FTA Low or No Emissions Grant Program, Public Transportation Technical Assistance and Workforce Development
- FHWA- On-the-Job Training Program, Disadvantaged Business Enterprises

Questions/Comments

- Labor Transition Plan goes a lot deeper than ICT- if your application does not adequately address this your application will fail.
- Rural Transportation Surface Grants which include money for on demand IT support – \$2 billion
- Charging and refueling infrastructure grant program is also a good program to watch out for.

Michael P.

- Driver shortage- we as an association are finalizing a letter that will be addresses to DMV here in California
- It provides some information from a survey we conducted in regard to DMV capacity
- FMCSMA regulations do create some obstacles that limit agency's ability to participate in state run testing program that is federally authorized
- 10 test rule- maintain status to conduct in house driver testing
- If it's helpful we can provide survey responses from 40 agencies including the role for State and Feds

Momo

- Maybe there are certain things agencies want to do to recruit or maintain talent
- There might be some restrictions that are preventing them from doing something like this that could attract workforce
- I would like to develop a task force to address these issues. Please reach out if you are willing to help.
- After the survey, and the new formation of the task force we would like to have a part two of this discussion

Recap and Action Items

- Innovative think tank on how we can come up with flexible ways to match IJJA
- There is a need to form a task force as well to come up with financing ideas
- Create task force for both funding and COVID challenges
- Doodle Poll
- Start thinking about ideas and recommendations to address ZEV and Equity related challenges