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INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) WORKING GROUP MEETING NOTES – December 5, 2022

Start Time: 3:05 pm

End Time: 4:00 pm

Attendees: IIJA Contact Group

INTRODUCTION:

- Opening remarks from CalSTA Secretary Toks Omishakin
 - Secretary Omishakin expressed gratitude for the high level of engagement and involvement over the last year and thanked the CalSTA team who has been very involved with guidance and leadership efforts on all things IIJA.
 - November marked one year since the enactment of IIJA, and people are recognizing the hard work California has done. All your contributions and efforts are the reason for the success this year.
 - In a statement by the Governor, IIJA has already provided \$14 billion to upgrade California's bridges, rail transit, EV charging network, ports, and waterways.
 - The \$14 billion is in addition to the \$15 billion set aside in the approved budget for transportation.
 - Please see the dashboard [IIJA by the Numbers](#).
 - California has invested over \$1.3 billion in planning and construction for 315 transportation projects.
 - Those monies have created and sustained more than 17,000 jobs over the last year.
 - The [Dashboard](#) is also tracking how our investments are impacting DBEs and other underserved communities.
 - The DBE goal for Caltrans is 22% and we are at 20% now, roughly 2% short but with continued focus and leadership in the Civil Rights office we will achieve this goal.
 - In September, USDOT awarded Caltrans and SANDAG \$150 million infrastructure grant for a critical border project - Otay Mesa East Port of Entry.
 - Secretary Omishakin thanked Director Tavares and the Caltrans team for developing the [IIJA Policy Narrative 2022](#).
 - NEVI Plan was submitted on schedule in August, allowing access to roughly \$380 million for EV charging in California.
 - In addition to NEVI Plan, California has secured more than \$1.3 billion in competitive grant funding for support on 220 projects.
 - \$100 million per month that we did not have before IIJA.
 - The Policy Narrative highlights the how the principal level effort is winding down and describes how the IIJA Sub-Working Groups will continue to work and achieve California's 4 Foundation Principles:
 - Climate Action
 - Safety

December 5, 2022

Page 2

- Equity
- Economic Prosperity in our Communities
- Opening Remarks from Caltrans Director Tony Tavares
 - Director Tavares welcomed participants to the IIJA Working-Group Meeting and extended his gratitude for the hard work,
 - Reiterated the hard work and success is in the numbers:
 - \$14 billion to California and \$1.3 billion supporting over 17,000 jobs.
 - Expressed gratitude to Working-Group members for their dedication and commitment to IIJA implementation.
- Opening remarks from Elissa Konove, FHWA California Deputy Administrator
 - Deputy Konove acknowledged California in leading the nation on IIJA implementation.
 - Deputy Konove extended her appreciation for the high level of engagement and continued partnerships.
 - Some NOFOs are still open – see [FHWA website](#).
 - Initial RAISE NOFO posted last week – includes statutory deadline but there will be additional information and application details posted later this month.
 - Large Bridge awards still open.
 - NEVI discretionary NOFO is in development.
 - MEGA and Safe streets, Reconnecting Communities awards are in progress. FHWA will pass along updates as they happen.
 - New guidance coming soon for:
 - Workforce Development Program
 - National Highway Free Program
 - Deputy Konove thanked the Working Group and advised to please reach out with questions.

2022 CALTRANS IIJA POLICY NARRATIVE:

- Nicole Longoria (Caltrans Federal Liaison)
 - [Caltrans 2022 Policy Narrative](#) has been finalized and available now.
 - The Document highlights significant progress we have made but we realize there is a lot of work yet to do.
 - This document will be the first of a series of annual reports; documenting and analyzing the progress of IIJA across the State.
 - If you have any questions or would like to provide comments, please reach out to Nicole Longoria and Ryan Greenway.

SUB-WORKING GROUP UPDATES:

- Nicole Longoria (Caltrans Federal Liaison)
 - 3 out of 12 Sub-Working Groups (SWGs) have completed their Action Plans:
 - Overall Funding Split
 - Fix-It-First
 - Transition to Zero Emissions

December 5, 2022

Page 3

- The Active Transportation SWG will continue explore pathways to increase dedicated investments.
- The Goods Movement SWG will continue to use the California Freight Advisory Committee (CFAC) to develop the State Freight Plan. Next CFAC meeting in early February.
- If you have not received an invite, please reach out to Nicole Longoria.
- 7 SWGs are currently drafting action plans.
- Our next steps are to begin the implementation strategies and goals in our action plans.
- **Transition to Zero Emissions SWG Update** - Jimmy O'Dea (Caltrans) provided a presentation on the California National Electric Vehicle Infrastructure (NEVI) Program, which is a joint effort with the California Energy Commission (CEC).
- Jimmy O'Dea expressed his appreciation for this partnership and relationship.
 - NEVI highlights the great opportunities for California to invest in ZEVs and EV infrastructure.
 - \$385 million over five years.
 - NEVI Plan submitted in August and approved by FHWA on September 14, 2022.
 - \$384 million over next 5 years.
 - Support charging stations (BEV only) across 6,600 miles.
 - Chargers must be every 50 miles or less and one mile from corridor.
 - 50% of chargers must be in disadvantaged communities/low-income communities, and 40% in Justice40 communities.
- Timeline for NEVI
 - Development of NEVI Plan was bulk of 2022 effort.
 - 1st Solicitation: Release – Q1, 2023
 - 1st Solicitation: Applications due – Q2, 2023
 - 1st Solicitation: Proposed awards – Q3, 2023
 - Award approval/project start – Q4, 2023
 - Subsequent rounds of solicitation - Q3 2023 - Q4 2024
- California Electrification Map - See map for Alternative Fuel Corridors
- Private entities will apply for funding to design, install, own, operate and maintain chargers.
- **Tribal Government/Equity SWG Update** - Amar Cid (Caltrans) provided an update. Waiting on federal guidance but will start to circulate the document internally. Please reach out with comments or feedback to amar.cid@gmail.com.

NEXT STEPS

- Ryan Greenway (Caltrans Assistant Federal Liaison) briefed the group on next steps and communications to the Working Group, moving forward.
 - Without objection, we plan to cancel the January 23rd meeting and move to a bi-annual meeting for the IIJA Working Group in 2023.
 - We will continue to communicate pertinent IIJA information and convene the IIJA Working Group, as needed.

December 5, 2022

Page 4

- We will keep the Working Group updated through the bi-weekly IIJA Report, which was included in this meeting invite. This report includes the latest information on IIJA Implementation efforts, including Upcoming IIJA Grant Awards, Anticipated NOFOs, and other noteworthy items. Status updates on the Sub-Working Groups and any other important information will also be included.
- Most of this information can also be found on our rebuilding California website: <http://rebuildingca.ca.gov/>.
- Nicole Longoria (Caltrans) pointed out that there is also a supplementary Tracker for California's Grant awards list – recently we added in some helpful statistics that was sent out with the IIJA Policy Narrative.
- The IIJA Policy Narrative will also be updated on an annual basis.

OPEN DISCUSSION:

- Christine Casey (Assembly Transportation) asked if federal guidelines require updates for STIP or TIP programs and at what level are they talking about? Federal quarters of importance? Or the specific placement of chargers?
- Jimmy O'Dea (Caltrans) responded:
 - Funds will be programmed in the STIP – MPOs and locals will program funding locations.
 - Private companies will choose the location that meets 50-mile and other requirements. There is some variability from solicitation proposal to awarding contracts.
 - We can estimate the amount of funding going to each MPO for proposed projects.
- Eli Lipmen, (Move LA) asked, based on the CECs plan for coverage, what is the funding need versus the funding availability?
- Mark Wenzel (CEC) responded:
 - Overall funding need is to obtain the number of charters the State will need for 2030 and 2035, and beyond.
 - EB 2127 report forecasts the number of DC fast chargers – last report 1.2 million chargers need.
 - Updates will be released next year.
 - See also [ZEV Infrastructure Plan](#) published last week.
 - Research and economic analyses are currently underway to further understand impacts on public investment.
 - Ted Link-Oberstar (Senate Office of Research) asked: How are you ensuring that you are getting the maximum coverage possible versus companies wanting to put chargers in a concentrated area? How are you looking to allocate funding? Is the funding competitive or how do you plan on handling that?
 - The following response was provided: Grant funds will be set out for specific segments and the project will not be complete until all the requirements are met.
 - Each corridor groups will be bid out on a competitive funding mechanism
 - Note on private investment - NEVI requires 20% non-federal match. In most cases, the busy corridors will require 50% private match.
- Jessie Guo (EVCS) asked if NEVI will consider a CEC grant instead of the Federal grant and therefore cannot stack with the California Electric Vehicle Infrastructure Project (CALeVIP) - [Homepage | CALeVIP?](#)
- Mark Wenzel (CEC) responded:

December 5, 2022

Page 5

- Details will be in the Grant Funding Opportunity, planned for Q1 of next year, but in our stakeholder workshops in September we proposed that NEVI funding would not be stackable with CEC funding, including CALeVIP.
- Eli Lipmen (Move LA) pointed out that there is a Twitter discussion on the death spiral of transportation agencies with the sunseting of many of the recovery programs. Can CalSTA or Caltrans comment on the upcoming fiscal cliff that many transportation agencies are currently facing?
- Secretary Omishakin (CalSTA) responded:
 - Thank you for the question, Eli. We are paying attention to the thread that you mentioned.
 - We have been having discussions about how the sunseting of funding will impact transportation agencies across the State.
 - We are currently looking to do our own analysis and find out how we can assist. We are aware of this issue, and we will be in touch with transportation agencies and regional entities as well.
 - Transit agencies will have to come up with internal approaches and changes, but the State will assist where it can.
- No further questions/inquiries raised.

MEETING ADJOURNED:

- A copy of the meeting notes will be posted on the CalSTA IJJA website
- For any further questions, please email ryan.greenway@dot.ca.gov or nicole.longoria@dot.ca.gov