

From: [Sarkes Khachek](#)
To: [California Transportation Commission@CATC](#)
Cc: [Remedios, Douglas@CATC](#); [Cheser, Dawn@CATC](#); [Favila, Teresa@CATC](#); [Gordon, Christine@CATC](#); [Walter, Hannah@CATC](#); [Waters, Laurie@CATC](#); [Marjie Kirn](#); [Lauren Bianchi Klemann](#); [Jaquelin Mata](#); [Dylan Tonningsen](#); [mtwome](#)
Subject: SBCAG Comments for April 29 CTC Meeting Agenda
Date: Monday, April 20, 2020 4:51:15 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Chair Van Konynenburg, Vice Chair Norton, Commissioners, Executive Director Weiss, and CTC staff,

The Santa Barbara County Association of Governments (SBCAG) greatly appreciates all the work of Commission staff during the COVID-19 public health emergency. CTC staff did an excellent job with outreach conducted during the recent Competitive Program Schedule Revisions Workshop on April 8.

SBCAG strongly supports the recommended amendments to the schedules for the Active Transportation Program (ATP), Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP) as proposed in the April 29 CTC meeting book items. We also greatly appreciate maintaining adoption of LPP, SCCP and TCEP together in December.

For LPP, SCCP and TCEP, we agree that these programs should be approved in December to allow awarded projects to receive allocations as soon as possible so construction can commence. This will allow for our state to not only maintain critical construction jobs and ancillary jobs, but to also create new jobs to help stimulate the state's economy.

For ATP, this additional time will allow sponsors to finalize applications to address time lost due to the COVID-19 public health emergency.

Our region looks forward to submitting our project applications for all four programs this summer and fall.

Please let me know if you have any questions.

Thank you,
Sarkes

Sarkes M. Khachek

Director of Programming

Santa Barbara County Association of Governments

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From: [Maura Twomey](#)
To: [California.Transportation.Commission@CATC](#)
Cc: [Weiss, Mitchell@CATC](#); [Cheser, Dawn@CATC](#); [Favila, Teresa@CATC](#); [Waters, Laurie@CATC](#); [Gordon, Christine@CATC](#); [Walter, Hannah@CATC](#); [Remedios, Douglas@CATC](#)
Subject: AMBAG Comments for April 29, 2020 California Transportation Commission Meeting
Date: Tuesday, April 21, 2020 2:22:58 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Chair Van Konynenburg,

The Association of Monterey Bay Area Governments (AMBAG) greatly appreciates all the work of Commission staff during the COVID-19 public health emergency. The Commission staff acted promptly to respond to the emergency and address the impacts to transportation projects and the regions. Specifically, Commission staff did an excellent job with outreach conducted during the recent Competitive Program Schedule Revisions Workshop on April 8, 2020.

AMBAG strongly supports the recommended amendments to the schedules for the Active Transportation Program (ATP), Local Partnership Program (LPP), Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP) as proposed in the April 29, 2020 Commission Meeting book items. We also greatly appreciate maintaining adoption of LPP, SCCP and TCEP together in December 2020.

For LPP, SCCP and TCEP, we agree that these programs should be approved in December to allow awarded projects to receive allocations as soon as possible so construction can commence. The December adoption schedule enables our state to not only maintain critical construction and ancillary jobs, but to also provides much needed stimulus to the state's economy, creating and sustaining jobs across all sectors during this uncertain time.

For ATP, this additional time will allow sponsors to finalize applications to address time lost due to the COVID-19 public health emergency, while still moving projects forward in a timely manner.

Our region looks forward to submitting our project applications for all four programs this summer and fall.

If you have any questions, please do not hesitate to contact me.

Sincerely,
Maura Twomey

Maura F. Twomey
Executive Director
Association of Monterey Bay Area Governments
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Eugene D. Seroka

Executive Director

April 16, 2020

Mr. David Kim, Secretary
California State Transportation Authority
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Subject: Coronavirus Impact on Schedules

Dear Secretary Kim:

Thank you for your recent outreach to the port industry. I am grateful to you and your staff for your engagement and support for our industry during this public health crisis. Your support and partnership in industry efforts to ensure the supply chain workforce is recognized as "essential" is greatly appreciated.

I can report that throughout the local and state declarations of emergency caused the COVID-19 pandemic, the Port of Los Angeles has remained open for business. We have taken significant measures to comply with physical distancing requirement and protect our employees. However, the Port of Los Angeles recognizes that our operation is critical to keeping necessities like medical supplies and groceries flowing to all Americans. To this end, we are working with medical equipment providers to expedite shipments, and we have established a new campaign, Logistics Victory Los Angeles, to speed critically needed personal protective equipment into the hands of medical service providers and essential workers.

The combination of modified personnel deployment and a strong focus on supporting the COVID response effort has impacted staff capacity. With this in mind, I request that the California State Transportation Agency work with the Port and with the entities you oversee to extend grant application and reporting deadlines. This request includes but is not limited to the California Transportation Commission's Trade Corridor Enhancement Program application deadline of July 15, 2020.

Thank you for your consideration and please feel free to contact me to discuss further.

Sincerely,

EUGENE D. SEROKA
Executive Director

EDS:djl:jc:smr



CONTRA COSTA
transportation
authority

April 10, 2020

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Paul Van Konynenberg, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Subject: COVID-19 Impacts on Senate Bill 1 funding

Dear Chair Van Konynenberg:

The State of California is facing an unprecedented health crisis that affects our families, businesses, our communities and our way of life. On behalf of the Contra Costa Transportation Authority (CCTA), I want to thank the California Transportation Commission's (CTC) efforts during this crisis to provide critical funding for high priority projects to meet California's multi-modal needs. We are encouraged by CTC's recent action to dedicate \$2.6 Billion to the State Transportation Improvement Programs to fund existing and new projects aimed to improve mobility safety and the environment.

As your partner in this mission, it is essential that CTC is fully apprised of the COVID-19 crisis' impacts on CCTA, which the Contra Costa County Health Department considers an essential service for the residents of our County. As an essential service, CCTA must be considered as the COVID-19 economic scenario threatens projects already underway as well as vital mobility programs. We are responsible for important infrastructure construction aimed to meet the region's mobility, climate, and social equity goals. Currently, CCTA is in the midst of constructing critical infrastructure improvements on Interstate Highways that run through the county such as the Interstate 680/Highway 4 Interchange Improvement project and the Southbound 680 Express Lanes project. As a leader in implementing infrastructure projects in the County, we are a key driver in sustaining and creating good-paying construction jobs in the region. CCTA is also responsible for funding vital and specialized transportation services for seniors and the disabled.

The actions to flatten the COVID-19 curve in California are having a significant impact on our ability to meet our commitment to our residents. CCTA's main revenue comes from sales tax and often supplements federally funded programs for our local transit providers. During the great recession of 2008, CCTA experienced nearly a 20 percent drop in sales tax revenues. A similar reduction due to COVID-19 will result in significant funding reductions to critical services such as: transit operations – including ferry, bus, and rail services; our safe transportation for children program; services that enable seniors to get to medical appointments and essential errands; and programs that support disabled members of our community that rely on specialized transportation services; as well as delays in launching new capital projects all aimed to ease traffic and improve mobility as our Bay Area workforce returns to normal.

In this circumstance, we suspect we will be unable to rely on State resources to supplement or replace our lost revenue given that many of the dollars dedicated to transportation such as Senate Bill 1 (SB1)



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are derived from taxes on fuels. With the current Statewide Shelter in Place Order, fuel consumption has dramatically been reduced.

To compound the issue, a significant loss of sales tax revenue could have an adverse effect on CCTA's credit rating, which is relevant since we bond against future revenue to deliver infrastructure projects today. This has been a successful mechanism for us in the past, but a lower credit rating could affect our ability to refinance our existing bonds to more favorable terms as interest rates decline.

On March 25, 2020, CTC directed its staff to evaluate revising dates for SB1 application due dates. We support an extension of application deadlines. Given the unprecedented COVID-19 impact on the economy, CCTA asks that the CTC also consider suspending 'use it or lose it' deadlines for funding, while temporarily suspending SB1 match requirements. Such an action would enable CCTA to apply for key programs that require significant matches such as the Trade Corridor Enhancement Program (30% match required) to improve the Interstate 80/San Pablo Dam Road Interchange on this key freight artery and the Local Partnership Program (100% match required) – State programs that will help CCTA create jobs, improve connectivity and protect the environment.

CCTA has implemented measures to be proactive in how we respond to our new reality in order to keep our promise to our voters and ensure we have the financial resources to maintain our commitments to on-going capital transportation projects. These measures include suspending fund allocations to start new transportation projects, reducing allocations to certain programs, and looking for opportunities to reduce interest costs on issued bonds. CCTA also has several projects that have been environmentally cleared and could start construction in the next two years should state and federal stimulus funds become available in the near future.

CCTA is committed to continuing our contributions that keep the State of California a leader in mobility, environmental and quality-of-life initiatives. We are looking to the CTC for assistance in ensuring that we can continue to provide essential transportation services for our most vulnerable citizens who rely on CCTA to visit their doctors, shop for groceries and go to work. We need CTC to adopt proposals, revise policies and make programs available to help us keep Contra Costa moving to support our local economy.

Sincerely,



Julie K. Pierce
Chair



Randell H. Iwasaki
Executive Director

cc:

Mitch Weiss, Executive Director, California Transportation Commission
David Kim, Secretary, California State Transportation Agency