

# Memorandum

Tab 15

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 24-25, 2021

From: MITCH WEISS, Executive Director

Reference Number: 4.3, Action

Prepared By: Paul Golaszewski  
Deputy Director

Published Date: March 19, 2021

Subject: Federal COVID-19 Relief Funds

## **Recommendation:**

Staff recommends the Commission adopt Resolution G-21-39 (Attachment A), which specifies using California's \$911.8 million apportionment from the federal Coronavirus Response and Relief Supplemental Appropriations Act for "highway infrastructure programs" as follows:

State Programs (60 Percent): \$547.1 Million

- \$486.3 million: State Highway Operation and Protection Program (SHOPP)
- \$60.8 million: Interregional Improvement Program \*

Regional Programs (40 Percent): \$364.7 Million

- \$182.4 million: Regional Improvement Program \*
- \$182.4 million: Surface Transportation Block Grant Program

This recommendation was developed through extensive stakeholder consultation provided at three workshops and achieves the following objectives:

- It recognizes that federal funds are needed to make up funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic.
- It balances funding needs for the state and regions based on the "60/40" federal funding split historically used by California.
- For regions, it balances geographic equity concerns with the stated need by some agencies to be able to use funds for operations and other non-capital expenses.

\* The Interregional Improvement Program and Regional Improvement Program comprise 25 percent and 75 percent, respectively, of the State Transportation Improvement Program (STIP). Thus, a total of \$243.2 million will be distributed through the STIP.

**Issue:**

To develop a plan for the programmatic use of funds received from the federal Coronavirus Response and Relief Supplemental Appropriations Act, Commission staff convened three virtual workshops open to stakeholders and the public on February 9, February 26, and March 9. The initial workshop was attended by over 200 participants, while the subsequent workshops were each attended by about 130 participants. In addition, Commission staff discussed the Act with stakeholders at the Rural Counties Task Force meeting on January 15 and at the Regional Transportation Planning Agencies meeting on January 26. Commission staff also made themselves available via phone and email.

**State-Regional Split**

At the workshops, Commission staff proposed to split the \$911.8 million as follows: 60 percent for state programs and 40 percent for regional programs. This is the same split used by California for programmatic funding received under recent federal surface transportation legislation, including the Fixing America's Surface Transportation Act. It also approximates the split of state gasoline excise tax revenues between the state and local jurisdictions. This proposed "60/40" split garnered broad consensus.

**Programmatic Funding**

The next question addressed at the workshops was what specific state and regional programs to fund. Consistent with a legislative recommendation included in the Commission's 2020 Annual Report to the Legislature, Commission staff emphasized the need to use the federal funds to make up funding shortfalls in existing programs that have occurred due to the COVID-19 pandemic, rather than create new programs. This is also consistent with the federal Act, which was passed in response to funding challenges caused by the pandemic.

For the 60 percent for state programs, there was broad consensus to fund the SHOPP, which has experienced a significant loss of funding due to the COVID-19 pandemic and is a critical program for successful implementation of the Road Repair and Accountability Act of 2017. To the extent funds were used for the STIP, the Interregional Improvement Program also would be funded from the 60 percent.

Most discussion at the workshops therefore focused on three main options that emerged for the 40 percent for regional programs:

- Option 1: Regional Improvement Program
- Option 2: Surface Transportation Block Grant Program
- Option 3: Half Option 1 and Half Option 2

Each option result in different funding levels for regional transportation agencies. (Attachment C contains a side-by-side comparison for each agency.) In general, rural areas fare better under the Regional Improvement Program because funding is based on both population and

lane miles. By contrast, the Surface Transportation Block Grant Program is based solely on population; therefore, urban areas tend to fare better.

Another key difference is that the Regional Improvement Program generally is limited to fund capital costs, with the exception that 5 percent may be made available for planning, programming, and monitoring. By contrast, funding provided through the federal Act allows more flexibility for spending on operations and other non-capital costs, and a few agencies stated a need for this flexibility given the impacts of the COVID-19 pandemic.

After considering the different perspectives, Commission staff recommend Option 3. To alleviate concerns from some rural agencies that they would receive almost no funds through the Surface Transportation Block Grant Program, Commission staff recommend setting a minimum of \$200,000 for this program. (Attachment D contains copies of all letters received from stakeholders.)

To implement Option 3, Commission staff have developed Draft 2021 Mid-Cycle STIP Guidelines presented in Tab 16 (Reference 4.8). Commission staff will bring forward these guidelines and guidelines for the Surface Transportation Block Grant Program component at the May 12-13, 2021 Commission meeting.

#### Urbanized Areas

Staff's recommendation for Option 3 also fulfills a requirement in the federal Act that a total of about \$183 million of California's apportionment be used in urbanized areas with a population greater than 200,000. Under the staff recommendation, the required level of funding will be used in each urbanized area and is consistent with Federal Highway Administration guidance.

#### **Background:**

Enacted on December 27, 2020, the federal Coronavirus Response and Relief Supplemental Appropriations Act appropriates \$10 billion for the Federal Highway Administration to apportion to state departments of transportation. On January 15, 2021, the Federal Highway Administration made the apportionments available. Subsequently, on February 24, 2021, it issued additional guidance. California's apportionment is \$911.8 million and is available until September 30, 2024. (Attachment B includes the relevant portion of the Act.)

Under the Act, funds may be used for a broad range of surface transportation purposes listed in Section 113(b) of Title 23 of the U.S. Code and are meant to "prevent, prepare for, and respond to coronavirus." Specifically, the Act allows states to cover revenue losses, which is important given that California's state-generated transportation revenues have declined by about \$1.5 billion due to the pandemic. Additionally, the Act allows funds to be used for preventive and routine maintenance; operations; personnel; salaries; contracts; debt service payments; and availability payments; as well as transfers to public tolling agencies. The federal share of costs may be up to 100 percent.

Under California law, Streets and Highways Code Section 183, the Commission is responsible for allocating federal funds from the State Highway Account to specific projects. This section of state law further provides that federal funds in the State Highway Account are continuously appropriated to, and available for expenditure by, Caltrans for the purposes for which the money was made available. The Commission and Caltrans may also work with the Department of Finance to obtain federal spending authority through the state budget process.

### Transit Agency Funding

Separate from the \$10 billion appropriated to the Federal Highway Administration for apportionment to state departments of transportation, the Coronavirus Response and Relief Supplemental Appropriations Act also appropriated \$14 billion for apportionment by the Federal Transit Administration. On January 11, 2021, the Federal Transit Administration made available these apportionments, which includes about \$2 billion for transit agencies in California. With the exception of the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Transit Program, these funds do not flow through the Commission. Tabs 68 and 69 (References 4.18 and 4.19) in this meeting book pertain to the Section 5310 funding.

It is also important to note that the transit funding in the Coronavirus Response and Relief Supplemental Appropriations Act is supplemented by an additional \$3.7 billion that California transit agencies received from the federal Coronavirus Aid, Relief and Economic Security Act, which was signed into law on March 27, 2020. Additionally, on March 11, 2021, the federal American Rescue Plan Act of 2021 was signed into law. This legislation provides another \$30.5 billion nationally for transit. The Federal Transit Administration is expected to soon issue the corresponding apportionment notice, which will specify the funding levels for California transit agencies.

### Attachments:

- Attachment A: Resolution G-21-39
- Attachment B: Coronavirus Response and Relief Supplemental Appropriation Act
- Attachment C: Comparison of Three Options for Regional Programs
- Attachment D: Letters from Stakeholders

**CALIFORNIA TRANSPORTATION COMMISSION**

**Adoption of Program Funding from the Coronavirus Response and Relief  
Supplemental Appropriation Act of 2021**

**RESOLUTION G-21-39**

- 1.1 WHEREAS, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriation Act of 2021 (H.R. 133), was signed into law and appropriated \$10 billion to the Federal Highway Administration to apportion to state departments of transportation for “Highway Infrastructure Programs”; and
- 1.2 WHEREAS, on January 15, 2021, the Federal Highway Administration issued a notice of apportionment, thereby making funds available to state departments of transportation, including \$911,823,218 for the California Department of Transportation (Caltrans); and
- 1.3 WHEREAS, the Act authorizes funds to be used for a broad range of surface transportation purposes listed in Section 113(b) of Title 23 of the U.S. Code to “prevent, prepare for, and respond to coronavirus”; and
- 1.4 WHEREAS, the Act specifically allows for funds to be used to states to cover revenue losses; and
- 1.5 WHEREAS, the Governor’s Budget for 2021-22, released on January 10, 2021, identifies a \$1.5 billion loss in state transportation revenues due to the coronavirus pandemic; and
- 1.6 WHEREAS, the Act also allows funds to be used for preventive and routine maintenance; operations; personnel; salaries; contracts; debt service payments; and availability payments; as well as transfers to public tolling agencies; and
- 1.7 WHEREAS, the Act allows for the federal share of costs to be up to 100 percent and for funds to remain available until September 30, 2024; and
- 1.8 WHEREAS, the Act requires that specified amounts be used in each urbanized area of the state with population greater than 200,000, altogether totaling \$182,972,971; and

- 1.9 WHEREAS, California Streets and Highways Code Section 183 assigns the Commission responsibility for allocating federal funds from the State Highway Account to specific projects; and
- 1.10 WHEREAS, California Streets and Highways Code Section 183 continuously appropriates federal funds in the State Highway Account to, and makes available for expenditure by, Caltrans for the purposes for which the money was made available; and
- 1.11 WHEREAS, the Commission and Caltrans also may work with the Department of Finance to obtain spending authority through the state budget process; and
- 1.12 WHEREAS, Commission staff held three virtual workshops on February 9, February 26, and March 9, to develop a plan for the programmatic use of funds received from the Act, as well as engaged in other meetings and discussions; and
- 1.13 WHEREAS, the Commission's 2020 Annual Report to the Legislature included a recommendation that federal funds be provided to make up shortfalls in existing state transportation programs due to the COVID-19 pandemic; and
- 1.14 WHEREAS, California historically has split federal programmatic funds provided under federal surface transportation authorization legislation, including the Fixing America's Surface Transportation, as follows: 60 percent for state programs and 40 percent for regional programs; and
- 1.15 WHEREAS, the State Highway Operation and Protection Program has experienced a significant loss of funding due to the COVID-19 pandemic and is a critical program for successful implementation of the Road Repair and Accountability Act of 2017; and
- 1.16 WHEREAS, the State Transportation Improvement Program, which includes the Regional Transportation Improvement Program, provides a more geographically equitable distribution of funds to regions, while the Surface Transportation Block Grant Program allows more flexibility for regions to spend funds on operations; and
- 1.17 WHEREAS, pursuant to California Streets and Highways Code 164, the State Transportation Improvement Program consists of an Interregional Transportation

Improvement Program and Regional Transportation Improvement Programs, with funds split 25 percent and 75 percent, respectively, between them.

- 1.18 NOW THEREFORE BE IT RESOLVED, the Commission adopts program funding of \$486,305,716 for the State Highway Operation and Protection Program and \$60,788,215 for the Interregional Transportation Improvement Program, together equaling 60 percent of the \$911,823,218 apportioned to California under the Act; and
- 1.19 BE IT FURTHER RESOLVED, the Commission adopts program funding of \$182,364,599 for the Regional Transportation Improvement Programs and \$182,364,644 for the Surface Transportation Block Grant Program, together equaling 40 percent of the \$911,823,218 apportioned to California under the Act, and which also satisfies the Act's requirement that specified amounts, altogether totaling \$182,972,971, be used in each urbanized area of the state with a population greater than 200,000; and
- 1.20 BE IT FURTHER RESOLVED, the Commission will adopt guidelines for the State Transportation Improvement Program and the Surface Transportation Block Grant Program to allow for the allocation of funds to specific projects.

FEDERAL HIGHWAY ADMINISTRATION

HIGHWAY INFRASTRUCTURE PROGRAMS

For an additional amount for "Highway Infrastructure Programs", \$10,000,000,000, to remain available until September 30, 2024, to prevent, prepare for, and respond to coronavirus: *Provided*, That the funds made available under this heading in this Act shall be derived from the general fund of the Treasury, shall be in addition to any funds provided for fiscal year 2021 in this or any other Act for "Federal-aid Highways" under chapters 1



or 2 of title 23, United States Code, and shall not affect the distribution or amount of funds provided in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2021, or any other Act: *Provided further*, That section 1101(b) of Public Law 114–94 shall apply to funds made available under this heading in this Act: *Provided further*, That notwithstanding chapter 1 or chapter 2 of title 23, United States Code, or any other provision of law, in addition to other eligible uses described under this heading in this Act, a State, territory, Puerto Rico, or Indian Tribe may use funds made available under this heading in this Act for costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses: *Provided further*, That a State, territory, Puerto Rico, or Indian Tribe may transfer funds made available under this heading in this Act to State, multi-state, international, or local public tolling agencies that own or operate a tolled facility that is a public road, bridge, or tunnel, or a ferry system that provides a public transportation benefit, and that was in operation within their State in fiscal year 2020: *Provided further*, That funds transferred pursuant to the preceding proviso may be used for costs related to operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses of a tolled facility or ferry system, and that, notwithstanding the previous receipt of Federal funds for such tolled facility or ferry system, for funds made available under this heading in this Act, the limitations on the use of revenues in subsections (a)(3) and (c)(4) of section 129 of title 23, United States Code, shall not apply with respect to the tolled facilities or ferry systems for which funding is transferred pursuant to the preceding proviso: *Provided further*, That of the funds made available under this heading in this Act, \$9,840,057,332 shall be available for activities eligible under section 133(b) of title 23, United States Code, \$114,568,862 shall be available for activities eligible under the Tribal Transportation Program, as described in section 202 of such title, \$35,845,307 shall be available for activities eligible under the Puerto Rico Highway Program, as described in section 165(b)(2)(C)(iii) of such title; and \$9,528,499 shall be available for activities eligible under the Territorial Highway Program, as described in section 165(c)(6) of such title: *Provided further*, That for the purposes of funds made available under this heading in this Act the term “State” means any of the 50 States or the District of Columbia: *Provided further*, That, except as otherwise provided under this heading in this Act, the funds made available under this heading in this Act shall be administered as if apportioned under chapter 1 of title 23, United States Code, except that the funds made available under this heading in this Act for activities eligible under the Tribal Transportation Program shall be administered as if allocated under chapter 2 of title 23, United States Code: *Provided further*, That the funds made available under this heading in this Act for activities eligible under section 133(b) of title 23, United States Code, shall be apportioned to the States in the same ratio as the obligation limitation for fiscal year 2021 is distributed among the States in accordance with the formula

specified in section 120(a)(5) of the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2021 and shall be apportioned not later than 30 days after the date of enactment of this Act: *Provided further*, That funds apportioned to a State under this heading in this Act shall be suballocated within the State to each area described in subsection 133(d)(1)(A)(i) of title 23, United States Code, in the same ratio that funds suballocated to that area for fiscal year 2021 bears to the combined amount of funds apportioned to the State under section 104(b)(2) of such title for fiscal years 2020 and 2021: *Provided further*, That of funds made available under this heading in this Act for activities eligible under section 133(b) of title 23, United States Code, any such activity shall be subject to the requirements of section 133(i) of title 23, United States Code: *Provided further*, That, except as provided in the following proviso, the funds made available under this heading in this Act for activities eligible under the Puerto Rico Highway Program and activities eligible under the Territorial Highway Program shall be administered as if allocated under sections 165(b) and 165(c), respectively, of title 23, United States Code: *Provided further*, That the funds made available under this heading in this Act for activities eligible under the Puerto Rico Highway Program shall not be subject to the requirements of sections 165(b)(2)(A) or 165(b)(2)(B) of title 23, United States Code: *Provided further*, That for amounts made available under this heading in this Act, the Federal share of the costs shall be, at the option of the State, territory, Puerto Rico, or Indian Tribe, up to 100 percent: *Provided further*, That funds made available for preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses under this heading in this Act are not required to be included in a metropolitan transportation plan, a long-range statewide transportation plan, a transportation improvement program or a statewide transportation improvement program under sections 134 or 135 of title 23, United States Code, or chapter 53 of title 49, United States Code, as applicable: *Provided further*, That unless otherwise specified, applicable requirements under title 23, United States Code, shall apply to funds made available under this heading in this Act: *Provided further*, That, subject to the following proviso, the funds made available under this heading in this Act for activities eligible under the Tribal Transportation Program, as described in section 202 of title 23, United States Code, may not be set-aside for administrative expenses as described in section 202(a)(6) of such title: *Provided further*, That the Administrator of the Federal Highway Administration may retain up to \$10,000,000 of the total funds made available under this heading in this Act, to fund the oversight by the Administrator of activities carried out with funds made available under this heading in this Act: *Provided further*, That the set-asides described in subparagraph (C) of section 202(b)(3) of title 23, United States Code, and subsections (a)(6), (c), (d), and (e) of section 202 of such title shall not apply to funds made available under this heading in this Act for activities eligible under the Tribal Transportation Program: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section

H. R. 133—763

251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985.

	<u>Option 1</u>	<u>Option 2</u>	<u>Option 3</u>
	Regional Improvement Program	Surface Transportation Block Grant Program	Half and Half
<b>MTC Region</b>	\$ 62,715,870	\$ 69,868,412	\$ 65,477,494
Alameda	\$ 13,243,637		
Contra Costa	\$ 8,637,345		
Marin	\$ 2,361,901		
Napa	\$ 1,555,305		
San Francisco	\$ 6,725,780		
San Mateo	\$ 6,520,371		
Santa Clara	\$ 14,946,398		
Solano	\$ 3,914,717		
Sonoma	\$ 4,810,416		
<b>SACOG Region</b>	\$ 22,105,366	\$ 23,614,279	\$ 22,600,652
Sacramento	\$ 11,950,569	\$ 13,882,132	\$ 12,848,572
Placer TPA	\$ 3,264,367	\$ 3,297,373	\$ 3,264,771
El Dorado LTC	\$ 1,748,168	\$ 1,459,391	\$ 1,603,779
Sutter	\$ 1,102,746	\$ 914,303	\$ 1,008,525
Yolo	\$ 2,310,770	\$ 1,945,114	\$ 2,127,942
Yuba	\$ 846,278	\$ 696,365	\$ 771,322
Tahoe RPA	\$ 882,468	\$ 1,419,601	\$ 975,741
<b>SCAG Region</b>	\$ 156,795,856	\$ 176,578,210	\$ 165,930,383
Los Angeles	\$ 76,377,369	\$ 96,117,138	\$ 85,777,965
San Bernardino	\$ 23,897,717	\$ 19,921,057	\$ 21,909,386
Riverside	\$ 20,549,117	\$ 21,361,802	\$ 20,851,162
Orange	\$ 23,540,220	\$ 29,470,583	\$ 26,361,512
Ventura	\$ 7,931,135	\$ 8,023,266	\$ 7,938,027
Imperial	\$ 4,500,298	\$ 1,684,364	\$ 3,092,331
<b>AMBAG Region</b>	\$ 7,906,348	\$ 7,071,339	\$ 7,488,844
Monterey	\$ 4,495,838	\$ 4,005,701	\$ 4,250,769
Santa Cruz	\$ 2,582,390	\$ 2,532,239	\$ 2,557,315
San Benito	\$ 828,120	\$ 533,399	\$ 680,760
<b>Other</b>	\$ 116,489,601	\$ 87,596,961	\$ 103,231,870
Alpine	\$ 375,710	\$ 11,340	\$ 387,855
Amador	\$ 852,821	\$ 367,615	\$ 626,410
Butte	\$ 2,524,503	\$ 2,123,212	\$ 2,323,858
Calaveras	\$ 1,019,533	\$ 439,872	\$ 729,702
Colusa	\$ 674,992	\$ 206,714	\$ 537,496
Del Norte	\$ 630,126	\$ 276,114	\$ 515,063
Fresno	\$ 9,520,626	\$ 9,070,986	\$ 9,295,806
Glenn	\$ 706,898	\$ 271,404	\$ 553,449
Humboldt	\$ 2,542,085	\$ 1,299,242	\$ 1,920,664
Inyo	\$ 3,514,121	\$ 178,987	\$ 1,957,061
Kern	\$ 12,827,182	\$ 8,176,287	\$ 10,501,734
Kings	\$ 1,881,838	\$ 1,476,424	\$ 1,679,131
Lake	\$ 1,103,552	\$ 624,080	\$ 863,816
Lassen	\$ 1,615,710	\$ 336,770	\$ 1,007,855
Madera	\$ 1,750,959	\$ 1,455,993	\$ 1,603,476
Mariposa	\$ 660,667	\$ 176,140	\$ 530,334
Mendocino	\$ 2,396,263	\$ 847,750	\$ 1,622,007
Merced	\$ 3,123,797	\$ 2,468,649	\$ 2,796,223
Modoc	\$ 862,313	\$ 93,479	\$ 631,156
Mono	\$ 2,610,742	\$ 137,063	\$ 1,505,371
Nevada	\$ 1,337,282	\$ 953,168	\$ 1,145,225
Plumas	\$ 963,412	\$ 193,087	\$ 681,706
San Diego	\$ 27,025,457	\$ 30,286,057	\$ 28,507,886

	<u>Option 1</u>	<u>Option 2</u>	<u>Option 3</u>
	<b>Regional Improvement Program</b>	<b>Surface Transportation Block Grant Program</b>	<b>Half and Half</b>
San Joaquin	\$ 6,488,901	\$ 6,665,518	\$ 6,544,666
San Luis Obispo	\$ 4,764,727	\$ 2,602,257	\$ 3,683,493
Santa Barbara	\$ 5,356,131	\$ 4,090,996	\$ 4,723,564
Shasta	\$ 2,760,092	\$ 1,710,373	\$ 2,235,232
Sierra	\$ 457,677	\$ 31,269	\$ 428,838
Siskiyou	\$ 1,897,672	\$ 433,328	\$ 1,165,500
Stanislaus	\$ 4,796,028	\$ 5,014,891	\$ 4,880,975
Tehama	\$ 1,406,079	\$ 612,479	\$ 1,009,279
Trinity	\$ 997,593	\$ 133,048	\$ 698,797
Tulare	\$ 5,943,355	\$ 4,298,043	\$ 5,120,700
Tuolumne	\$ 1,100,757	\$ 534,326	\$ 817,542
<b>Total</b>	<b>\$ 366,013,041</b>	<b>\$ 364,729,201</b>	<b>\$ 364,729,243</b>

Notes:

1. Total for Option 1 is \$1,283,798 higher than Option 2 in order to meet the requirement in the federal Coronavirus Response and Relief Supplemental Appropriations Act for a certain amount of funds to be used in each urbanized area with population greater than 200,000. Differences in totals among the options are also due to rounding and apportionment for Reno, NV urbanized area.



**LASSEN COUNTY TRANSPORTATION COMMISSION**  
REGIONAL TRANSPORTATION PLANING AGENCY

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SACRAMENTO, CA 95814

P.O. BOX 1028  
SUSANVILLE, CA 96130

PH: (530) 919-9739

John L. Clerici, Executive Secretary

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March 13, 2021

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N. Street, MS 52  
Sacramento, CA 95814

**RE: Coronavirus Response and Relief Supplemental Appropriations Act of 2021  
Highway Infrastructure Programs Funding Distribution**

Dear Executive Director Weiss:

I am writing on behalf of the Lassen County Transportation Commission (LCTC) regarding the distribution of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). First, I would like to commend CTC staff for their tireless and ongoing coordination to reach an equitable and effective methodology for the distribution and administration of transportation funding made available through the CRRSAA. The outreach from CTC staff extended across all of California's regions including those small rural counties who are often overlooked due to their distant locales and small populations. The LCTC appreciates the effort, and we look forward to continuing this level of engagement and coordination in the future.

The LCTC fully supports the proposed 60% to State and 40% to regional agencies split of the \$911 million in funding as this represents a long-standing and critical commitment to supporting the maintenance and operation of the state transportation system which all users of the system rely upon. Of the four scenarios discussed for the remaining \$365 million, the LCTC fully supports 100% STIP Distribution to the regional agencies.

The use of the 100% STIP distribution is really the only method that makes any sense to a rural county like Lassen. Rural counties frequently are left to fight for funds in a state dominated by large urban areas despite the fact that we frequently have large infrastructure systems to maintain, and precious little money to maintain it with.

This approach will provide LCTC with a balance of unanticipated funding worthy of making real improvements in our region and ensuring geographic equity of the covid response windfall across the state. Should the CTC choose another approach, LCTC requests that at a minimum flexibility be given to small rural agencies such as ours to best provide opportunities to utilize the funds in a manner which can truly stimulate our social and economic recovery from the COVID-19 pandemic.

Regards,

A handwritten signature in blue ink, appearing to read "John L. Clerici".

John L. Clerici  
Executive Secretary

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CALAVERAS  
COUNCIL of  
GOVERNMENTS

March 12, 2021

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N. Street, MS 52  
Sacramento, CA 95814

**RE: Coronavirus Response and Relief Supplemental Appropriations Act of 2021  
Highway Infrastructure Programs Funding Distribution (HR 133)**

Dear Executive Director Weiss:

I am writing on behalf of the Calaveras Council of Governments, to commend CTC staff for their tireless and ongoing coordination to reach an equitable and effective methodology for the distribution and administration of transportation funding made available through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The outreach from CTC staff reached across all of California's regions including those small rural counties who are often overlooked due to their distant locales and small populations. This effort is very much appreciated by Calaveras Council of Governments and we look forward to continuing this level of engagement and coordination on future transportation funding and policy issues.

As a small and rural agency, we strongly support the simplified approach of utilizing one established formula for distribution and programming of funding available through HR 133. More than one program will further dilute the funding, increase the administrative burden particularly for small agencies, and create additional layers for funding that is meant to be distributed and spent by local agencies quickly. Of the scenarios presented by CTC staff for the Regional share of the \$911 million, including those proposed by other agencies, Calaveras Council of Governments fully supports utilizing the established STIP formula. The STIP formula acknowledges the need to consider factors other than population by considering both population and road miles. Even in the STIP formula, population is weighted three times higher than mileage. The STIP also includes the long-established north/south split, providing equity across the State, and includes PPM providing for greater flexibility in programming.

Distribution using the STBGP formula does not allow funds to flow through the STBGP program which typically provides programming flexibility many agencies are seeking. In turn, particularly in the Hybrid Split scenario of 50% through STIP and 50% through STBGP, it is a means to influence the amount of funding to each region and creates additional unintended consequences for small rural agencies. Distribution of funds through the long-established STIP methodology provides the most equitable and effective means of investing in our infrastructure needs while responding to the impacts of a pandemic and putting the funding to work as quickly as possible. Should the CTC choose another approach, Calaveras Council of Governments requests that at a minimum flexibility be given to small rural agencies, such as an exchange for state funds, to allow us to utilize the small amount of funds to our region in a manner which can truly stimulate our social and economic recovery from the COVID-19 pandemic.

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MODOC COUNTY  
TRANSPORTATION COMMISSION

108 S. Main Street  
Alturas, CA 96101  
(530) 233-6410 Phone

Meets First Tuesday of  
Even Numbered Months  
at 1:30 p.m.

Commissioners

John Dederick  
Chairman  
City Representative

Kathie Rhoads  
Vice Chair  
County Supervisor III

Bobby Ray  
Commissioner  
City Representative

Elizabeth Cavasso  
Commissioner  
County Supervisor IV

Cheryl Nelson  
Commissioner  
City Councilmember

Mark Moriarity  
Commissioner  
County at Large Member

Ned Coe  
Alternate Commissioner  
County Supervisor I

Loni Lewis  
Alternate Commissioner  
City Councilmember

Staff

Debbie Pedersen  
Executive Director

Niki Lemke  
Chief Fiscal Officer

Michelle Cox  
Administrative Assistant

March 11, 2021

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N. Street, MS 52  
Sacramento, CA 95814

**RE: Coronavirus Response and Relief Supplemental Appropriations Act of 2021  
Highway Infrastructure Programs Funding Distribution**

Dear Executive Director Weiss:

I am writing on behalf of the Modoc County Transportation Commission (MCTC), to commend CTC staff for their tireless and ongoing coordination to reach an equitable and effective methodology for the distribution and administration of transportation funding made available through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The outreach from CTC staff reached across all of California's regions including those small rural counties who are often overlooked due to their distant locales and small populations. This effort is very much appreciated by MCTC; we look forward to continuing this level of engagement and coordination on future transportation funding and policy issues.

MCTC fully supports the proposed 60% to State and 40% to regional agencies split of the \$911 million in funding as this represents a long-standing and critical commitment to supporting the maintenance and operation of the state transportation system which all users of the system rely upon. Of the three scenarios discussed for the remaining \$365 million, MCTC supports 100% STIP distribution.

Distribution of funds through this methodology provides the most equitable and effective means of investing in our infrastructure needs while responding to the impacts of a pandemic and putting the funding to work as quickly as possible. This approach will provide MCTC with a balance of unanticipated funding worthy of making real improvements in our communities and ensuring geographic equity of the covid response windfall across the state. Should the CTC choose another approach, MCTC requests that at a minimum flexibility be given to small rural agencies such as ours to best provide opportunities to utilize the funds in a manner which can truly stimulate our social and economic recovery from the COVID-19 pandemic.

MCTC is grateful to the CTC staff who have worked hand in hand with us to identify these equitable approaches to investing these much-needed stimulus funds. We are committed to invest these funds as quickly and efficiently as possible and help California recover from the many social and economic impacts of COVID-19.

Regards,

Debbie Pedersen  
Executive Director





# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
www.lakeapc.org

525 S Main Street, Ukiah, CA 95482  
Administration: Suite G ~ 707-234-3314  
Planning: Suite B ~ 707-263-7799

March 9, 2021

Mitchell Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS - 52  
Sacramento, CA 95814

RE: HR 133

Dear Mr. Weiss,

On behalf of the Lake Area Planning Council, I would like to thank staff of the California Transportation Commission for the opportunity to respond to the proposed distribution methodology of the Highway Infrastructure Program Funding for the Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act of 2021.

As a rural county, Lake County strongly supports the STIP formula distribution method to allocate CRRSA funds, which was approved years ago through a well-vetted process including a significant amount of discussion, consideration, and compromise by regional agencies throughout California. As you are well-aware, the STIP distribution method considers both population and centerline miles, provides a north/south split, and helps to address disparate per capita funding challenges, bringing rural agencies to an equal playing field in situations such as the one before the CTC today.

Additionally, the Lake APC would strongly support a 5% set-aside for the Planning, Program, and Monitoring Program, which would provide additional funds to assist our local agencies fund projects that would otherwise not be possible.

Although some argue the STBGP/STIP hybrid proposal would be equitable, I would argue that it is not. Lake County would stand to lose 21% under that scenario, over the STIP formula distribution. While only a few urban areas of the State would benefit under the hybrid scenario, all rural areas would lose under that scenario, and some could have a reduction of up to 48% less funding. Our rural region with just a few staff would also support a simplified approach of programming funds through just one program.

The Lake Area Planning Council appreciates the hard work and dedication of the CTC staff to quickly distribute the Highway Infrastructure Program funding made available through the CRRSA Act of 2021. Thank you for your consideration.

With gratitude,

Lisa Davey-Bates, Executive Director  
Lake Area Planning Council

Cc: Teresa Favila



MENDOCINO  
COUNCIL OF GOVERNMENTS

525 South Main Street~Ukiah~California~95482  
www.mendocinocog.org

NEPHELE BARRETT, EXECUTIVE DIRECTOR

Administration: Suite B  
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Transportation Planning: Suite G  
(707) 234-3434

March 9, 2021

Mitchell Weiss, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Re: Distribution of HR 133 Funding

Dear Mr. Weiss:

I appreciate the effort by California Transportation Commission staff to develop scenarios for distribution of funding through the Coronavirus Response and Relief Supplemental Appropriation Act of 2021 (HR 133) and provide opportunities to comment.

On behalf of the Mendocino Council of governments, I would like to express my strong support for utilizing the established STIP formula for distribution of funding available through HR 133. Of the scenarios proposed by CTC staff, including those developed based on comments received at workshops, the STIP is the most equitable option. STBGP Scenario 2 and 3 rely too heavily on population. While population is important to consider, it's not the only indicator of needs when it comes to transportation funding. Most smaller regions have a much higher burden per capita for maintenance and improvement of their transportation systems. At the same time, we have fewer funding sources available to us and represent some of the most disadvantaged communities of the state. The STIP formula acknowledges the need to consider factors other than population by considering both population and road miles. Even in the STIP formula, population is weighted three times higher than mileage. The STIP also includes the long-established north/south split, providing equity across the State, and includes PPM providing for greater flexibility in programming.

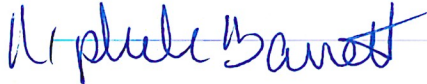
A STIP/STBGP hybrid distribution has been suggested by some as a "compromise," but because STIP considers both mileage and population, it can already be considered a compromise without being further diluted. The STIP/STBGP hybrid results in many losers and just a few winners. The vast majority of counties, both urban and rural, would experience a significant loss compared to a full STIP distribution, as much as 48% of funding. Mendocino County would experience a loss of 32% of funding. These significant losses would result in a relatively small increase for a small number of the large urban regions—13% for LA, 5% for MTC, 2% for SACOG, etc.

In addition to the equitability presented by the STIP formula, we also support the simplified approach of programming through only one funding program. The amount of funding that will

be received by small regions will likely only fund one or two projects. The funds become far less effective when spread across multiple programs with separate guidelines and administrative processes. Allowing the funds to flow all through one program allows us to better deliver projects and more effectively utilize funding.

Thank you again to CTC staff for your efforts in this matter and for your consideration of the STIP formula for distribution of the HR 133 funding.

Sincerely,

A handwritten signature in blue ink that reads "Nephele Barrett". The signature is written in a cursive, flowing style.

Nephele Barrett  
Executive Director

cc: Teresa Favila



METROPOLITAN  
TRANSPORTATION  
COMMISSION



March 9, 2021

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N. Street, MS 52  
Sacramento, CA 95814

**RE: Coronavirus Response and Relief Supplemental Appropriations Act of 2021  
Highway Infrastructure Programs Funding Distribution**

Dear Executive Director Weiss:

On behalf of the undersigned regional transportation agencies, we would like to thank the California Transportation Commission (CTC) for their leadership and collaborative approach in developing a distribution and administration methodology for the \$911 million in Highway Infrastructure Program funding provided to the State under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The purpose of the CRRSAA Highway Infrastructure Program is to address the impacts of the coronavirus (COVID-19) pandemic on highway infrastructure programs including costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees or contractors, debt service payments, availability payments, and coverage for other revenue losses.

Following the strong precedent of state and regional partnership in the distribution of federal highway formula funding over multiple federal transportation authorization bills, the regional transportation agencies support the proposed 60% State and 40% regional distribution proposal for distributing the total \$911 million of CRRSAA Highway Infrastructure Programs funding available to California. Of the resulting \$365 million of regional funds, we support the following distribution:

- \$183 million, as identified in CRRSAA for Large Urbanized Areas (UZA) over 200,000, distributed to all of the State's regional agencies that historically receive Surface Transportation Block Grant (STBG) apportionment regardless of size through the established STBG formula, administered by the California Department of Transportation (Caltrans) Local Assistance in the same manner as STBG funds; and
- \$182 million, or the remaining amount of the 40 percent regional share, distributed by the State Transportation Improvement Program (STIP) formula for the Regional Improvement Program (RIP), administered by the CTC.

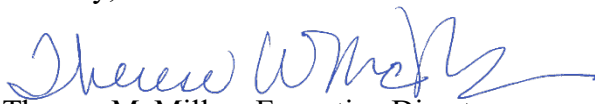
We believe that this approach is the most equitable and efficient way to address the impacts of COVID-19 on both large and small transportation agencies in the State and will ensure that these vital funds can be directed to where they are most needed as quickly as possible. The proposal recognizes the needs of both large and small counties by using a combination of the standard STBG

population formula, which generally benefits larger counties, and the STIP formula, which generally benefits smaller and more rural counties. The above proposal also recognizes the limitations in state law regarding expenditure of STIP funds, including limits on operations, maintenance, and salary backfill. By distributing part of the regional funds through the Caltrans Local Assistance process in the same manner of STBG funds, regions can ensure the CRRSAA funds are spent expeditiously and with the flexibility Congress provided.

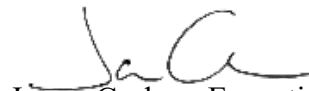
Finally, the above proposal meets the CRRSAA law's intent for at least \$183 million to be suballocated to large UZAs over 200,000 in population, even though a portion of the large UZA amount will be satisfied via the STIP. While the undersigned regions are comfortable with this approach in the interest of reaching consensus on this particular funding distribution proposal, this approach should not set precedent as it is our collective expectation to continue discussing distribution options for any future federal funding.

We sincerely appreciate the ongoing partnership of the CTC to support the relief of regional and local agencies along with the communities they serve that have been critically impacted by COVID-19 over the last year, as well as CTC's flexibility and creative thinking in getting these funds out to agencies as quickly as possible.

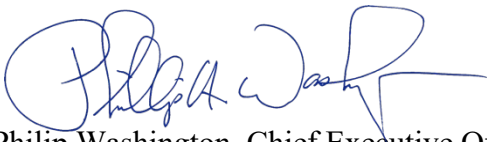
Sincerely,



Therese McMillan, Executive Director  
Metropolitan Transportation Commission  
(MTC)



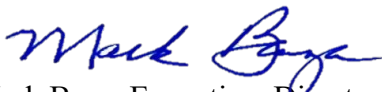
James Corless, Executive Director  
Sacramento Area Council of Governments  
(SACOG)



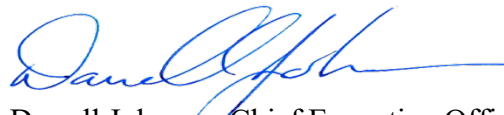
Philip Washington, Chief Executive Officer  
LA Metro



Kome Ajise, Executive Director  
Southern California Association of  
Governments (SCAG)



Mark Baza, Executive Director  
Imperial County Transportation Commission  
(ICTC)



Darrell Johnson, Chief Executive Officer  
Orange County Transportation Agency  
(OCTA)



Ann Mayer, Executive Director  
Riverside County Transportation Commission  
(RCTC)



Diane Nguyen, Executive Director  
San Joaquin Council of Governments  
(SJCOG)



Guy Preston, Executive Director  
Santa Cruz County Regional Transportation  
Commission (SCCRTC)



Darren Kettle, Executive Director  
Ventura County Transportation Commission  
(VCTC)

cc: Ms. Tanisha Taylor, Chief Deputy Director, CTC

Ms. Teresa Favila, Deputy Director of Traditional Programming, CTC





February 25, 2021

The Honorable David Kim  
 Secretary, California State Transportation Agency  
 915 Capitol Mall, Suite 350B  
 Sacramento, CA 95814

**Re: Allocating California’s Share of Transportation Funding from the Coronavirus Response and Relief Supplemental Appropriations Act**

Dear Secretary Kim,

The undersigned businesses and organizations, representing the transportation industry and workforce that builds, repairs, and maintains California’s statewide transportation system, write to weigh-in on the allocation of California’s share of transportation funding from the Coronavirus Response and Relief Supplementation Appropriations Act (CRRSAA), which was signed into law on December 27, 2020.

Shortly after Governor Newsom issued the first stay-at-home order in March 2020, the state, regions, cities, and counties saw significant reductions in fuel excise tax and local sales tax measure revenues used to support multimodal transportation infrastructure projects in California. The Department of Finance has projected a \$1.8 billion loss in gasoline excise tax revenue alone from the start of the pandemic through FY 2024-25. Considering the \$10 billion for transportation infrastructure provided for in CRRSAA, the American Association of State Highway Officials recently identified that state departments of transportation will need another \$18 billion through 2024 to fill the funding hole created by the pandemic. This loss of revenue has a direct impact on the ability of state and local transportation agencies to put multimodal transportation infrastructure projects out to bid, create jobs for essential workers, and stimulate the economy for the betterment of all Californians.

Our overarching interest in how California invests its CRRSAA funding is three-fold:

- **Move Quick, Create Jobs, and Spur Economic Recovery.** California must make swift use of the federal relief funding to create living-wage jobs, stimulate economic activity, and spur our recovery. While the federal bill provides for very flexible and broad uses of the revenue, the highest priority for the funding must be the creation of jobs through transportation infrastructure projects.
- **Equitable Distribution – Support State, Regional, and Local Programs.** The state, regional transportation agencies, cities, and counties have all experienced revenue losses stemming from the pandemic; therefore, all impacted parties should share in the benefit of the federal relief funding. We support investment of the state share into state programs that can guarantee quick use of funding, a regional share that is equitably allocated and gets projects out quickly; and local funding invested into already federalized programs (Highway Bridge Program, Highway Safety Improvement Program, Active Transportation Program) that have existing projects in the pipeline awaiting funding.
- **Support State Transportation Goals – Focus on Multimodal Safety and Efficiency.** The federal relief funding should be invested in projects and programs that help the state meet its surface transportation goals, including improving the safety and efficiency of the multimodal transportation system.

Thank you for the opportunity to provide input into the state's investment of its CRRSAA funds to maximize jobs, stimulate economic recovery, and improve the state's multimodal transportation system. If you have any questions about our position on this matter, please contact Kiana Valentine, Executive Director, Transportation California at (916) 266-3892 or [kiana@politicogroup.com](mailto:kiana@politicogroup.com).



Sincerely,

/s/

Kiana Valentine  
Transportation California

John Hakel  
Rebuild SoCal Partnership

Bob Alvarado  
Northern California Carpenters Regional  
Council

Tim Cremins  
International Union of Operating Engineers

Joe Cruz  
California State Council of Laborers

Michael Quigley  
California Alliance for Jobs

Jon P. Preciado  
Southern California District Council of  
Laborers

Bradley Kimball  
Southern California Contractors Association

Emily Cohen  
United Contractors

Chad Wright  
Laborers-Employers Cooperation and  
Education Trust

Russell Snyder  
California Asphalt Pavement Association

Brad Diede  
American Council of Engineering Companies,  
California

Peter Tateishi  
Associated General Contractors of California

Robert Dugan  
California Construction and Industrial  
Materials Association

Ray Baca  
Engineering Contractors' Association

Eddie Sprecco  
Associated General Contractors, San Diego  
Chapter

Rich Gates  
DeSilva Construction

Steve Clark  
Granite Construction

Bob Sears  
Vulcan Materials

cc: Toks Omishakin, Director, California Department of Transportation  
Mitch Weiss, Executive Director, California Transportation Commission  
Elissa Konove, Undersecretary, California State Transportation Agency  
Giles Giovinazzi, Federal Liaison, California State Transportation Agency  
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom  
Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Gavin Newsom  
Danny Yost, Assistant Deputy Director, California Department of Transportation  
James Barba, Consultant, Office of Senate President pro Tempore Atkins  
James Hacker, Consultant, Senate Committee on Budget and Fiscal Review  
Julius McIntyre, Consultant, Office of Assembly Speaker Rendon  
Geneveive Morelos, Consultant, Assembly Committee on Budget  
Heather Wood, Consultant, Senate Republican Caucus  
Kirstin Kolpitcke, Consultant, Assembly Republican Caucus  
Paul Golaszewski, Deputy Director, California Transportation Commission



February 12, 2021

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

**RE: Transportation Aid Funding Available to California from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (PL 116-260)**

Dear Secretary Kim:

On behalf of the California State Association of Counties (CSAC), Safe Routes Partnership California, the League of California Cities (Cal Cities), and California Walks, we are writing to express our support for allocating a portion of the \$912 million available to the State of California pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (PL 116-260) to high-priority local projects via California's Local Highway Bridge Program, the Local Highway Safety Improvement Program, and the Active Transportation Program.<sup>1</sup>

**Specifically, based on the percentages of funding these programs receive from the current federal aid transportation program in California, we urge the Administration to allocate \$74.2 million to California's Local Highway Bridge Program, \$19.3 million to the Local Highway Safety Improvement Program, and \$17.4 million to the Active Transportation Program.** Each of these programs aligns with the State's broader goals of encouraging climate-friendly transportation investments, as well as a "fix-it-first" approach to maintaining our existing transportation infrastructure.

- **Local Highway Bridge Program (HBP) - \$74.2 million.** The local HBP funds preventative maintenance, rehabilitation, or replacement of eligible local agency bridges.<sup>2</sup> The program is significantly over-subscribed with a multi-year program of projects. According to the most recent estimates available to the program advisory committee, there are currently \$217 million in unfunded bridge projects that are ready for construction. Bicycle and pedestrian facilities on bridges can be funded up to AASHTO or Caltrans design standards, provided that the facilities match the existing corridor or an adopted bicycle/pedestrian corridor plan.

<sup>1</sup> <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510851/>

<sup>2</sup> <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>

- **Local Highway Safety Improvement Program (HSIP) - \$19.3 million.** California's Local HSIP focuses on infrastructure projects that are supported by data and designed to reduce collisions.<sup>3</sup> The program is increasingly focused on systematic safety improvements that maximize cost-benefit ratio and are based on comprehensive Local Road Safety Plans. Local representatives on the program advisory committee estimate that local agencies could quickly deliver an additional \$200 million in local Highway Safety Improvement Program projects if additional funding were available.
- **Active Transportation Program (ATP) - \$17.4 million.** The ATP funds both infrastructure and non-infrastructure projects to increase access and safety for bicyclists, pedestrians and other active transportation users.<sup>4</sup> While many of the projects are built within local street and road right-of-ways, others occur on the state highway system. Demand for the program has far exceeded available funding capacity, with over \$2 billion in applications for approximately \$220 million in available funding in the most recent round of grants. Cities and counties could quickly deliver additional much-needed active transportation projects with supplemental funding from PL 116-260.

As outlined in Governor Newsom's January Budget Proposal, the COVID-19 pandemic has led to significant reductions in fuel tax revenue to *both* the State and local governments.<sup>5</sup> As you are aware, the State and its local agencies receive approximately equal amounts of funding from SB 1 (Chapter 5, Statutes of 2017), while local governments receive approximately 40% of the revenues from the base fuel taxes and the gas tax replacement for the Proposition 42 sales tax. Accordingly, we urge the State to allocate this much-needed federal aid funding to support both state and local transportation projects.

While the funding allocated to California pursuant to PL 116-260 is highly flexible, funded projects still must comply with most federal requirements, including the National Environmental Policy Act. Many local transportation projects typically funded with state fuel tax revenues would have significantly higher soft costs if they were "federalized." Therefore, the most efficient way to allocate a portion of the federal aid directly to local projects is through existing "federalized" grant programs.

We appreciate recent comments indicating the Administration is open to following the traditional 60% state, 40% local distribution of federal transportation funds in California in its allocation of funding available from PL 116-260. The numbers cited above apply the percentages of funding each listed program receives from the FAST Act in California to the \$912 million in available federal aid funding from PL 116-260. We urge the State to ensure that each of these important programs receives a much-needed share of the federal relief funding.

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<sup>3</sup> <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

<sup>4</sup> <https://catc.ca.gov/programs/active-transportation-program>

<sup>5</sup> <http://www.ebudget.ca.gov/2021-22/pdf/BudgetSummary/RevenueEstimates.pdf> (see page 261)

Please do not hesitate to contact us with any questions about this request (for CSAC, Chris Lee at [clee@counties.org](mailto:clee@counties.org); for Safe Routes Partnership California, Jonathan Matz at [jonathan@saferoutespartnership.org](mailto:jonathan@saferoutespartnership.org); for Cal Cities, Melanie Perron at [mperron@cacities.org](mailto:mperron@cacities.org); and for California Walks, Caro Jauregui at [caro@calwalks.org](mailto:caro@calwalks.org)).

Sincerely,



Christopher Lee  
Legislative Representative  
California State Association of Counties

/s/

Jonathan Matz  
California Senior Policy Manager  
Safe Routes Partnership California



Melanie M. Perron  
Deputy Executive Director, Advocacy and Public Affairs  
League of California Cities



Carolina Jauregui  
Co-Executive Director  
California Walks

cc: Elissa Konove, Undersecretary, California State Transportation Agency  
Giles Giovinazzi, Federal Liaison, California State Transportation Agency  
Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Newsom  
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Newsom  
Mark Monroe, Assistant Program Budget Manager, California Department of Finance  
Mitch Weiss, Executive Director, California Transportation Commission  
Paul Golaszewski, Deputy Director, California Transportation Commission  
Toks Omishakin, Director, California Department of Transportation  
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Heather Wood, Consultant, Senate Republican Caucus  
Kirstin Kolpitcke, Consultant, Assembly Republican Caucus  
Brian Brown, Legislative Analyst's Office



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[www.tularecog.org](http://www.tularecog.org)

February 1, 2021

David Kim  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

RE: Equitable Distribution of Federal HR 133 Highway Funds for California

Dear Secretary Kim,

Over the last half-century, the Tulare County Association of Governments (TCAG) has worked to ensure the continued improvement of multi-modal transportation infrastructure in a region defined by its rurality, diversity, and unique environmental challenges. The success of these projects is due in large part to our productive partnership with the State of California, and we are grateful for this collaboration.

Though the impacts from the COVID-19 pandemic have been devastating on many levels, we are thankful that we can put our communities to work on a variety of creative projects that ensure safe, reliable, and adaptive transportation solutions. Such projects provide a substantive respite from the economic duress caused by the pandemic, and we hope to continue to provide such opportunities. The Coronavirus Response and Relief Supplemental Appropriations Act (HR 133) provides California with approximately \$900 million through the Surface Transportation Block Grant (STBG) program, and it will allow many regions to do just that.

HR 133 funds can be programmed to STBG eligible projects, preventative maintenance, routine maintenance, operations, and personnel. Our communities have shovel-ready projects that can utilize this funding immediately to address greenhouse gas emissions, safety, efficiency, and equitable access to resources; however, HR 133 allocates STBG funds directly to large Metropolitan Planning Organizations (MPOs) as direct recipients of funds. We respectfully ask that the State of California broaden eligibility of direct funding recipients to small MPOs and consider exchanging federal STBG funds for state funds for agencies that participate in the STBG State Exchange program. These remedies will ensure the equitable distribution of these funds, expedite economic relief, and accelerate project delivery.

We appreciate your consideration of our concerns. If you have any questions, please contact Ted Smalley, Executive Director of the Tulare County Association of Governments, at 559.623.0450 or [tsmalley@tularecag.ca.gov](mailto:tsmalley@tularecag.ca.gov).

Sincerely,

Pete Vander Poel  
Chair of the Tulare County Association of Governments Board  
Tulare County Supervisor, District Two

Dinuba

Exeter

Farmersville

Lindsay

Porterville

Tulare

Visalia

Woodlake

County of Tulare





**Alameda County  
Transportation  
Commission**

**Contra Costa  
Transportation Authority**

**Fresno County  
Transportation Authority**

**Imperial County  
Transportation  
Commission**

**Los Angeles County  
Metropolitan  
Transportation  
Authority**

**Madera County  
Transportation  
Commission**

**Transportation Authority  
Of Marin**

**Merced County  
Association of  
Governments**

**Transportation Agency  
for Monterey County**

**Napa Valley  
Transportation Authority**

**Orange County  
Transportation Authority**

**Riverside County  
Transportation  
Commission**

**Sacramento  
Transportation Authority**

**Santa Barbara County  
Association of  
Governments**

**San Benito County  
Governments**

**San Bernardino  
County Transportation  
Authority**

**Santa Clara Valley  
Transportation Authority**

**Santa Cruz County  
Regional Transportation  
Commission**

February 3, 2021

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

RE: Distribution of Federal H.R. 133 Highway Funds for California

Dear Secretary Kim:

The Self-Help Counties Coalition is thankful for the partnership with the State of California as we collaboratively work together to ensure our state's multi-modal transportation infrastructure continues to be safe and reliable while putting thousands of Californians to work to assist with the economic recovery from the impacts of the COVID-19 pandemic. As you are aware, the Self-Help Counties Coalition represents a coalition of 25 counties (representing 80% of the state's population) that generate over \$5 billion annually through voter approved transportation sales tax measures. These measures help our agencies to partner with the state on highway investments and to fund and deliver critical improvements like transit, rail, and bicycle and pedestrian projects that also help meet statewide goals like improving safety, reducing congestion and reducing greenhouse gas emissions. Similar to other traditional transportation funding sources, local sales tax revenues have also been impacted by the COVID-19 pandemic.

As part of the *Coronavirus Response and Relief Supplemental Appropriations Act*, H.R. 133, which was signed into law on December 27, 2020, California will receive approximately \$912 million of the \$10 billion that is provided for states for activities eligible under the Surface Transportation Block Grant (STBG) program, one of the most flexible federal transportation funding sources. Per H.R. 133, funds can also be used on preventative maintenance, routine maintenance, operations, and personnel. This funding can provide critical assistance to both the State and regions to backfill any revenue losses, and also help facilitate infrastructure improvements.

Similar to the 2009 American Recovery and Reinvestment Act (ARRA), the Self-Help Counties Coalition requests that the \$912 million identified for California be apportioned to regional agencies through the existing STBG formula (consistent with the most recent STBG FFY 2020/21 Apportionment Estimate for Distribution as published by the California Department of Transportation on October 29, 2020) which provides flexible funding to help deliver critical projects. H.R. 133 suballocates a portion of the stimulus funds to large urbanized areas which can be accommodated through the existing STBG formula.

Through the use of the existing STBG formula, we can ensure that these funds are directed to priority projects in those regions and that small metropolitan planning organizations benefit from the bill's funds.

Our member agencies and local partners have shovel-ready projects that can utilize funding immediately. These projects address safety, reduce greenhouse gas emissions, equity and provide multi-modal options for all users to help strengthen our transportation network.

By committing to the STBG process, these funds can be programmed quickly to priority projects that align with federal and state priorities while meeting local needs. These projects will help put thousands of Californians to work while providing equitable and sustainable traveling options for all users.

We look forward to discussing the distribution of funding at the upcoming workshops discussed at the January 27 California Transportation Commission (CTC) meeting.

If you have any questions, please contact me at (916) 290-2900

Thank you in advance for your consideration.



Keith N. Dunn

Executive Director

cc:

Ms. Ronda Paschal, Deputy Legislative Secretary, Governor Newsom  
Mr. Mark Tollefson, Deputy Legislative Secretary, Governor Newsom  
Ms. Elissa Konove, Undersecretary, California State Transportation Agency  
Mr. Mitch Weiss, Executive Director, California Transportation Commission  
Ms. Tanisha Taylor, Chief Deputy Director, California Transportation Commission  
Mr. Toks Omishakin, Director, California Department of Transportation





## Central Coast Coalition

*Moving California's Economy*

January 27, 2021

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

RE: Distribution of Federal H.R. 133 Highway Funds for California

Dear Secretary Kim:

The Central Coast Coalition is thankful for the partnership with the State of California as we collaboratively work together to ensure our multi-modal transportation infrastructure continues to be safe and reliable while putting thousands of Californians to work to assist with the economic recovery from the impacts of the COVID-19 pandemic.

As part of the *Coronavirus Response and Relief Supplemental Appropriations Act*, H.R. 133, which was signed into law on December 27, 2020, California will receive approximately \$900 million of the \$10 billion that is provided for states through the Surface Transportation Block Grant (STBG) program. Per H.R. 133, funds can be programmed to STBG eligible projects as well as for preventative maintenance, routine maintenance, operations, and personnel.

Similar to the 2009 American Recovery and Reinvestment Act (ARRA), the Coalition requests that the \$900 million identified for California be allocated to regional agencies through the traditional STBG formula which provides flexible funding to help deliver critical projects. H.R. 133 allocates STBG funds directly to large Metropolitan Planning Organizations (MPOs) as direct recipients of funds, so we request that small MPOs also be direct recipients of STBG funds. To expedite economic relief, especially in smaller regions, we ask that the State also consider exchanging the federal STBG funds for state funds for agencies that participate in the STBG State Exchange program. Metropolitan Planning Organizations and Regional Transportation Planning Agencies have shovel-ready projects that can utilize funding immediately. These projects address safety, reducing greenhouse gas emissions, equity and provide multi-modal options for all users to help strengthen our transportation network.

We believe that these funds can be programmed to priority projects that align with federal and state priorities while meeting local needs. These projects can immediately help put thousands of Californians to work while providing equitable and sustainable traveling options for all users.

If you have any questions, please contact SBCAG Director of Programming, Sarkes Khachek, at 805.961.8913 or [skhachek@sbcag.org](mailto:skhachek@sbcag.org).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Marjie Kirn'.

Marjie Kirn, Executive Director  
Santa Barbara County Association of  
Governments

A handwritten signature in black ink, appearing to read 'Pete Rodgers'.

Pete Rodgers, Executive Director  
San Luis Obispo Council of Governments



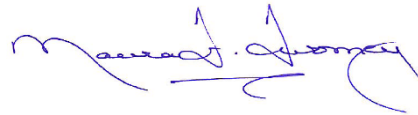
Debra L. Hale, Executive Director  
Transportation Agency for Monterey County



Guy Preston, Executive Director  
Santa Cruz County Regional Transportation  
Commission



Mary Gilbert, Executive Director  
San Benito Council of Governments



Maura Twomey, Executive Director  
Association of Monterey Bay Area Governments

cc: The Honorable Steve Bennett, Assembly Member, 37<sup>th</sup> District  
The Honorable Anna Caballero, Senator, 12<sup>th</sup> District  
The Honorable Jordan Cunningham, Assembly Member, 35<sup>th</sup> District  
The Honorable John Laird, Senator, 17<sup>th</sup> District  
The Honorable Monique Limón, Senator, 19<sup>th</sup> District  
The Honorable Robert Rivas, Assembly Member, 30<sup>th</sup> District  
The Honorable Mark Stone, Assembly Member, 29<sup>th</sup> District  
Ms. Ronda Paschal, Deputy Legislative Secretary, Governor Newsom  
Mr. Mark Tollefson, Deputy Legislative Secretary, Governor Newsom  
Ms. Elissa Konove, Undersecretary, California State Transportation Agency  
Mr. Mitch Weiss, Executive Director, California Transportation Commission  
Ms. Tanisha Taylor, Chief Deputy Director, California Transportation Commission  
Mr. Toks Omishakin, Director, California Department of Transportation  
Mr. Tim Gubbins, District 5 Director, California Department of Transportation  
Ms. Lauren Bianchi-Klemann, Government Affairs/Public Information Manager, SBCAG



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

January 28, 2021

**RE: Distribution of Federal H.R. 133 Highway Funds for California**

Dear Secretary Kim:

The San Joaquin Valley Regional Planning Agencies Policy Council (Policy Council) is thankful for the partnership with the State of California as we collaboratively work together to ensure our multi-modal transportation infrastructure continues to be safe and reliable while putting thousands of Californians to work to assist with the economic recovery from the impacts of the COVID-19 pandemic.

As part of the *Coronavirus Response and Relief Supplemental Appropriations Act*, H.R. 133, which was signed into law on December 27, 2020, California will receive approximately \$900 million of the \$10 billion that is provided for states through the Surface Transportation Block Grant (STBG) program. Per H.R. 133, funds can be programmed to STBG eligible projects as well as for preventative maintenance, routine maintenance, operations, and personnel.

Similar to the 2009 American Recovery and Reinvestment Act (ARRA), the Policy Council requests that the \$900 million identified for California be allocated to regional agencies through the traditional STBG formula which provides flexible funding to help deliver critical projects. H.R.133 allocates STBG funds directly to large Metropolitan Planning Organizations (MPOs) as direct recipients of funds. We respectfully request that small MPOs also be direct recipients of STBG funds. To expedite project delivery and economic relief, especially in smaller regions, we ask that the State also consider exchanging the federal STBG funds for state funds for agencies that participate in the STBG State Exchange program. Metropolitan Planning Organizations and Regional Transportation Planning Agencies have shovel-ready projects that can utilize funding immediately. These projects address safety, reducing greenhouse gas emissions, equity and provide multi-modal options for all users to help strengthen our transportation network.

If you have any questions, please contact Terri King, Chair of the San Joaquin Valley Regional Planning Agencies' Directors' Committee, at (559) 852-2678 or [terri.king@co.kings.ca.us](mailto:terri.king@co.kings.ca.us).

Sincerely,

A handwritten signature in blue ink that reads "Robert Poythress".

Robert Poythress  
Chair of the San Joaquin Valley Regional Planning Agencies Policy Council  
Madera County Supervisor

(559) 266-6222

(559) 314-6015

1401 19th Street, Suite 300  
Bakersfield, CA 93301

<http://sjvcogs.org/>

**Chair**  
Supervisor Robert Poythress  
Madera County

**Vice-Chair**  
Mayor Rudy Mendoza  
City of Woodlake

San Joaquin  
Council of  
Governments

Tulare County  
Association of  
Governments

Fresno  
Council of  
Governments

Kern  
Council of  
Governments

Kings County  
Association of  
Governments

Madera County  
Transportation  
Commission

Merced County  
Association of  
Governments

Stanislaus  
Council of  
Governments

cc: The Honorable Joaquin Arambula, Assembly Member, 31<sup>st</sup> District  
The Honorable Frank Bigelow, Assembly Member, 5<sup>th</sup> District  
The Honorable Andreas Borgeas, Senator, 8<sup>th</sup> District  
The Honorable Anna Caballero, Senator, 12<sup>th</sup> District  
The Honorable Susan Talamantes Eggman, Senator, 5<sup>th</sup> District  
The Honorable Heath Flora, Assembly Member, 12<sup>th</sup> District  
The Honorable Vince Fong, Assembly Member, 34<sup>th</sup> District  
The Honorable Adam Gray, Assembly Member, 21<sup>st</sup> District  
The Honorable Shannon Grove, Senator, 16<sup>th</sup> District  
The Honorable Melissa Hurtado, Senator, 14<sup>th</sup> District  
The Honorable Devin Mathis, Assembly Member, 26<sup>th</sup> District  
The Honorable Jim Patterson, Assembly Member, 23<sup>rd</sup> District  
The Honorable Rudy Salas Jr., Assembly Member, 32<sup>nd</sup> District  
The Honorable Carlos Villapadua, Assembly Member, 13<sup>th</sup> District  
Ronda Paschal, Deputy Legislative Secretary, Governor Newsom  
Mark Tollefson, Deputy Legislative Secretary, Governor Newsom  
Elissa Konove, Undersecretary, California State Transportation Agency  
Mitch Weiss, Executive Director, California Transportation Commission  
Toks Omishakin, Director, California Department of Transportation  
Tony Boren, Executive Director, Fresno Council of Governments  
Ahron Hakimi, Executive Director, Kern Council of Governments  
Terri King, Executive Director, Kings County Association of Governments  
Patricia Taylor, Executive Director, Madera County Transportation Commission  
Stacie Guzman, Executive Director, Merced County Association of Governments  
Diane Nguyen, Executive Director, San Joaquin Council of Governments  
Rosa DeLeón Park, Executive Director, Stanislaus Council of Governments  
Ted Smalley, Executive Director, Tulare County Association of Governments  
Members of the San Joaquin Valley Regional Planning Agencies Policy Council



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189  
E-Mail [srta@srta.ca.gov](mailto:srta@srta.ca.gov) • HOME PAGE [www.srta.ca.gov](http://www.srta.ca.gov)

**Daniel S. Little, Executive Director**

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March 18, 2021

Hilary Norton, Chair  
California Transportation Commission  
1120 N Street, MS 52 Sacramento, CA 95814

Dear Chair Norton,

We would like to express our sincere appreciation to CTC and Caltrans staff for thoroughly vetting funding distribution alternatives under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Through various workshops and communications, all agencies have had ample opportunity to participate and comment. The Shasta Regional Transportation Agency (SRTA) supports the 100% STIP distribution options for the equity impact nexus reasons below:

1. **Population Centers Are Not Islands.** A pure population distribution obviously meets the needs within our major urban centers, but those areas cannot thrive without connections to other urban centers, to farmland, to timber, or to any other basic goods and resources. Many of our critical highways and bridges are far from any major population center. Road mileage needs to be a major factor of any equitable distribution formula if we are to maintain these connections.
2. **Relief Formulas Should Mirror Impacted Program Formulas.** Existing funding formulas applied year-to-year in California include strong weighting for road mileage such as the STIP, Highway Users Tax Account (HUTA), and the Road Maintenance and Rehabilitation Account (RMRA) Programs. Regions were impacted according to these formulas' programs, so relief funds should not be disbursed by a substantially different formula.

The STIP program considers both population and highway miles. Small and mid-size regions would argue that a 25% weighting of highway mileage is not enough. Historical allocation distributions for purely needs-based programs such as the Highway Bridge Program, the ITIP and the SHOPP support the need for distributions more heavily weighted to road inventory.

Equitable distribution of funds where no formula is specified is a reoccurring theme whenever there is a stimulus package or a new federal transportation authorization. We would welcome a conversation on equity and formulas — outside the strain of a crises — that could be applied to future funding each time this occurs. Over the past decade, I remain impressed with the CTC, Caltrans, and all regions — big and small — to have a professional and respectful dialogue that would achieve a reasonable compromise when similar circumstances occur in the future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Little".

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Daniel S. Little, AICP, Executive Director

## Tab 15

March 15, 2021

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N. Street, MS 52  
Sacramento, CA 95814

RE: Coronavirus Response and Relief Supplemental Appropriations Act of 2021 Highway  
Infrastructure Programs Funding Distribution

Dear Executive Director Weiss:

I am writing on behalf of the Del Norte Local Transportation Commission to encourage the CTC to support the proposed 60% to State and 40% to regional agencies split of the \$911 million in funding and to further encourage the 100% STIP Distribution proposal for the regional agency share so all regions will receive a reasonable amount of funding.

Del Norte receives 0.17277% of the STIP through the formula that already considers both lane miles and population. While we would receive slightly more funding with the Hybrid option, many of our rural neighbors would receive so little funding that it would be difficult to program and the small amounts would then be divided between two programs rather than only in the STIP. Please consider the regions receiving the smallest amounts and apportion the funding in a way that will stimulate all of our social and economic recovery. Can the regions receiving under \$1 million receive state-only funding? Can the guidance be written to reduce the administrative burden? We are committed to invest these funds as quickly and efficiently as possible and allocating state-only funds to the smallest regions would help us help California.

I appreciate the inclusive efforts of the CTC staff to provide information and opportunity to comment through the video conference meetings. This effort is appreciated by DNLTC and we look forward to continuing this level of engagement and coordination on future transportation funding and policy issues.



Tamera Leighton, Executive Director  
Del Norte Local Transportation Commission