



DATE: May 28, 2020

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
David Chan, Programming and Legislation Manager

SUBJECT: Adopt Positions on State Legislative Bills (Action), Agenda Item No. 7

RECOMMENDATION

Recommend that the TAM Board adopts positions on State Legislative bills as shown below.

BACKGROUND

In January 2020, TAM adopted a Legislative Platform (Attachment A) in guiding policy decisions and communicating TAM's goals to the Legislature and other agencies (including, but not limited to, Metropolitan Transportation Commission (MTC), Regional Transportation Planning Agencies (RTPA), California State Association of Counties (CSAC), League of California Cities, and Self Help Counties Coalition (SHCC)) that have impacts on Marin and TAM during the year.

August 31, 2020 is the last day for the Legislature to pass bills and September 30, 2020 is the last day for the Governor to sign or veto bills. The 2020 Legislative Session is the second year of a two-year session. Bills introduced in the first year of a two-year session may be moved to the second year if these bills do not generate sufficient interest. Bills in the second year of a two-year session will need to be re-introduced in a future year if they failed to pass.

Letters of support or opposition may also be developed at the appropriate time and TAM's Legislative Consultant, Mr. Khouri, may be requested to testify at Legislative hearings, if warranted, to convey TAM's positions on specific legislation.

DISCUSSION

Typically, by May of each year, there would have been a flurry of activity with state bills being proposed and discussed at various Legislative Committees. However, this year the Governor's Shelter in Place Order has drastically altered the 2020 Legislative Session. Bills that were considered prominent in February have simply not moved forward because of the Shelter in Place Order and the health and economic repercussions of the shutdowns. In particular, bills that were introduced earlier that propose to raise taxes or revenue have been retracted by authors in response to the state's financial crisis as a result of COVID-19.

With approximately 20 bills on TAM's Bill Matrix prior to the Shelter in Place Order, the Bill Matrix now contains two bills that have moved forward and are being monitored by staff and Mr. Khouri. More bills

may be added to the chart in the coming months as they become relevant to TAM or Marin. TAM staff also adds bills that have been requested by TAM Commissioners for discussion or action.

Of the initial two bills, staff is recommending the following positions as listed in the below table:

Bill	Summary	Recommended Position
SB 895 (Archuleta) Energy: zero-emission fuel, infrastructure	Existing law requires the State Energy Resources Conservation and Development Commission, within the limits of available funds, to provide technical assistance and support for the development of petroleum diesel fuels that are as clean or cleaner than alternative clean fuels and clean diesel engines. This bill would instead require the Commission, within the limits of available funds, to provide technical assistance and support for the development of zero-emission fuels, zero-emission fueling infrastructure, and zero-emission fuel transportation technologies.	SUPPORT MTC: None CSAC: None League: None
SB 1291 (Committee on Trans.) Federal Statewide Trans. Improvement Program	Under existing law, each MPO and trans. planning agency is required, by not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program (TIP) to Caltrans for incorporation into the Federal Statewide TIP, which existing law requires Caltrans to submit to the USDOT by not later than December 1 of each even-numbered year. This bill would provide that a MPO or transportation planning agency is not required to submit a FSTIP to Caltrans, and Caltrans is not required to submit the Federal Statewide TIP to USDOT for 2020.	SUPPORT MTC: None CSAC: None League: Watch

Positions of other agencies, such MTC, League of California Cities, and CSAC, will be added to the matrix as they become available.

Mr. Khouri will be participating at the May 28 TAM Board meeting to discuss the bills and proposed positions. In addition, Mr. Khouri will provide an overview of the Governor’s May Revisions to the FY 20/21 State Budget and the impacts of the Shelter in Place Order on the State Budget and transportation funding.

FISCAL IMPACTS

There are no immediate fiscal impacts to TAM by taking positions on these bills.

NEXT STEPS

Continue to review proposed bills relevant to TAM and convey TAM’s positions to our partner agencies and pertinent Legislators when warranted.

ATTACHMENT

Attachment A – Adopted TAM 2020 Legislative Platform

Attachment B – Khouri Consulting Report: State Legislative Update – May

Attachment C – PowerPoint Presentation

THIS PAGE LEFT BLANK INTENTIONALLY



Attachment A

Adopted 2020 Legislative Platform

Issue	Goal	Funding/Programs Involved
<p>A. Transportation Funding</p>	<p>1. In 2017, the legislature enacted SB 1 (Beall), Chapter 5, Statutes of 2017, which provides \$5.2 billion in annual revenues to fund traffic congestion relief, highway rehabilitation and safety, local streets and roads repair, and multi-modal options through investments in public transportation, commuter and intercity rail, and bicycle and pedestrian programs.</p> <p>SB 1 provides opportunities through various competitive programs. Options for TAM to secure funding include:</p> <ul style="list-style-type: none"> • Pursuing funding from the new competitive programs such as the Active Transportation Program (ATP), Local Partnership Program (LPP), Solutions For Congested Corridors Program (SCCP), which can fund transit capital, bicycle and pedestrian projects, and projects to alleviate highway traffic congestion, such as the Marin-Sonoma Narrows (MSN) and Bettini Transit Center. • Continuing to seek funding to provide multi-modal options in the county. TAM will also support local transit agencies seeking funding from programs such as the Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Funding Program (TIRCP) for capital investments (maintenance facilities, rail) and rolling stock purchases (buses, train cars). 	<ul style="list-style-type: none"> • State Highway Account • Public Transportation Account • Highway Users Tax Account • Transportation Development Act • Cap and Trade Program
	<p>2. TAM will monitor conversations and legislation regarding the development of a November 2020 regional ballot measure to address congestion and mobility options in the Bay Area (“FASTER”). TAM will collaborate with stakeholders to ensure that Marin’s priorities are reflected in a prospective expenditure plan should a proposal move forward.</p>	<ul style="list-style-type: none"> • Local Sales Taxes
	<p>3. MTC intends on sponsoring legislation in collaboration with Caltrans</p>	<ul style="list-style-type: none"> • Bridge Toll revenue used to enhance

Issue	Goal	Funding/Programs Involved
	and the four North Bay Counties (Marin, Napa, Solano, Sonoma) to authorize tolls on SR 37 by adding it as the 8 th bridge in the state-owned toll bridge system administered by the Bay Area Toll Authority (BATA). TAM will work with stakeholders to ensure that the legislation supports Marin's priorities.	safety and congestion management.
	4. At the state level, the Safe Routes to School (SRTS) program has been merged into the ATP. Support efforts to acquire funding from the ATP for items such as complete streets and other bicycle and pedestrian projects. Work with the California Transportation Commission (CTC) and MTC to provide equitable geographic distribution of ATP funds.	<ul style="list-style-type: none"> • State-Funded ATP Projects • Regional-Funded ATP Projects
	5. The Transportation Development Act (TDA) dedicates a statewide ¼-cent sales tax for local transportation purposes. TDA, also known as the Local Transportation Fund (LTF), generates over \$1.5 billion annually primarily for public transit. Some operators statewide have had difficulty in meeting the farebox recovery ratio requirements (20% for urban operators) in order to qualify to use funding for operational purposes. The California Transit Association (CTA) hosted a working group to look at potential changes throughout 2019 with the goal of having a draft legislative solution available for 2020 to ensure that operators who cannot meet the farebox recovery requirement continue to receive LTF funds without penalty in order to maintain service. TAM will closely monitor and participate in the process as appropriate.	<ul style="list-style-type: none"> • Local Transportation Fund (local sales tax) used for public transportation operations purposes
B. FY 2020-21 State Budget	Work with organizations such as the California League of Cities (CLC), California State Association of Counties (CSAC), North Bay Counties Coalition, among others, to protect transportation funding from being withheld or diverted, while working with stakeholders to find alternatives to address jobs-housing imbalance and reduce greenhouse gas emissions.	<ul style="list-style-type: none"> • Funding for dedicated projects such as MSN, STIP transit projects, and annual allocations for streets and roads • Funding for transit operating (PTA/STA) • Protection of SHA, SHOPP, and STIP
C. Environment	1. Monitor the work of the Roadway User Charge Committee on the feasibility of implementing a mileage-based user fee as a supplemental or successor fee to the gas tax. While the enactment of SB 1 has delayed the conversation, the issue is certain to rise to the forefront in the near future due to the prevalence of alternative fuel and electric vehicles, which do not	<ul style="list-style-type: none"> • Activities associated with SB 375 • Strategies to reduce VMT

Issue	Goal	Funding/Programs Involved
	pay at the pump.	
	2. Per AB 179 of 2017, the CTC and California Air Resources Board (CARB) are required to convene twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. Support funding for local and regional agency support to carry out SB 375 requirements by attempting to acquire funding from the various existing pots made available through the Cap and Trade programs or the creation of new programs to provide multi-modal options for county residents.	<ul style="list-style-type: none"> • Activities associated with SB 375
	3. Oppose efforts to implement the federal government’s Safer Affordable Fuel Efficient (SAFE) vehicles Rule. The rule proposes a "50 state solution" that repeals California's higher fuel efficiency standards, which were originally allowed to address California's unique air quality challenges. If finalized, the rule would revoke California's authority to implement the Advanced Clean Cars and Zero Emission Vehicle mandates. TAM supports California’s existing air quality emission standards and will proactively look for opportunities to work with the state to achieve targets for additional reductions.	<ul style="list-style-type: none"> • Activities associated with AB 32 • Fleet procurements and emission standards
	4. Support the highest possible level of sub-allocation of Cap and Trade funds to the regional and local levels to fund multimodal projects including local streets and roads, bicycle-pedestrian, transportation demand management (TDM) programs, rail, and transit projects.	
	5. Support flexibility with the Cap and Trade funds allocated for transportation purposes for projects to meet greenhouse gas (GHG) reduction targets and to implement sustainable communities strategies. This includes adjusting program guidelines to provide flexibility to address a mutual benefit between disadvantaged communities and the region as a whole. TAM will also seek to modify the definition of disadvantaged communities so that resources can be put to use in underprivileged communities within the county.	<ul style="list-style-type: none"> • Flexibility with the use of Transportation Funds
	6. Support legislation that mitigates climate change and support adaptation to climate-related impacts, including wildfire risks and sea-level rise.	<ul style="list-style-type: none"> • Infrastructure projects that address climate change impacts

Issue	Goal	Funding/Programs Involved
D. Alternative Modes/ Technology	1. Support maintaining and enhancing the current levels of state and federal funding for bicycle/pedestrian and electric vehicle/infrastructure programs. This includes investments to make charging stations more readily available along the state highway system, credits to incentivize the conversion to electric vehicle or bicycle usage, and flexibility in allowing transit operators to convert to zero-emission buses. TAM will also support MTC's effort to pursue statewide legislation to allow for transit buses to use shoulders along routes such as Highway 101.	<ul style="list-style-type: none"> • Safe Routes to School Programs • TDA Article 3 Funds • Active Transportation Program (ATP) Funds
	2. Several legislators have historically introduced legislation to relax requirements for using high-occupancy vehicle (HOV) lanes. TAM opposes additional expansion of HOV lanes to usage by other than high-occupancy vehicles and those vehicles currently allowed by law to use such lanes.	<ul style="list-style-type: none"> • Highway 101 HOV Lanes
	3. Support funding and implementation of first mile and last mile solutions and alternative mode pilots with new technology where appropriate.	<ul style="list-style-type: none"> • Transportation Demand Management • Transit Projects
	4. Support increased regional and state funding for systemic road safety programs	<ul style="list-style-type: none"> • Program for Arterial System Synchronization (PASS) • Highway Safety Improvement Program (HSIP)
E. Project Delivery	1. Seek opportunities to increase flexibility to deliver projects, such as supporting alternative contracting methods that include design-build and public private partnership.	<ul style="list-style-type: none"> • Future Major Capital projects
	2. Oppose efforts to require local agencies to reimburse Caltrans for its costs related to the preparation and/or review of project initiation documents (PIDs) for locally sponsored projects on state highway system.	<ul style="list-style-type: none"> • All Locally Sponsored Projects on the State Highway System
	3. Preserve the flexibility for local transportation agencies to be designated as the lead agency for California Environmental Quality Act (CEQA) actions, project development work and construction management for state highway projects. This includes supporting the streamlining of the CEQA process for projects within the existing right of way.	<ul style="list-style-type: none"> • Future Major Capital projects
	4. Support the continuation of Grant Anticipation Revenue Vehicle (GARVEE) bonds and AB 3090 arrangements by the CTC for State	<ul style="list-style-type: none"> • All STIP-Funded Projects

Issue	Goal	Funding/Programs Involved
	Transportation Improvement Program (STIP) projects that are programmed in the out-years but are ready for implementation.	
	5. Support efforts to allow regional transportation agencies to utilize procurement methods that will expedite project delivery and reduce cost.	<ul style="list-style-type: none"> • STIP Projects
F. Federal Priorities	1. Collaborate with transportation stakeholders to advocate for the reauthorization of a federal Surface Transportation Programs to replace the Fixing America's Surface Transportation (FAST) Act that will provide greater investment into public transportation and regional mobility. Support new revenue for the Highway Trust Fund and advocate for the highest possible level of funding at the county level.	<ul style="list-style-type: none"> • STP, CMAQ, and ATP Funds • Regional Programs such as Local Streets and Roads (LSR), Lifeline, and Freeway Performance Initiative (FPI)
	2. Support and enhance current flexibility in allowing dedication of funds locally to the most urgent needs and the meeting of statewide goals, such as those under AB32 and SB375.	<ul style="list-style-type: none"> • STP, CMAQ, and ATP Funds
	3. Support dedicated funding for bicycle/pedestrian projects at the federal level.	<ul style="list-style-type: none"> • Bicycle/Pedestrian projects • Safe Routes to School projects
	4. Support the continuation of maintaining pre-tax commuter benefits to an equivalent amount allowed for pre-tax parking with cost of living adjustments (COLA).	<ul style="list-style-type: none"> • Local and Regional Commuter Benefits Programs
	5. Support the continuation of the federal Internal Revenue Service (IRS) tax credit for the purchase of a new electric vehicle (EV).	<ul style="list-style-type: none"> • Local Vehicle Registration Fees

THIS PAGE LEFT BLANK INTENTIONALLY



May 20, 2020

TO: Board Members, Transportation Authority of Marin
FROM: Gus Khouri, President
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – MAY

On May 14, Governor Newsom released his May Revision to the FY 2020-21 budget. While tax collection has been deferred until July 15, the Department of Finance is estimating that the budget deficit will reach \$54.3 billion. General Fund spending is being reduced to \$133.9 billion, an 8.6% reduction from 2019 (\$146 billion). The deficit is directly attributable to the COVID-19 pandemic, which will draw down the \$21 billion Rainy Day Fund, including a budget surplus of \$5.6 billion that was projected for the 2020-21 fiscal year. Revenues through March were also running \$1.35 billion above projections before the Governor’s shelter in place order was announced on March 12.

Projections for the remainder of the FY 2019-20 budget year forecast a \$9.7 billion drop. Over 4.6 million people have filed for unemployment since March 12. State unemployment, which was at 3.9% in February, has dramatically climbed to 18% and is expected to hit a peak of 24.5%. While the May Revision would balance the FY 2020-21 budget, a significant structural out-year deficit would remain, increasing to over \$16 billion by 2023-24. The California Constitution requires that the legislature send a budget to the Governor by June 15, and he must sign by July 1. The legislature is expected to come back in August after the Summer Recess to address the budget once more to account for the actual tax receipts received by July 15.

In order to balance the budget for FY 2020-21, Governor Newsom proposes to utilize the following resources:

- Cancel \$6.1 billion in program expansions and spending increases proposed in the January budget, including canceling or reducing a number of one-time expenditures included in the 2019 Budget Act. It also includes redirecting \$2.4 billion in extraordinary payments to California Public Employees' Retirement System (CalPERS) to temporarily offset the state’s obligations to CalPERS in 2020-21 and 2021-22. It further reflects savings from the Administration’s direction to agencies to increase efficiency in state operations now and into the future. This represents 15% of the solution.

Item 7 - Attachment B

- Draw down \$16.2 billion in the Rainy Day Fund over three years and allocate the Safety Net Reserve (\$900 million pot) to offset increased costs in health and human services programs over the next two years. The May Revision reflects the withdrawal of \$8.3 billion, including \$7.8 billion from the Rainy Day Fund and \$450 million from the Safety Net Reserve in 2020-21. This represents 16% of the solution.
- Temporarily suspend net operating losses and temporarily limit to \$5 million the amount of credits a taxpayer can use in any given tax year. These short-term limitations will generate new revenue of \$4.4 billion in 2020-21, \$3.3 billion in 2021-22, and \$1.5 billion in 2022-23 to increase funding for schools and community colleges and maintain other core services. This represents 8% of the solution.
- Borrow and transfer \$4.1 billion from special funds, which could include transportation where allowed by law. This represents 19% of the solution.
- Reflect the Administration's request of the nationwide \$1 trillion in flexible federal funds to support all 50 states and local governments and identifies reductions to base programs and employee compensation that will be necessary if sufficient federal funding does not materialize. The Governor is hoping to receive additional federal support in the form of the Health and Economic Recovery Omnibus Emergency Solutions Act (HEROES Act) to fully address the budget deficit and trigger the continued funding of programs.

What does this mean for transportation?

Transportation programs are predominantly funded through the imposition of excise and sales taxes on gasoline and vehicle registration fees. Revenue from excise and sales taxes on fuels however is projected to decrease significantly (27% to date since March 12) for the remainder of the current fiscal year and into FY 2020-21. The total estimated state revenues for the various transportation programs is \$11.6 billion for the coming fiscal year, a decrease of approximately \$1.1 billion from January's estimates. As for the remainder of the current fiscal year, the Administration is estimating a decrease of \$400 million compared to the January forecast, for a total of \$1.5 billion.

Senate Bill 1 (SB1) competitive programs are primarily funded by the vehicle registration fee, which provides for more predictable, stable funding as opposed to the volatility of the gas tax. While Caltrans has cash reserves in excess of \$3.2 billion for various programs, and SB1 provides a continuous source of funding, the severe decline in gas consumption will impact programs like the Statewide Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP).

While Propositions 22 and 69 protect gas tax and vehicle registration fees from diversion, it is conceivable that the proposal to borrow \$4.1 billion against Special Funds (\$44 billion collected from various sectors) for cash flow purposes may affect transportation. Governor Newsom is also requiring state agencies to continue teleworking and will emphasize the use of technology to conduct agency meetings, limiting vehicle miles traveled, fuel, and insurance costs and reducing greenhouse gas emissions.

The Governor's May Revision summary also notes that, "in the immediate term, Caltrans will accelerate projects to achieve cost savings, support the creation of new jobs in the transportation sector, and improve roads." The Federal Highway Administration estimates that approximately 13,000 jobs are created for every billion dollars spent on highway infrastructure. The May Revision maintains current

Item 7 - Attachment B

planning and engineering staffing levels to continue developing and designing previously programmed projects. This will support “preparedness for when stimulus funding becomes available.”

The following is a projected impact on programs of interest to TAM:

Local Streets and Roads

The FY 2020-21 January Budget estimated approximately \$3 billion in funding to cities and counties for local streets and roads. The estimate has been revised down to \$2.8 billion. Of that amount, approximately \$1.1 billion is a result of SB1. Over the remainder of the current fiscal year and into FY 2020-21, funding is estimated at approximately \$275 million less than what was expected in January (9%).

STIP / SHOPP

Additionally, the STIP is now pegged to receive an estimated \$560 million in FY 2020-21. Over the remainder of the current fiscal year and into FY 2020-21, funding is estimated at approximately \$100 million less than what was expected in January (roughly \$400 million). Over the four-year span of the SHOPP (FY 2020-21 through FY 2023-24), the Administration is projecting a decrease of \$850 million compared to what was presented to the California Transportation Commission (CTC) in February (\$3.37B, but over \$1B had not been allocated for FY 19-20). Projects in the current SHOPP are not expected to be de-programmed. An allocation plan may be developed however, by the CTC.

Transit

In January, the Budget estimated the State Transit Assistance (STA) Program would receive approximately \$806 million in FY 2020-21. The STA Program is now projected to see revenues of approximately \$528 million, a decrease of about \$278 million. Cap and Trade funding remains stable (but there is some uncertainty in the market) and is estimated to provide an additional \$116 million to the Low-Carbon Transit Operations Program, which is distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$493 million in FY 2020-21, as transportation improvement fee (TIF) revenues (as well as Cap and Trade) remain steady (if not showing a slight increase over the current year).

Cap and Trade

In January, the Governor proposed a \$965 million Cap and Trade Expenditure Plan, which continued support for several existing ongoing programs, while prioritizing community air protection. The Governor’s Cap and Trade Expenditure Plan included \$150 million for Clean Trucks, Buses, & Off-Road Freight Equipment.

Considering the current economic conditions, there is significant uncertainty surrounding the amount of Cap and Trade proceeds that will be generated in the upcoming auctions, which could result in lower auction proceeds than previously estimated. The May Revision, therefore, maintains the Governor’s commitment to his Cap and Trade Expenditure Plan, introduced in January, but establishes a “pay-as-you-go” budget mechanism to authorize expenditures based on actual proceeds received at quarterly auctions. These expenditures will prioritize the following investments:

- Air Quality in Disadvantaged Communities: AB 617 Community Air Protection Program and agricultural diesel emission reduction.
- Forest Health and Fire Prevention, including implementation of the requirements of Chapter 391, Statutes 2019 (AB 38).
- Safe and Affordable Drinking Water.

Item 7 - Attachment B

On the issue of climate resiliency, the May Revise withdraws the Climate Catalyst Fund proposed in the January budget, which would have provided low-interest loans and loan guarantees for various climate-related projects, including infrastructure for zero-emission buses and trucks.

California Transportation Commission Update

On April 30, the CTC took action to delay the deadlines for submission of applications for the SB1 Cycle 2 competitive programs. The new deadlines are as follows:

Timeline	Local Partnership	Solutions for Congested Corridors	Trade Corridor Enhancement
Call for Projects	March 25, 2020	January 29, 2020	March 25, 2020
Applications Due	June 22, 2020	July 17, 2020	August 3, 2020
Staff Recommendations	November 12, 2020	November 12, 2020	November 12, 2020
Program Adoption	December 2-3, 2020	December 2-3, 2020	December 2-3, 2020

The deadlines for the Active Transportation Program are as follows:

Quick-build projects apps deadline	All other project apps due	Staff reco posted-Quick-build projects	Staff reco posted for statewide small urban, rural projects	Quick-Build Project Adoption	Statewide small urban, and rural project adoption	Deadline for draft MPO program reco to CTC	Final MPO reco to CTC	CTC adopts MPO selected projects
July 15, 2020	Sept 15, 2020	Sept 15, 2020	Feb 15, 2021	Dec 2-3, 2020	Mar 2021*	April 2021*	May 14, 2021	June 2021*

*Exact dates will coincide with CTC scheduled meetings.

There have been many changes at the CTC. Paul Van Konynenburg has been named Chair, while Hilary Norton has been selected as Vice-Chair. Mitchell Weiss was also named Executive Director, succeeding Susan Bransen who retired. Speaker Rendon selected Joseph Lyou, President and CEO of the Coalition for Clean Air, as his appointee to the Commission, while Senate President pro Tempore Toni Atkins has reselected Christine Kehoe to serve. Governor Newsom has up to three nominations that he has to make: one is to fill a vacancy left by the resignation of Tamika Butler, while the other two he could either reappoint or find successors for Van Konynenburg and Lucy Dunn.

Governor Newsom however is delaying decisions on appointments. Currently, the Governor has 60 days to reappoint an incumbent. If he fails to do so, the position becomes vacant. On March 21, he issued an [Executive Order](#) (Page 3, Item 9), that defers appointments by an additional 60 days. For the CTC, terms for Commissioners Dunn and Van Konynenburg were up on 3/31. The Order buys the Governor until 5/31 to reappoint either or both. The appointment for the Tamika Butler vacancy will probably not be made until then as well.

Federal Stimulus Efforts

On March 27, President Trump signed the [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#), a \$2 trillion funding package designed to address the impacts of COVID-19. The package includes \$25

Item 7 - Attachment B

billion in funding for transit agencies nationwide, for “operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service.” Of that total, \$3.75 billion is expected to be available to California transit agencies via the FTA 5307, FTA 5311, FTA 5337 and FTA 5340 formula programs.

In concert with MTC and the other CTAs, as well as transportation industry organizations, TAM has reached out to our federal delegation (Senators Harris and Feinstein, and Congressman Huffman) to request at least an additional \$20 billion in flexible transportation funds through the Surface Transportation Block Grant Program (STBGP) in the next coronavirus relief bill. Additionally, the American Public Transportation Association has requested an additional \$23.8 billion in funding nationwide for public transit operators. See attached email and letters from:

- North Bay County Transportation Agencies
- American Public Transportation Association
- The Association of Metropolitan Planning Organizations (AMPO), the National Association of Regional Councils (NARC), and the National Association of Development Organizations (NADO)

On May 12, the U.S. House of Representatives released a \$3 trillion COVID-19 relief package known as the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act. The bill would provide \$780 million in formula funds to Bay Area transit operators and \$1.4 billion in Federal Highway Administration funding to the state, of which the Bay Area would receive an estimated \$30 million. The package also contains \$875 billion in direct aid to state and local governments and makes a substantial investment to keep residents in their homes—including \$100 billion in emergency rental assistance, more than \$20 billion in homelessness and traditional HUD rental assistance, mortgage assistance, and tenant protections. On May 15, the House approved the HEROES Act by a vote of 208-199.



NORTH BAY COUNTY TRANSPORTATION AGENCIES

April 10, 2020

TO: North Bay Legislative Delegation Shovel Ready Projects

FR: Metropolitan Transportation Commission North Bay Delegation

RE: Opportunities for Economic Stimulus - North Bay Counties Shovel Ready Projects

On behalf of the four North Bay Counties of Marin, Napa, Solano and Sonoma, we are forwarding you a list of shovel ready projects that, if funded, would greatly assist the North Bay and Bay Area economies. As we work to protect our residents from the tragic health impacts brought on by the spread of the Coronavirus (COVID-19), the economic impacts to our community are severe. The American Recovery and Reinvestment Act in 2009 taught us well that construction and infrastructure projects, including transportation, are an essential employment and economic activity that can spur economic growth. We prepared this list of shovel ready projects in response to recent discussions in Washington, DC and Sacramento on the need for economic stimulus.

As you are aware, all but essential workers (such as health care, public safety, food supply chain, etc.) are either working from home, or in many cases, have lost their jobs as numerous local businesses have closed their doors. Our counties, local cities, County Transportation Agencies (CTAs) and local transit operators are working together during this public health crisis to provide and maintain mobility options for essential workers and for essential trips by residents to the grocery store, pharmacies, and medical facilities. We were pleased to learn of the passage of the Coronavirus Aid, Relief and Economic Security (CARES) Act last month, which will provide \$25 billion in critically needed funding for the nation's transit operators with an estimated \$1.3 billion for Bay Area transit operators, including North Bay transit operators.

This attached list of shovel ready transportation infrastructure projects for the four North Bay Counties will provide the North Bay and the State of California a remedy to both mitigate some of the negative economic impacts from the pandemic and lead to faster economic recovery. The list of shovel ready projects includes the projected year to begin construction and the amount of funding necessary to move these projects into construction.

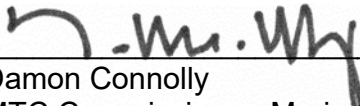
These are challenging times and these projects will greatly enhance the mobility of the North Bay Counties and the Bay Area and support thousands of critical construction-related jobs, both during the pandemic crisis and after. We request your support for the passage of a federal economic stimulus bill that will fund critically needed transportation infrastructure and help reinvigorate the local, state and national economy as businesses endeavor to reopen and workers return to work.

North Bay CTA Ltr. dated April 10, 2020 to Federal Legislators


Subject: Opportunities for Economic Stimulus - North Bay Counties List of Shovel Ready Projects


Thank you for your consideration.

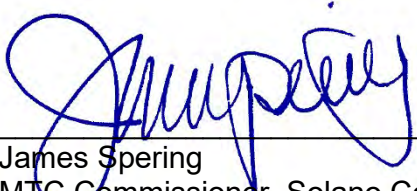
Sincerely,


Damon Connolly
MTC Commissioner, Marin County


Jake Mackenzie
MTC Commissioner, Sonoma County


Alfredo Pedroza, Vice Chair
MTC Commissioner, Napa County


David Rabbitt
MTC Commissioner, Sonoma County


James Spering
MTC Commissioner, Solano County

Attachments:

- A. North Bay Shovel Ready Projects List – County by County
- B. North Bay Shovel Ready Projects List – By Construction Year

Cc: Senator Dianne Feinstein, U.S. Senator for California
 Senator Kamala Harris, U.S. Senator for California
 Congressman Jared Huffman, Representing California’s 2nd District
 Congressman John Garamendi, Representing California’s 3rd District
 Congressman Mike Thompson, Representing California’s 5th District
 Senator Bill Dodd, Senate District 3
 Senator Mike McGuire, Senate District 2
 Assembly Member Jim Wood, State Assembly District 2
 Assembly Member Cecilia Aguiar-Curry, State Assembly District 4
 Assembly Member Marc Levine, State Assembly District 10
 Assembly Member Jim Frazier, State Assembly District 11
 Assembly Member Tim Grayson, State Assembly District 14
 David Kim, Secretary, California State Transportation Agency (CALSTA)
 Tony Tavares, Caltrans Director District 4
 Therese McMillan, Executive Director, Metropolitan Transportation Commission
 Daryl Halls, Executive Director, Solano Transportation Authority
 Kate Miller, Executive Director, Napa Valley Transportation Authority
 Anne Richman, Executive Director, Transportation Authority Marin
 Suzanne Smith, Executive Director, Sonoma County Transportation Authority

North Bay CTA Shovel-Ready Project List - 4/6/2020

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
Marin County	Sir Francis Drake Corridor Rehabilitation Project	Rehabilitate Sir Francis Drake Boulevard between Highway 101 and the Ross Town limits, including the following improvements: intersection and traffic signal improvements, street lighting, pedestrian accessibility improvements, pedestrian path widening, asphalt pavement resurfacing, utility and drainage improvements, traffic striping, and landscaping improvements.	June 2020	\$26.8	\$7
TAM	Marin-Sonoma Narrows (MSN) B7/B8 Project	Last HOV gap closure on Highway 101 for the entire corridor located in northern Novato	July 2020	\$142	\$130
TAM	North-South Greenway Multi-Use Path Gap Closure Project	The North-South Greenway is a non-motorized bicycle and pedestrian transportation network connecting San Francisco County with Sonoma County. The Central Marin portion of the Greenway has been pursued since 2004. The project will close the gap between the existing pedestrian bridge over Sir Francis Drake Blvd and existing multi-use path at Wornum Drive. The project is being implemented in phases with the major component located within the state highway ROW.	Aug 2020	\$15.5	\$2.0
TAM	US 101 Bellam Interchange Improvements	Safety Project to remove daily back-ups onto southbound U.S. 101. Project will separate regional traffic from local traffic by adding a second off-ramp lane and an additional right turn lane modifications will reduce conflicts from the I-580 Bellam off-ramp.	Sept 2020	\$6.3	\$3.2
Marin Transit	Countywide Bus Stop Improvement Program	Improve accessibility and upgrade amenities at up to 20 stops throughout Marin County	Sep 2020	\$1.2	\$1.2
Marin Transit	Electric Bus Charging Infrastructure	Electrical upgrades and charger installation for four electric buses	Sep 2020	\$0.5	\$0.5
TAM	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	Nov 2020	\$40	\$40
SMART	Blackpoint Bridge Replacement	Replace Blackpoint Bridge - system need with immediate freight rail and US Coast Guard waterway shipping benefits, with additional future passenger rail benefits as part of the Novato-Suisun SMART rail project	March 2021	\$54	\$54
Marin Transit	Facility Improvements	Preliminary Engineering and Design work for an Operations and Maintenance Facility; Electrical upgrades and charger installation for non-revenue vehicle	TBD	\$0.14	\$0.14
Marin Totals	9 Total Projects			\$286.44	\$238.04
Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
SCTA	SMART rail extension to Windsor, capital costs (incl. systems work)	Extend passenger rail service to the Town of Windsor, including all PTC systems work	2020	\$65	\$40
SCTA	SMART rail extension to Healdsburg, systems work	Extend passenger rail service to the Town of Healdsburg including all PTC systems work	2020	\$30	\$30
SCTA	Sonoma County Transit Maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	2020	\$2	\$2
SCTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	2020	\$55	\$55
SCTA	Santa Rosa Transit maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	2020	\$1	\$1
SCTA	2020 Street Construction and Improvements Project - Cotati	Rehabilitate existing roadways for the Hub Streets and W. Sierra Avenue to W. School Street and enhance bicycle and pedestrian safety features	2020	\$4	\$4
SCTA	Chase Street Bridge Replacement - Sonoma	Upgrading a deficient bridge to provide a safe and adequate creek crossing for vehicles, bicycles and pedestrians; two vehicle lanes, with shoulders and sidewalks on both sides of the lanes	2020	\$2	\$2
SCTA	Petaluma Transit facility roof replacement	Provide facility improvements to support bus service operations	2020	\$0.1	\$0.1
SCTA	SMART Petaluma Station	Construct the second station in Petaluma providing access to residents on the east side of town to rail service	2021	\$11	\$11
SCTA	Hearn Avenue Interchange	Improve connectivity between affordable neighborhoods and retail and commercial job centers via a new interchange with added capacity for vehicles, bus routes and new bicycle and pedestrian access.	2021	\$32	\$18
SCTA	SR 116/121 intersection improvements	Remove a right turn lane and install a roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The park and ride lot will be relocated and the capacity will remain the same in the new location.	2022	\$22	\$20
SCTA	Hwy 101 Bike/Ped Overcrossing	Provide safe bike and pedestrian connection across Hwy 101 between Santa Rosa Junior College on the east side and SMART passenger rail and retail centers on the west side	2022	\$16	\$14
Sonoma Totals	12 Total Projects			\$240.1	\$197.1

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
NVTA	Vine Maintenance Facility	Build new 6-bay aintenance facility in Napa County to support the Vine transit System, replacing 50 year old obsolete facility. The project includes modern bus wash and electric fueling infrastructure.	August 2020	\$32	\$20
NVTA	Imola Park and Ride	The Imola Park and Ride is located adjacent to SR 29 and is a state-owned facility. The project includes a complete rehabilitation of the park and ride to improve safety and transit operations and adds pedestrian access to two new SR 29 on highway transit passenger facilities and related pedestrian facilities.	September 2020	\$3	\$0.5
NVTA	Green Island Industrial Road and Complete Street Enhancement Project	Reconstruct and widen Green Island Road in American Canyon. This is a major industrial road serving one of Napa Valley's growing industrial areas adjacent to SR 29. The project includes constructing a class 1 commuter facility. (This project is in a Priority Production Area).	September 2020	\$16	\$10
NVTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilaion work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$35	\$35
NVTA	St. Helena Downtown Pedestrian Improvement Project (SR 29)	The St. Helena Downtown Pedestrian Improvement project on SR 29/St. Helena (Main Street) upgrades and replaces sidewalks on both sides of State Route 29. The project also includes safety upgrades including seventeen curb ramps, bulb-outs, crosswalk enhancements including crosswalk striping/markings. The project also includes landscape improvements, landscape irrigation and street furnishings.	March 2021	\$7	\$5.8
NVTA	Soscol Junction (SR 29/SR 221 Interchange)	Construct interchange at SR 29/SR 221 in Napa County. Replaces signaled intersection with an overpass on SR 29 and double roundabouts underneath the superstructure to allow multi-modal turning operations in all directions. (This project is adjacent to a Priority Production Area)	June 2021	\$65	\$20
NVTA	St. Helena to Calistoga Vine Trail (Class 1)	Complete a 10 mile class 1 bike and pedestrian facility connecting the cities of Calistoga and St. Helena. When completed, the Vine Trail will be a 47-mile facility connecting the Napa Valley to the Vallejo Ferry Terminal. (This project is in a Priority Conservation Area).	June 2021	\$13	\$3
Napa Totals	7 Total Projects			\$171	\$94
Agency	Project	Description	CON Readiness	Total Project Cost	Proposed Requested Amount
STA	I-80/I-680/SR 12 Interchange Project – Package 2A	Construct widened connector from SR37 to I-80, eliminate weave from I-80 to I-680.	July 2020	\$93.7	\$16.7
STA - City of Fairfield	Hannigan Rail Station Depot Building & Access	Construct a new train station depot building and new 119 parking spaces	Sept 2020	\$8	\$8
STA - City of Vallejo	Vallejo Station Phase B	Construct an 800+ space parking garage, part over 1,000 units of TOD housing around the Vallejo Ferry terminal	Sept 2020	\$30	\$20
STA	I-80 Managed Lanes Project (Red Top Rd to I-505)	Construct 18 miles of managed lanes, promote regional transit and carpooling	Oct. 2020	\$275.8	\$133
STA - City of Fairfield	Jepson Pkwy Phases 2B & 2C	Widen segment of Vanden Rd from 2 lanes to 4 lanes, last two segment of the Jepson Parkway; currently a bottleneck.	Oct 2020	\$44	\$26
STA - Solano County	County Road Safety Improvements	Overlay County Roads along idetified safety corridors, including biking, safety equipement and striping and operational improvements	October 2020	\$5	\$5
STA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilaion work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$50	\$50
STA - City of Dixon	Parkway Blvd. Overcrossing	Construct an overcrossing of UPRR for safety, traffic operations, and to promote housing.	Dec 2020	\$20	\$15
STA - City of Vacaville	I-505/Vaca Valley Interchange	Construct three roundabouts at I-505 Vaca Valley to improve safety and traffic operations.	Dec 2020	\$15.5	\$7.5
STA	SR 37/ Fairgrounds Dr. Interchange	Redesign the Fairgrounds Dr interchange to improve capacity, operations, and pedestrian safety.	May 2021	\$24	\$4
STA - City of Vallejo	Bay Trail/Vine Trail	Construct 6 miles of new Bay/Vine Trail in Vallejo	June 2021	\$8	\$2
STA – SolTrans/FAST	SolanoExpress Electrification Infrastructure	Construct electrical upgrades at the Soltrans and FAST maintenance yards to allow for the electrification of SolanoExpress intercity buses.	June 2021	\$25	\$15
STA	I-80 Eastbound Truck Scales	Construct a odern, safe, and efficient truck scales on Eastbound I-80, similar to the WB side.	June 2023	\$230	\$125
Solano Totals	14 Total Projects			\$829	\$427
4 Northbay Counties	SR37 – Congestion relief from SR121 to Mare Island (Segment B)	Add one lane in each direction to reduce travel times and improve safety	Oct 2022	\$200	\$150
North Bay Totals	42 Total Projects			\$1,726.54	\$1,106.14

North Bay CTA Shovel-Ready Project List - 4/6/2020

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
Marin County	Sir Francis Drake Corridor Rehabilitation Project	Rehabilitate Sir Francis Drake Boulevard between Highway 101 and the Ross Town limits, including the following improvements: intersection and traffic signal improvements, street lighting, pedestrian accessibility improvements, pedestrian path widening, asphalt pavement resurfacing, utility and drainage improvements, traffic striping, and landscaping improvements.	June 2020	\$26.8	\$7
TAM	Marin-Sonoma Narrows (MSN) B7/B8 Project	Last HOV gap closure on Highway 101 for the entire corridor located in northern Novato	July 2020	\$142	\$130
STA	I-80/I-680/SR 12 Interchange Project – Package 2A	Construct widened connector from SR37 to I-80, eliminate weave from I-80 to I-680.	July 2020	\$93.7	\$16.7
TAM	North-South Greenway Multi-Use Path Gap Closure Project	The North-South Greenway is a non-motorized bicycle and pedestrian transportation network connecting San Francisco County with Sonoma County. The Central Marin portion of the Greenway has been pursued since 2004. The project will close the gap between the existing pedestrian bridge over Sir Francis Drake Blvd and existing multi-use path at Wornum Drive. The project is being implemented in phases with the major component located within the state highway ROW.	Aug 2020	\$15.5	\$2.0
NVTA	Vine Maintenance Facility	Build new 6-bay maintenance facility in Napa County to support the Vine transit System, replacing 50 year old obsolete facility. The project includes modern bus wash and electric fueling infrastructure.	August 2020	\$32	\$20
TAM	US 101 Bellam Interchange Improvements	Safety Project to remove daily back-ups onto southbound U.S. 101. Project will separate regional traffic from local traffic by adding a second off-ramp lane and an additional right turn lane modifications will reduce conflicts from the I-580 Bellam off-ramp.	Sept 2020	\$6.3	\$3.2
Marin Transit	Countywide Bus Stop Improvement Program	Improve accessibility and upgrade amenities at up to 20 stops throughout Marin County	Sep 2020	\$1.2	\$1.2
Marin Transit	Electric Bus Charging Infrastructure	Electrical upgrades and charger installation for four electric buses	Sep 2020	\$0.5	\$0.5
NVTA	Imola Park and Ride	The Imola Park and Ride is located adjacent to SR 29 and is a state-owned facility. The project includes a complete rehabilitation of the park and ride to improve safety and transit operations and adds pedestrian access to two new SR 29 on highway transit passenger facilities and related pedestrian facilities.	September 2020	\$3	\$0.5
NVTA	Green Island Industrial Road and Complete Street Enhancement Project	Reconstruct and widen Green Island Road in American Canyon. This is a major industrial road serving one of Napa Valley's growing industrial areas adjacent to SR 29. The project includes constructing a class 1 commuter facility. (This project is in a Priority Production Area).	September 2020	\$16	\$10
STA - City of Fairfield	Hannigan Rail Station Depot Building & Access	Construct a new train station depot building and new 119 parking spaces	Sept 2020	\$8	\$8
STA - City of Vallejo	Vallejo Station Phase B	Construct an 800+ space parking garage, part over 1,000 units of TOD housing around the Vallejo Ferry terminal	Sept 2020	\$30	\$20
SCTA	SMART rail extension to Windsor, capital costs (incl. systems work)	Extend passenger rail service to the Town of Windsor, including all PTC systems work	2020	\$65	\$40
SCTA	SMART rail extension to Healdsburg, systems work	Extend passenger rail service to the Town of Healdsburg, including all PTC systems work	2020	\$30	\$30
SCTA	Sonoma County Transit Maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure		\$2	\$2
SCTA	Santa Rosa Transit maintenance yard expansion and electric infrastructure	Provide facility improvements to support electric bus charging infrastructure	2020	\$1	\$1
SCTA	2020 Street Construction and Improvements Project - Cotati	Rehabilitate existing roadways for the Hub Streets and W. Sierra Avenue to W. School Street and enhance bicycle and pedestrian safety features	2020	\$4	\$4
SCTA	Chase Street Bridge Replacement - Sonoma	Upgrading a deficient bridge to provide a safe and adequate creek crossing for vehicles, bicycles and pedestrians; two vehicle lanes, with shoulders and sidewalks on both sides of the lanes	2020	\$2	\$2
SCTA	Petaluma Transit facility roof replacement	Provide facility improvements to support bus service operations	2020	\$0.1	\$0.1
STA	I-80 Managed Lanes Project (Red Top Rd to I-505)	Construct 18 miles of managed lanes, promote regional transit and carpooling	Oct. 2020	\$275.8	\$133
STA - City of Fairfield	Jepson Pkwy Phases 2B & 2C	Widen segment of Vanden Rd from 2 lanes to 4 lanes, last two segment of the Jepson Parkway; currently a bottleneck.	Oct 2020	\$44	\$26
STA - Solano County	County Road Safety Improvements	Overlay County Roads along identified safety corridors, including biking, safety equipment and striping and operational improvements	October 2020	\$5	\$5
TAM	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	Nov 2020	\$40	\$40
SCTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$55	\$55
NVTA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$35	\$35
STA	Road Rehab Block Grant (2 year program for quick job creation)	Direct block grant funding to cities and counties for pavement rehabilitation work that can be done quickly and create construction job that will increase PCI and provide drivers and cyclists smooth roads	November 2020	\$50	\$50
STA - City of Dixon	Parkway Blvd. Overcrossing	Construct an overcrossing of UPRR for safety, traffic operations, and to promote housing.	Dec 2020	\$20	\$15
STA - City of Vacavill	I-505/Vaca Valley Interchange	Construct three roundabouts at I-505 Vaca Valley to improve safety and traffic operations.	Dec 2020	\$15.5	\$7.5
2020 Totals	28 Total Projects			\$1,019.4	\$664.2

Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
NVTA	St. Helena Downtown Pedestrian Improvement Project (SR 29)	The St. Helena Downtown Pedestrian Improvement project on SR 29/St. Helena (Main Street) upgrades and replaces sidewalks on both sides of State Route 29. The project also includes safety upgrades including seventeen curb ramps, bulb-outs, crosswalk enhancements including crosswalk striping/markings. The project also includes landscape improvements, landscape irrigation and street furnishings.	March 2021	\$7	\$5.8
SMART	Blackpoint Bridge Replacement	Replace Blackpoint Bridge - system need with immediate freight rail and US Coast Guard waterway shipping benefits, with additional future passenger rail benefits as part of the Novato-Suisun SMART rail project	March 2021	\$54	\$54
STA	SR 37/ Fairgrounds Dr. Interchange	Redesign the Fairgrounds Dr interchange to improve capacity, operations, and pedestrian safety.	May 2021	\$24	\$4
NVTA	Soscol Junction (SR 29/SR 221 Interchange)	Construct interchange at SR 29/SR 221 in Napa County. Replaces signaled intersection with an overpass on SR 29 and double roundabouts underneath the superstructure to allow multi-modal turning operations in all directions. (This project is adjacent to a Priority Production Area)	June 2021	\$65	\$20
NVTA	St. Helena to Calistoga Vine Trail (Class 1)	Complete a 10 mile class 1 bike and pedestrian facility connecting the cities of Calistoga and St. Helena. When completed, the Vine Trail will be a 47-mile facility connecting the Napa Valley to the Vallejo Ferry Terminal. (This project is in a Priority Conservation Area).	June 2021	\$13	\$3
STA - City of Vallejo	Bay Trail/Vine Trail	Construct 6 miles of new Bay/Vine Trail in Vallejo	June 2021	\$8	\$2
STA – SolTrans/FAS	SolanoExpress Electrification Infrastructure	Construct electrical upgrades at the Soltrans and FAST maintenance yards to allow for the electrification of SolanoExpress intercity buses.	June 2021	\$25	\$15
SCTA	SMART Petaluma Station	Construct the second station in Petaluma providing access to residents on the east side of town to rail service	2021	\$11	\$11
SCTA	Hearn Avenue Interchange	Improve connectivity between affordable neighborhoods and reatil and commercial job centers via a new interchange with added capacity for vehicles, bus routes and new bicycle and pedestrian access.	2021	\$32	\$20
2021 Totals	8 Total Projects			\$239	\$135
Agency	Project	Description	CON Readiness	Total Project Cost (Millions)	Proposed Requested Amount (Millions)
Marin Transit	Facility Improvements	Preliminary Engineering and Design work for an Operations and Maintenance Facility; Electrical upgrades and charger installation for non-revenue vehicle	TBD	\$0.14	\$0.14
SCTA	SR 116/121 intersection improvements	Remove a right turn lane and install a roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The park and ride lot will be relocated and the capacity will remain the same in the new location.	2022	\$22	\$20
SCTA	Hwy 101 Bike/Ped Overcrossing	Provide safe bike and pedestrian connection across Hwy 101 between Santa Rosa Junior College on the east side and SMART passenger rail and retils centers on the west side	2022	\$16	\$14
4 Northbay Counties	SR37 – Congestion relief from SR121 to Mare Island (Segment B)	Add one lane in each direction to reduce travel times and improve safety	2022	\$200	\$150
STA	I-80 Eastbound Truck Scales	Construct a modern, safe, and efficient truck scales on Eastbound I-80, similar to the WB side.	June 2023	\$230	\$125
2022 or Later Totals	5 Total Projects			\$468.14	\$309.14
North Bay Totals	42 Total Projects			\$1,726.54	\$1,108.14



AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

May 7, 2020

EXECUTIVE COMMITTEE

CHAIR

Nuria I. Fernandez

VICE CHAIR

Jeffrey A. Nelson

SECRETARY-TREASURER

Freddie C. Fuller II

IMMEDIATE PAST CHAIR

David M. Stackrow, Sr.

- Dorval R. Carter, Jr.
Francis "Buddy" Coleman
Michael Goldman
Huelon A. Harrison
Kevin J. Holzendorf
Karen H. King
Michele Wong Krause
Jeanne Krieg
Thomas C. Lambert
Adelee Marie Le Grand
Richard J. Leary
Henry Li
Raymond J. Melleady
Brad Miller
Allan Pollock
Leanne P. Redden
Catherine Rinaldi
Doug Tisdale
William T. Thomsen
Matthew O. Tucker
Thomas Waldron

The Honorable Nancy Pelosi
Speaker of the House
U.S. House of Representatives
H-232, The Capitol
Washington, DC 20515

The Honorable Kevin McCarthy
Republican Leader
U.S. House of Representatives
H-204, The Capitol
Washington, DC 20515

The Honorable Mitch McConnell
Majority Leader
U.S. Senate
S-230, The Capitol
Washington, DC 20510

The Honorable Charles E. Schumer
Democratic Leader
U.S. Senate
S-221, The Capitol
Washington, DC 20510

Dear Speaker Pelosi, Leader McConnell, Leader McCarthy, and Leader Schumer:

On behalf of America's public transportation industry, which directly employs more than 435,000 workers and supports millions of private-sector jobs, we urge you to provide an additional \$23.8 billion in COVID-19 Emergency Response and Recovery Funding to help public transit agencies continue to provide a critical lifeline to essential workers and to help our communities rebuild our economy. These funds will offset the extraordinary direct costs and revenue losses caused by the pandemic.

We greatly appreciate your work to enact the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) (P.L. 116-136). CARES Act funding provided a critical lifeline to enable our agencies to serve first responders, hospital workers, and grocery store clerks each and every day. Yet, public transit agencies need additional funding to continue to provide these and other essential services throughout the crisis and play its indispensable role in America's social and economic recovery from COVID-19.

The COVID-19 pandemic has significantly increased public transit operating costs and slashed state and local sources of transit funding, including agency farebox, parking, and other revenue; dedicated sales tax, gas tax, and other state and local tax revenues; and state and local funding. For instance, with stay-at-home orders and fare-free services for essential riders, transit fare revenue has dropped 86 percent over the past month.

PRESIDENT AND CEO

Paul P. Skoutelas

1300 I Street NW
Suite 1200 East
Washington, DC 20005
p: (202) 496-4800
f: (202) 496-4324

Further, we currently estimate that 37,000 construction jobs in 2020 and 34,000 in 2021 will be lost because of transit project delays and cancellations.

Based on the enclosed, independent analysis¹ of COVID-19 impacts on public transit, APTA estimates that public transit agencies face \$23.8 billion of additional costs and revenue losses through calendar year 2021, in excess of public transit funding provided by the CARES Act. As our nation's transit agencies work to maintain and restore essential services, federal support is critical to ensure that public transit agencies can reposition themselves to survive and help our communities and nation recover from the economic fallout of the pandemic.

To that end, APTA urges Congress to provide **\$23.8 billion in COVID-19 Emergency Response and Recovery Funding for public transportation**, including:

- **\$19 billion provided through the Emergency Relief Program; and**
- **\$4.75 billion provided through Urbanized Area Formula Grants, Seniors and Individuals with Disabilities Formula Grants; and Rural Area Formula Grants.**

APTA proposes that 80 percent of the \$23.8 billion in funding (\$19 billion) be allocated through the existing Emergency Relief Program (49 U.S.C. 5324), with the Secretary of Transportation providing grants to public transportation agencies for COVID-19 costs and revenue losses that exceed funding provided to such agencies under the CARES Act. These funds would be distributed proportionally to all public transit agencies with demonstrated need. The funds would be available for both capital and operating expenses and at a 100 percent federal share, as provided under the CARES Act.

The remaining 20 percent of funds (\$4.75 billion) would be allocated by formula through the Urbanized Area Formula Grants (49 U.S.C. § 5307), Seniors and Individuals with Disabilities Formula Grants (49 U.S.C. § 5310), and Rural Area Formula Grants (49 U.S.C. § 5311), in the same ratio as funds were provided in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2020 (P.L. 116-94). The funds would be available for both capital and operating expenses and at a 100 percent federal share. *For additional information regarding the proposal, please see the enclosed APTA Fact Sheet regarding COVID-19 Emergency Response and Recovery Funding for Public Transportation (Attachment A).*

These additional emergency funds are critical to ensuring that public transportation can continue to be a lifeline for our essential workers and help our communities rebuild their economies in the wake of the pandemic. These funds are also critical to maintain the manufacturing and supply chain for public transportation agencies and limit the enormous economic damage to these businesses caused by the pandemic.

Finally, APTA believes that providing the public transportation industry with long-term certainty is critical to our economic recovery and we urge you to enact the Surface Transportation Authorization Act prior to its expiration in September. Now is the time to invest more in our

¹ EBP US, Inc., *The Impact of the COVID-19 Pandemic on Public Transit Funding Needs in the U.S.*, May 5, 2020 (Attachment B).

The Honorable Nancy Pelosi, Mitch McConnell, Kevin McCarthy, and Charles E. Schumer

May 7, 2020

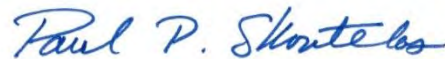
Page 3

nation's public transportation infrastructure to support jobs, reconnect Americans, and build the necessary infrastructure network to provide critical public transit services and economic opportunities for all.

We greatly appreciate all of your efforts to help Americans through this national crisis. This Emergency Response and Recovery Funding for public transportation is critically important as we work to maintain a lifeline and restore these essential services in each of our communities.

Thank you for your consideration.

Sincerely,



Paul P. Skoutelas
President and CEO

Encl.

cc: The Honorable Steny H. Hoyer, Majority Leader, U.S. House of Representatives

The Honorable John Thune, Majority Whip, U.S. Senate

The Honorable Steve Scalise, Republican Whip, U.S. House of Representatives

The Honorable Richard J. Durbin, Democratic Whip, U.S. Senate

The Honorable Nita M. Lowey, Chairwoman, Committee on Appropriations, U.S. House of Representatives

The Honorable Richard C. Shelby, Chairman, Committee on Appropriations, U.S. Senate

The Honorable Peter A. DeFazio, Chair, Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Mike Crapo, Chairman, Committee on Banking, Housing, and Urban Affairs, U.S. Senate

The Honorable Roger Wicker, Chairman, Committee on Commerce, Science, and Transportation, U.S. Senate

The Honorable Richard Neal, Chairman, Committee on Ways and Means, U.S. House of Representatives

The Honorable Chuck Grassley, Chairman, Committee on Finance, U.S. Senate

The Honorable Kay Granger, Ranking Member, Committee on Appropriations, U.S. House of Representatives

The Honorable Patrick Leahy, Vice Chairman, Committee on Appropriations, U.S. Senate

The Honorable Sam Graves, Ranking Member, Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Sherrod Brown, Ranking Member, Committee on Banking, Housing, and Urban Affairs, U.S. Senate

The Honorable Maria Cantwell, Ranking Member, Committee on Commerce, Science, and Transportation, U.S. Senate

The Honorable Kevin Brady, Ranking Member, Committee on Ways and Means, U.S. House of Representatives

The Honorable Ron Wyden, Ranking Member, Committee on Finance, U.S. Senate

The Honorable David E. Price, Chairman, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. House of Representatives

The Honorable Susan M. Collins, Chairman, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. Senate

The Honorable Eleanor Holmes Norton, Chair, Subcommittee on Highways and Transit, Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable David Perdue, Chairman, Subcommittee on Housing, Transportation, and Community Development, Committee on Banking, Housing, and Urban Affairs, U.S. Senate

The Honorable Deb Fischer, Chairman, Subcommittee on Transportation and Safety, Committee on Commerce, Science, and Transportation, U.S. Senate

The Honorable Mario Diaz-Balart, Ranking Member, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. House of Representatives

The Honorable Jack Reed, Ranking Member, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations, U.S. Senate

The Honorable Rodney Davis, Ranking Member, Subcommittee on Highways and Transit, Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Robert Menendez, Ranking Member, Subcommittee on Housing, Transportation, and Community Development, Committee on Banking, Housing, and Urban Affairs, U.S. Senate, U.S. Senate

The Honorable Tammy Duckworth, Ranking Member, Subcommittee on Transportation and Safety, Committee on Commerce, Science, and Transportation, U.S. Senate



COVID-19 Emergency Response and Recovery Funding For Public Transportation

May 7, 2020

The CARES Act provided \$25 billion to public transit agencies through urban and rural area formula grants. Despite this significant funding, public transit agencies need additional COVID-19 Emergency Response and Recovery funding to respond to and recover from the pandemic. APTA has developed this funding proposal to address the enormous impacts of COVID-19 on public transportation and ensure that public transit agencies can continue to provide these essential services each and every day.

The COVID-19 pandemic has significantly increased public transit operating costs and slashed state and local sources of transit funding, including agency farebox, parking, and other revenue; dedicated sales tax, gas tax, and other state and local tax revenues; and state and local funding. Given the pandemic and its economic impacts, public transit agencies across the nation face severe ridership decline and state and local revenue losses.¹ Based on an independent analysis of COVID-19 impacts on public transit, APTA estimates that public transit agencies face \$23.8 billion of additional costs and revenue losses through calendar year 2021, in excess of public transit funding provided by the CARES Act.²

As our nation's transit agencies work to maintain and restore these essential services, federal support is critical to ensure that public transit agencies can reposition themselves to survive and help our communities and nation recover from the economic fallout of the pandemic. **To that end, APTA urges Congress to provide an additional \$23.8 billion in funding for COVID-19 Emergency Response and Recovery, including:**

- *\$19 billion provided through the Emergency Relief Program; and*
- *\$4.75 billion provided through Urbanized Area Formula Grants, Seniors and Individuals with Disabilities Formula Grants; and Rural Area Formula Grants.*³

¹ For instance, on April 16, the New York Metropolitan Transportation Authority requested an additional \$3.9 billion for 2020, noting ridership declines of more than 90 percent, enormous losses in fare, toll, and tax revenues that help fund the system, and increased costs associated with ensuring the safety of staff and riders. Similarly, on April 28, the San Francisco Bay Area Metropolitan Transportation Commission (MTC) requested that Congress create a Transportation Revenue Backstop that includes \$1.3 billion of additional transit formula funding for the MTC over the next 18 months.

² EBP US, Inc., *The Impact of the COVID-19 Pandemic on Public Transit Funding Needs in the U.S.*, May 5, 2020.

³ APTA's request includes \$50 million for Federal Transit Administration (FTA) administrative expenses and program management oversight. This amount includes specific funding for the U.S. Department of Transportation

Emergency Relief

- Provide \$19 billion of COVID-19 Emergency Response and Recovery funding through the Emergency Relief Program (49 U.S.C. § 5324) for additional costs and revenue losses to operating and capital budgets to prepare for, respond to, and recover from the COVID-19 pandemic for the period beginning on the date that the President declared a national emergency under the National Emergencies Act (50 U.S.C. § 1621) and section 501(b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) (42 U.S.C. § 5121, et seq.) (March 13, 2020) and ending on December 31, 2021.
- Require the Secretary of Transportation (Secretary) to provide grants to public transportation agencies⁴ for COVID-19 costs and revenue losses that exceed funding provided to such agencies under the CARES Act, the formula funding provided under this Act, or reimbursement by the Federal Emergency Management Agency (FEMA) under the Stafford Act.
- Require the Secretary to distribute allocations proportionally to all public transit agencies who demonstrate additional COVID-19 costs and revenue losses.
- Require the Secretary to distribute these funds in three tranches: by June 30, 2020, May 31, 2021, and December 31, 2021. The Secretary shall allocate not less than 33.33 percent of available funds to each of the three tranches and allocate any unused funds to subsequent tranches.
- Require the Secretary to issue guidance on the application process for Emergency Response and Recovery funding not later than 15 days after the date of enactment of this Act. The guidance will establish the dates for acceptance of applications for each of the three tranches.
- Funding provided under the Emergency Relief program shall have a 100 percent federal share and may be used for any operating or capital expenses authorized under Chapter 53 of Title 49.
- Clarify the Emergency Relief Program (49 U.S.C. § 5324(d)(2)) to ensure that the FEMA duplication of benefits provision does not prevent a public transit agency from receiving both FTA Emergency Relief and FEMA Disaster Relief funds for projects to respond to and recover from the COVID-19 pandemic.

Office of Inspector General to oversee FTA's administration of the Emergency Relief program and its determinations of demonstrated need.

⁴ Public transportation agencies submitting costs and revenue losses under this section shall be the designated recipients under Chapter 53 of Title 49.

Formula Grants

- Provide \$4.75 billion of COVID-19 Emergency Response and Recovery funding through Urbanized Area Formula Grants (49 U.S.C. § 5307), Seniors and Individuals with Disabilities Formula Grants (49 U.S.C. § 5310), and Rural Area Formula Grants (49 U.S.C. § 5311).
- Require the Secretary to allocate the funds provided under these formula programs in the same ratio as funds were provided in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2020 (P.L. 116-94). The Act provides the following approximate amounts to the formula programs:
 - Urbanized Area Formula Grants— \$4.00 billion
 - Seniors and Individuals with Disabilities Formula Grants— \$232 million
 - Rural Area Formula Grants— \$522 million
- Funding provided under the formula programs shall have a 100 percent federal share and may be used for any capital or operating expenses authorized under Chapter 53 of Title 49.

**APTA COVID-19 Emergency Response and Recovery Funding
Estimated Apportionments of \$4.75 Billion of Formula Grants**

State/Territory	Funding	State/Territory	Funding	State/Territory	Funding
Alabama	\$35,684,797	Maine	\$17,679,639	Pennsylvania	\$182,088,068
Alaska	\$22,012,477	Maryland	\$116,556,031	Rhode Island	\$17,203,316
Arizona	\$82,786,265	Massachusetts	\$134,956,138	South Carolina	\$34,675,492
Arkansas	\$22,922,360	Michigan	\$100,559,383	South Dakota	\$9,406,899
California	\$737,950,015	Minnesota	\$71,270,996	Tennessee	\$61,768,213
Colorado	\$80,793,452	Mississippi	\$20,196,770	Texas	\$300,371,078
Connecticut	\$66,782,641	Missouri	\$59,636,220	Utah	\$48,942,276
Delaware	\$14,088,276	Montana	\$13,728,508	Vermont	\$5,831,253
District of Columbia	\$21,718,651	Nebraska	\$17,138,315	Virginia	\$126,491,542
Florida	\$241,128,339	Nevada	\$43,867,110	Washington	\$142,779,072
Georgia	\$103,787,142	New Hampshire	\$10,968,115	West Virginia	\$15,975,588
Hawaii	\$30,304,639	New Jersey	\$277,448,771	Wisconsin	\$57,993,086
Idaho	\$17,140,463	New Mexico	\$30,924,721	Wyoming	\$7,803,978
Illinois	\$250,865,466	New York	\$545,777,282	Puerto Rico	\$44,431,328
Indiana	\$65,316,392	North Carolina	\$87,343,157	Virgin Islands	\$1,320,999
Iowa	\$30,053,952	North Dakota	\$9,204,547	American Samoa	\$307,207
Kansas	\$25,040,069	Ohio	\$114,647,839	Guam	\$764,760
Kentucky	\$38,176,069	Oklahoma	\$29,375,658	N. Mariana Islands	\$289,726
Louisiana	\$42,920,576	Oregon	\$60,804,878		

**COVID-19 EMERGENCY RESPONSE AND RECOVERY FUNDING
FOR PUBLIC TRANSPORTATION**

*Prepared by American Public Transportation Association Staff
May 7, 2020*

FEDERAL TRANSIT ADMINISTRATION

EMERGENCY RESPONSE AND RECOVERY GRANTS

For an amount for “Emergency Response and Recovery Grants”, \$23,800,000,000, to remain available until expended, to prevent, prepare for, and respond to COVID-19: *Provided*, Notwithstanding any other provision of law, the Secretary of Transportation shall provide funds appropriated under this heading in this Act as if such funds were provided under section 5324 of title 49, United States Code, section 5307 of title 49, United States Code, section 5310 of title 49, United States Code, and section 5311 of title 49, United States Code, and apportion 80 percent of such funds to section 5324 and 20 percent of such funds to section 5307, section 5310, and section 5311:

Provided further, That designated recipients, as defined in section 5302 of title 49, United States Code, may apply for grants under section 5324 of title 49, United States Code, for costs and revenue losses to the recipients’ overall budget to prepare for, respond to, and recover from the COVID-19 pandemic for the period beginning on the date that the President declared a national emergency under the National Emergencies Act and section 501(b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. (b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) (42 U.S.C. § 5121, et seq.) and ending on December 31, 2021: *Provided further*, That the Secretary shall provide grants to designated recipients for such costs and revenue losses that exceed public transportation funding provided to such recipients by section 5307, section 5310, and section 5311 apportionments under the CARES Act (P.L. 116-136) or this heading of this Act, or reimbursed by the Robert T. Stafford Disaster Relief and Emergency Assistance Act: *Provided further*, That the Secretary shall distribute allocations proportionally to all designated recipients that, based on best available data, demonstrate such costs and revenue losses in three tranches occurring not later than June 30, 2020, May 31, 2021, and December 31, 2021: *Provided further*, That the Secretary shall allocate not less than 33.33 percent of available funds in each of the three tranches and allocate any unused funds to subsequent tranches: *Provided further*, That the Secretary shall issue guidance on the section 5324 application process not later than 15 days after the date of enactment of this Act, and such guidance shall establish specific dates for acceptance of applications for each tranche:

Provided further, That the Secretary shall apportion section 5307, section 5310, and section 5311 funds in accordance with section 5336 of title 49, United States Code (other than subsections (h)(1) and (h)(4)) and section 5311 (other than subsections (b)(3) and (c)(1)(A)), and allocate the amounts provided among such sections in the same ratio as funds were provided in the fiscal year 2020 appropriations: *Provided further*, That the funds apportioned under section 5307,

section 5310, and section 5311 shall be apportioned using the 2020 apportionment formulas and not later than 7 days after the date of enactment of this Act:

Provided further, That not more than three-quarters of 1 percent, but not to exceed \$50,000,000, of the funds for Emergency Response and Recovery Grants provided under this heading in this Act shall be available for administrative expenses and program management oversight, as authorized under sections 5334 and 5338(f)(2) of title 49, United States Code, and shall be in addition to any other appropriations for such purpose: *Provided further*, That of the funds made available for such administrative expenses, \$3,000,000 shall be transferred to the Office of Inspector General to support oversight of the Federal Transit Administration's administration of the Emergency Relief program and its determinations of demonstrated need under this heading: *Provided further*, That notwithstanding subsections (a)(1) or (b) of section 5307 of title 49, United States Code, or any other provision of law, funds provided under this heading are available for operating and capital expenses of public transit agencies, including reimbursement for operating costs to maintain service and lost revenue due to the COVID-19 public health emergency, the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service: *Provided further*, That such operating expenses are not required to be included in a transportation improvement program, long-range transportation, statewide transportation plan, or a statewide transportation improvement program: *Provided further*, That the Secretary shall not waive the requirements of section 5333 of title 49, United States Code, for funds appropriated under this heading in this Act: *Provided further*, That unless otherwise specified, applicable requirements under chapter 53 of title 49, United States Code, shall apply to funding made available under this heading in this Act, except that the Federal share of costs for which any grant is made under this heading in this Act shall be, at the option of the recipient, up to 100 percent: *Provided further*, That the limitation for reimbursement under section 5324(d)(2) of title 49, United States Code, shall only apply to the specific grant: *Provided further*, That the amount made available under this heading in this Act shall be derived from the general fund and shall not be subject to any limitation on obligations for transit programs set forth in any Act: *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Control Act of 1985.

The Impact of the COVID-19 Pandemic on Public Transit Funding Needs in the U.S.

Prepared by EBP US, Inc.

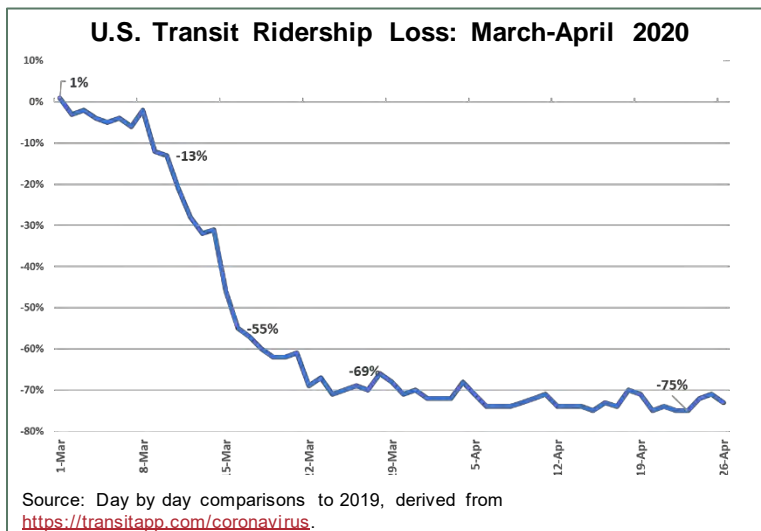
Prepared for the American Public Transportation Association

May 5, 2020

EXECUTIVE SUMMARY. Due to the virtual shutdown of the nation’s economy caused by the COVID-19 pandemic, US transit agencies are facing an overall funding shortfall of \$48.8 billion between CY 2020 Q2 and the end of CY 2021. Even with the infusion of \$25 billion provided by the Congress in April through the CARES Act, transit agencies will still face a shortfall of \$23.8 billion through the end of CY 2021. Nationally, transit ridership and fare revenues were down in April 2020 from April 2019 by 73% and 86%, respectively. Further, decreased transit capital spending across the country may result in the loss of 37,000 construction jobs in CY 2020 and 34,000 jobs in 2021 due to project delays and cancellations. When the economy begins to recover, transit agencies will still be challenged with severe fiscal constraints. These constraints stem from social distancing requirements that reduce vehicle capacity, increased costs of facility and vehicle cleaning and disinfection, and some displacement of ridership resulting from greater acceptance of decentralized work locations adopted during the pandemic. For these reasons, assuming the economy recovers in line with current epidemiological projections and related unemployment level forecasts, ongoing depressed ridership translates to quarterly transit revenue gaps ranging between \$4.2 billion and \$8.1 billion through the end of CY 2021.

KEY FINDINGS.¹

- The 2020 COVID-19’s virus pandemic’s effects on the nation’s economy and day-to-day living have been profound. Well over 200 million people have been required to live under some form of social distancing rules, with thousands of workplaces and businesses either

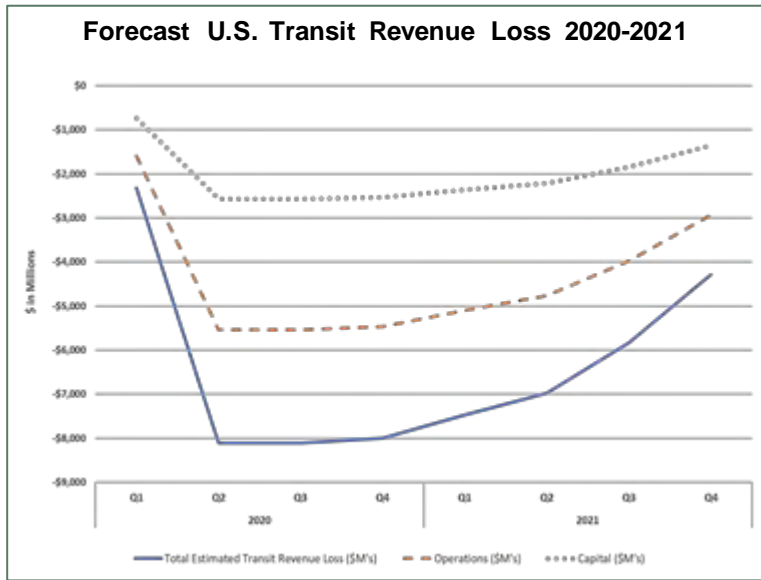


closing indefinitely or implementing remote work arrangements. Through the fourth week of April, over 30 million new unemployment claims were filed in 2020, a historic high, with the national unemployment rate projected to remain above 10% through CY 2021.

- As of April 30, although the overwhelming majority of the population remains under stay-at-home orders, states are on their own individual schedules for phasing in reopening of

¹ See Appendix for details of methodology and data sources used in this analysis.

businesses and activities over the coming months. Based on interpolation of several objective models and forecasts that also recognize continued persistence and possible case increases starting in late 2020, the GDP is forecast to contract by 5.6% in 2020 before a gradual recovery starting in 2021.



- Public health and safety concerns associated with the pandemic have dramatically reduced overall travel and precipitated large and historic declines in public transit ridership. Compared to April 2019, ridership across all transit agencies and modes nationally is down by 73%, with some systems experiencing declines of nearly 90%. Ridership drop-offs have resulted in fare revenue declines and decreased economic activity due to social distancing. Stay-at-home orders have also depressed sales and use tax revenue designated for transit funding.
- While fares and other ridership-related funds are transit agencies' largest sources of revenues, accounting for almost 40% of annual budgets, other key sources are also forecast to decline significantly due to underlying economic conditions. These include revenues from state and local taxes, which may see a 25% decline, as well as motor fuel tax revenues, which closely track vehicle miles of travel (VMT), down in April by 66% nationally. In addition, as a means of minimizing contact between riders and transit operators, many transit systems stopped collecting fares in March 2020. Cumulatively, declines in all of these sources translate to projected transit increased costs and revenue losses of over \$26 billion in 2020 (including Q1) and over \$24 billion in 2021. Even after accounting for the \$25 billion in transit funding provided by the CARES Act, transit agencies' net revenue gap through the end of CY 2021 is still projected to be \$23.8 billion (between CY 2020 Q2 and CY 2021 Q4).
- Revenue declines will also have impacts on transit capital project development and construction. It is estimated that transit agencies nationally will likely need to decrease capital spending by \$8.4 billion in 2020 and \$7.8 billion in 2021. Moreover, the cost of capital spending is increasing because credit rating agencies have downgraded public transit agencies' revenue bond ratings. Nationally, this projected reduced capital spending equates to a loss of 37,000 construction jobs in CY 2020 and 34,000 construction jobs in CY 2021. Reduced capital spending may also delay some of the largest transit investments in the nation. Several major transit agencies have identified \$17 billion of capital projects slated for implementation starting in 2020 that are now at risk of delay or cancellation.

APPENDIX

METHODOLOGY.

Peak transit ridership losses were estimated based on transit use data from Transit App,² which showed declines in demand through late April 2020. Potential revenue losses were estimated using NTD transit revenue data³, and data from national reporting on revenue shifts for Q1 and Q2 of 2020 (see *Table 1: Revenue Risk Table*). In addition, the modeling accounts for fare revenue losses from rear-door boarding policies.

Once the peak losses for each revenue stream were identified, the next step was to determine the duration of the impacts of COVID-19 on the economy and transit. After a range of economic and epidemiological forecasts were reviewed, the CBO unemployment forecast was determined as the most suitable for this analysis because it was the most comprehensive reporting of forecast assumptions and provided estimates through the end of calendar year 2021.⁴ In addition, this forecast⁵ provided a timeline and magnitude of economic recovery that captured the lag effects within the economy and new public health practices that could limit both transit ridership and revenues. Importantly, CBO's projections also include the possibility of a reemergence of the pandemic. To account for that possibility, social distancing is projected to continue, although to a lesser degree, through the first half of next year. In particular, the degree of social distancing is projected to diminish by roughly 75 percent, on average, during the second half of this year relative to the degree in the second quarter and then to further diminish in the first half of next year.

The peak loss and duration of the transit revenue recovery used in this analysis are based on the timing of the CBO unemployment forecasts. The decline in transit revenue was used to estimate the potential job losses for capital spending.

Additional COVID-related expenses for agencies were included in the cost analysis using the MBTA's COVID-19 expense reporting (\$25.5 million) through April 20th, these monthly costs were scaled to the national level (\$653 million per month) using ridership as a proxy⁶. These costs were compared to other transit agency spending for COVID-19 related responses, which had similar spending magnitudes. These costs include labor, materials, and equipment related to additional cleaning and personal protective equipment.

² Day by day comparisons to 2019, derived from <https://transitapp.com/coronavirus>

³ NTD, "2018 National Transit Summaries and Trends: Appendix"

⁴ CBO forecast included estimates of GDP, unemployment, and interest rate on Treasury Notes. "CBO's Current Projections of Output, Employment, and Interest Rates and a Preliminary Look at Federal Deficits for 2020 and 2021" April 24, 2020

⁵ CBO forecast acknowledges: "The economy will experience a sharp contraction in the second quarter of 2020 stemming from factors related to the pandemic, including the social distancing measures put in place to contain it. In the third quarter, economic activity is expected to increase, as concerns about the pandemic diminish and state and local governments ease stay-at-home orders, bans on public gatherings, and other measures restraining economic activity. However, challenges in the economy and the labor market are expected to persist for some time."

⁶ MBTA unlinked passenger trips represent 4% of national unlinked passenger trips. APTA Factbook

Figure 1: Overall Method for Estimating Revenue Gap

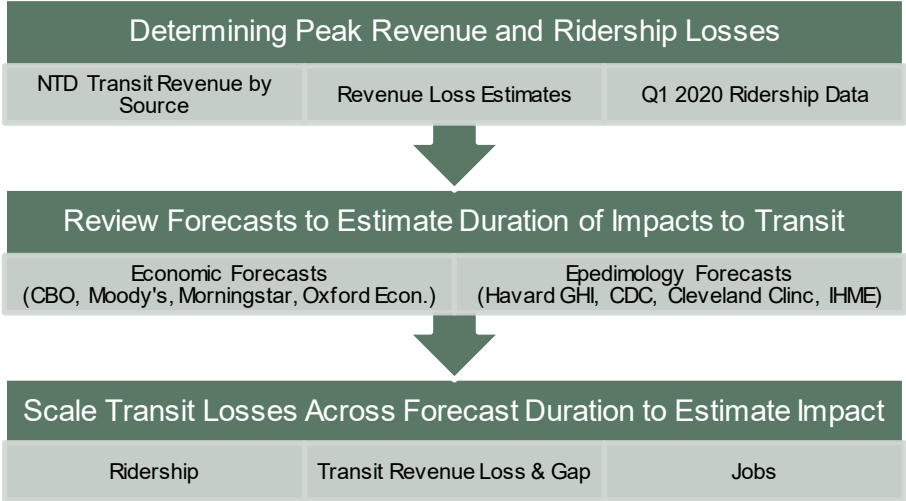


Table 1: Revenue Risk Tables

Source	Type	Share of total Funding	Peak Decline	Sourcing and Assumptions
Directly Generated	Fares & Other Non- Farebox	29.5%	-86%	Transit App user data for April 2020, APTA, review of transit agency fare collection policies.
Federal	Federal	15.8%	0%	\$25B increase with CARES Act
Local	Income Tax	0.3%	-24%	Based on monthly BLS unemployment claims: 30 million additional claims through fourth week of April.
Local/State	General Fund & Other	18.9%	-25%	Center on Budget and Policy Priorities: Monthly decline in state revenues.
State	Transportation Fund	14.3%	-66%	Drop in traffic as measured by cellphone and GPS traffic change from StreetLight.
Taxes Levied/Local	Sales Tax	18.0%	-26%	Estimate based on Census Monthly Retail Reporting, and adjusted for April based on interim reporting from Kiplinger's, Bloomberg, and Morningstar.
	Property Tax	2.8%	-10%	No impact 2020, 10% decline in 2021 based on projected demand for office and commercial space.
	Fuel Tax	0.3%	-66%	Drop in traffic as measured by cellphone and GPS traffic change from StreetLight. Proportional decline in fuel consumption.

DATA SOURCES.

Ridership & Revenue:

NTD, "2018 National Transit Summaries and Trends: Appendix" December 2019

APTA, "PUBLIC TRANSPORTATION RIDERSHIP REPORT, Fourth Quarter 2019"

Transit App Data, April 2020, <https://transitapp.com/coronavirus>

Forecasts and Q1 Data:

BLS, "Unemployment Insurance Weekly Filings" April 2020

CBO, "CBO's Current Projections of Output, Employment, and Interest Rates and a Preliminary Look at Federal Deficits for 2020 and 2021" April 24 <https://www.cbo.gov/publication/56335>

CDC, "COVID-19 Forecasts" https://www.cdc.gov/coronavirus/2019-ncov/covid-data/forecasting-us.html#anchor_1587397564229

Harvard Global Health Institute, "Global Pandemics Explained: US Hospital Capacity" <https://globalepidemics.org/our-data/hospital-capacity/>

Morningstar, "Coronavirus Update: Long-Term Economic Impact Forecast to Be Less Than 2008 Recession Our outlook on how the U.S. will cope during and after the shutdown."

<https://www.morningstar.com/articles/976107/coronavirus-update-long-term-economic-impact-forecast-to-be-less-than-2008-recession>

Oxford Economics "Global | World GDP to fall 2.8% in 2020, exceeding financial crisis toll" http://resources.oxfordeconomics.com/world-gdp-to-fall-2.8-in-2020-exceeding-financial-crisis-toll?oe_most_recent_content_download_id=0000021&interests_trending_topics=coronavirus

World Economic Forum, "Coronavirus: 5 predictions for how the economy might recover" April 14, 2020 <https://www.weforum.org/agenda/2020/04/alphabet-soup-how-will-post-virus-economic-recovery-shape-up/>



May 7, 2020

The Honorable Mitch McConnell
Majority Leader, United States Senate
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker, United States House of Representatives
Washington, DC 20515

The Honorable Charles Schumer
Minority Leader, United States Senate
Washington, DC 20510

The Honorable Kevin McCarthy
Minority Leader, United States House of Representatives
Washington, DC 20515

Dear Chairwoman Lowey, Ranking Member Granger, Chairman Price, and Ranking Member Diaz-Balart:

The Association of Metropolitan Planning Organizations (AMPO), the National Association of Regional Councils (NARC), and the National Association of Development Organizations (NADO) write to request that **Congress appropriate at least \$20 billion in flexible transportation funds through the Surface Transportation Block Grant Program (STBGP) in the next coronavirus relief bill.** These funds will be used to maintain vital transportation-related jobs, keep projects and programs moving forward, and address the loss of state and local revenues that support locally-selected transportation investments. State and local funding makes up two-thirds of the nation's investment in transportation infrastructure and pays the non-federal share of federally funded projects and programs.

Further, we urge that these **additional funds be suballocated in the same manner as funds that were apportioned in 2020 for urbanized and non-urbanized areas** under STBGP in the FAST Act (23 U.S.C. 133(d)(1)(A)). Eligible uses of these funds should be expanded to include **servicing as the non-federal match** attributable to MPO and state planning activities and serving as the non-federal match for any program or programs under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transportation). Further, any **eligible uses for these funds should be allowed a 100% federal share.**

In conjunction with this immediate funding, we also urge you to **support the passage of a long-term surface transportation bill** before it expires September 30 of this year. These two actions taken together provide Congress a unique opportunity to increase federal transportation investments to help restart the economy that is reeling from the impacts of the coronavirus and to provide certainty of surface transportation policy and funding once the country moves past the pandemic.

As Congress seeks to promote recovery from the COVID19 crisis and stimulate the U.S. economy through infrastructure investments, utilizing the existing STBGP minimizes the need to design new systems or rules, so federal funding can more easily and quickly flow to local governments. Under the STBGP, projects are already programmed so have been vetted and are locally supported. STBGP provides flexibility that allows targeting highest priority projects, based on local economic circumstances and transportation conditions and needs. This is particularly compelling now as cities and counties are facing significant revenue losses in sources that they use for capital investment, including gas taxes and sales taxes. As local communities are forced to shift funds to cover revenue losses and pay for immediate needs in public health and safety, cities and counties are considering delaying or reducing their capital investment programs. This will result in a reduction of construction spending and

associated job losses in public works departments as well as in private-sector contractors. As such, when our nation is trying to move to economic recovery, we may have a drain on capital investment just when it would be most beneficial. An STBGP funding supplement could help to avoid job losses and stimulating economic recovery.

Additional suballocated funding through the STBGP would effectively allow already planned and programmed transportation capital projects to continue, i.e., help avoid project delays, deferrals, and corresponding public and private sector layoffs, and function as economic stimulus by injecting capital funding into the economy and accelerating some projects.

As Congress debates these important relief and recovery funds for transportation, we request that Congress ensure that states coordinate with the relevant Metropolitan Planning Organizations before changes are made to the state transportation improvement program (STIP) to prevent any possible delay in project schedules that have already been agreed to by the state and MPO.

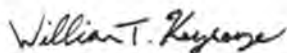
Lastly, the impacts of the coronavirus have impacted more than the funding to support transportation investments. Members of AMPO, NARC, and NADO are also confronted with statutorily required deadlines and processes. To this end, we request that Congress:

- **Grant extensions to MPOs for requirements** such as long-range transportation plan (LRTP) and Transportation Improvement Program update and approvals, Unified Planning Work Program (UPWP) updates, FTA triennial reviews, quadrennial certifications, invoice processing, and other relevant deadlines that occur during fiscal year's 2020 and 2021.
- **Authorize and permit administrative Transportation Improvement Programs and UPWP amendments.** This will allow the MPOs to add new studies, consulting work or data purchases and budget changes related to the COVID-19 pandemic as these costs may exceed 5% of the existing budget. In addition, allow for flexible carry-over of any unspent 2020 planning funds directly into the 2021 budget year. These actions would not require a formal MPO meeting per the adopted and federally required Public Involvement Plans. This provision is only permitted during the time period that a state-level emergency declaration is in effect.
- **Extend deadlines for discretionary grant programs**, including obligation deadlines, so recipients are not penalized with the loss of their grant due to an extended period of slowdown or stoppage of required work.
- **Direct USDOT to develop guidance through FHWA and FTA or pass a statutory framework to provide maximum flexibility in regards to public involvement requirements**, allowing for distribution of materials on the internet or through other reasonable distribution methods, and allowing for gathering of comments electronically as sufficient under such requirements for the duration of the national state of emergency and until Federal, State, and local health officials agree that it is safe for public gatherings to recommence.
- Direct USDOT to develop guidance through FHWA and FTA or pass a statutory framework to **allow a MPOs policy board to meet electronically or telephonically** during the period in which a national disaster is declared. Policy boards that meet in this way should be able to vote and otherwise make decisions as if they were meeting in person.
- Further, grant emergency powers to an organization's Executive Director or Board Chairperson to approve documents on behalf of the MPO as needed.
- **Ease lapsing requirements** if a State can demonstrate that an impact of the national emergency declaration is the proximate cause of the funding lapse.

- **Provide flexibility to states and MPOs to update required performance targets and set new targets** as appropriate to adequately reflect the anticipated conditions. Further, allow for or **automatically grant extensions of performance target setting deadlines** as appropriate, including the MPO CMAQ Performance Plan which is currently due on October 1, 2020.
- **Consider changes to procurement processes** that will be necessary if whole offices are teleworking, such as allowing for electronic signatures.

Federal investments in the next stimulus bill and through the reauthorization of a surface transportation bill will provide immediate and future funding certainty essential to preserving transportation investments as the country continues to operate under the Federal and State health directives due to the coronavirus and beyond. Again, we appreciate your leadership during this unprecedented time and for your consideration of this request.

Sincerely,



Bill Keyrouze
Interim Executive Director
Association of Metropolitan
Planning Organizations



Leslie Wollack
Executive Director
National Association
of Regional Councils



Joe McKinney
Executive Director
National Association
of Development Organizations

THIS PAGE LEFT BLANK INTENTIONALLY



State Legislative Update by Gus Khouri Khouri Consulting LLC

TAM Board Meeting
May 28, 2020

State Budget Outlook

- Virus Induces Deficit = \$54 billion
- Unemployment: 3.9% (Feb) to 24.5% (Dec)
- Governor's Proposals to Balance Budget
 - Cancellation of Program Expansions (\$6.1B)
 - Tap Rainy Day Fund (\$8.75B)
 - Defer CalPERS Obligations (\$6.1B)
 - Taxpayer Credit Limitation (\$4.4B)
 - Borrowing and Transferring Special Funds (\$4.4B)
 - S.O.S to D.C (\$1 trillion nationwide requested)

Impacts on Transportation

- General Fund not a revenue source for transportation
- \$3.2B currently unallocated by Caltrans (\$7.1B total)
- Sales tax reduction (27%) + ridership decline + social distancing protocols = major challenges for transit
- SB 1 Cycle 2 could be impacted for programs that are gas tax-funded (STIP and SHOPP); TIF-funded programs less affected (Congested Corridors, LPP)

CTC Update

- CTC guidelines approved for all competitive programs.
- Successfully advocated for funding projects in counties with population less than 500K and for finishing corridors.
- Requesting \$40 million for MSN.

Legislative Bills

- Many bills not moving ahead due to focus on pandemic and state economy/budget
- Two listed below are still moving forward:
 - SB 895 (Archuleta) - Technical assistance for the development of zero-emission fuels and fueling infrastructure, and zero-emission fuel transportation technologies
 - *Recommend Support position*
 - SB 1291 (Committee on Transportation) – provides that an MPO or transportation planning agency is not required to submit a FSTIP to Caltrans, and Caltrans is not required to submit the FSTIP to USDOT for 2020
 - *Recommend Support position*

Questions

