
From: Amelia Chu
Sent: Monday, July 20, 2020 4:55 PM
To: scott.haggerty@acgov.org; Alfredo Pedroza; eddie.ahn.mtc@gmail.com; Jeannie Bruins; Damon Connolly; Dave Cortese; Carol Dutra-Vernaci; Dorene Giacomini; Federal Glover; nickj@getsfmoving.com; mayoremail@sanjoseca.gov; Jake Mackenzie; Gina Papan; David Rabbitt; Hillary Ronen; officeofthemayor@oaklandnet.com; Warren Slocum; JPSpering@solanocounty.com; James.L.Stracner@hud.gov; Tony_Tavares@dot.ca.gov; Amy Worth
Cc: MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item 7b Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

External Email

Hello Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they reflect the "Conservative" assumptions, not the proposed "Somewhat Optimistic" assumptions. The current more optimistic assumption would result in the Valley Transportation Authority (VTA) receiving \$7 million dollars LESS than if the more conservative sales tax assumptions were used.

The COVID-19 pandemic has drastically impacted the most vulnerable populations in immeasurable ways. One of the most important aspects of daily life is that of local reliable public transit, specifically for low-income, transit-dependent community members, including our essential workers, working poor, and older adults. Basic needs such as getting to work, going to the grocery store, and accessing childcare and healthcare services are dependent on these local transit programs.

I am in strong disagreement with staff's recommendation to proceed with the proposed distribution of funds that are based on more optimistic sales tax assumptions, especially in light of the latest State orders to shut down many businesses and services. As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach to the distribution revenue assumptions of the second round of CARES Act funding.

During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable. I urge you not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach. Local modes of transportation are crucial and necessary for transit-dependent community members.

Thank you,

Amelia Chu

From: Asian Law Alliance
Sent: Thursday, July 16, 2020 6:49 AM
To: scott.haggerty@acgov.org
Cc: MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

External Email

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Sincerely,

Richard Konda, Executive Director

Asian Law Alliance



July 20, 2020

Metropolitan Transport Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: In Support of MTC Program and Allocation Committee Recommendations for CARES Act Funding Allocations

Dear Program and Allocation Committee Members,

On behalf of the Associated Students of the University of California, the representative body of more than 40,000 students at the University of California, Berkeley, I am writing to express my support for this committee's recommendation for CARES Act funding to support AC Transit and other public transportation services for the remainder of the 2020 year.

Students rely on AC Transit to be functional and reliable as they travel between UC Berkeley's campus and other places in the East Bay like our homes and workplaces. Mobility is a high priority for students. As a result, we've come to rely on AC Transit as most students don't own cars and high rents force many of us to commute from long distances. Our partnership with AC Transit has given students, of all ages, a low-cost and sustainable transportation option - even during a global health pandemic.

Considering we just increased our contribution to AC Transit as part of renewing our Student EasyPass, we especially hope to maintain this essential transit service in the new academic year.

As a result, I urge the **Metropolitan Transit Commission to accept the recommendations of the Program and Allocations Committee for CARES Act funding allocations.** Should you have any questions regarding our position on this item, please don't hesitate to contact me at eavp@asuc.org.

Sincerely,

DEREK IMAI

ASUC External Affairs Vice President



July 20, 2020

Metropolitan Transport Commission (MTC)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Metropolitan Transportation Commission 7/22/2020 Meeting, Item 7B, MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty, Vice Chair Pedroza, and fellow MTC commissioners,

On behalf of the Associated Students of the University of California, the representative body of more than 40,000 students at the University of California, Berkeley, I am writing to express my support for the Blue Ribbon Transit Recovery Task Force and Programming and Allocations Committee proposed MTC allocation of CARES Act funding to AC Transit.

Students rely on AC Transit to be functional and reliable as they travel between UC Berkeley's campus and other places in the East Bay like our homes and workplaces. Mobility is a high priority for students. As a result, we've come to rely on AC Transit as most students don't own cars and high rents force many of us to commute from long distances. Our partnership with AC Transit has given students, of all ages, a low-cost and sustainable transportation option—even during a global health pandemic. The almost 3 million rides taken by U.C. Berkeley students every year is indicative of how reliant the UC Berkeley student population is on AC Transit service.

We recognize that the current pandemic has affected AC Transit's finances considerably. Social distancing requirements have forced the agency to forego farebox revenues for months, and it will likely continue to see reduced sales tax revenues while the economy is in various states of shutdown. The \$33.8 million proposed MTC allocation of CARES Act funding to AC Transit will provide a lifeline to the agency that will help continue their operations.

Considering we just increased our contribution to AC Transit as part of renewing our Student EasyPass, we especially hope to maintain this essential transit service in the new academic year.

As a result, I urge the **Metropolitan Transit Commission to accept the recommendations of the Program and Allocations Committee and Blue Ribbon Transit Recovery Task Force for CARES Act funding allocations.** Should you have any questions regarding our position on this item, please don't hesitate to contact me at eavp@asuc.org.

Sincerely,

DEREK IMAI
ASUC External Affairs Vice President



July 21, 2020

Commissioner Scott Haggerty, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty,

As agencies representing transit riders throughout the Bay Area we support the Metropolitan Transportation Commission's (MTC) Blue Ribbon Task Force (BRTF) decision to recommend the attached funding plan for the second tranche of the Coronavirus Aid, Relief, and Economic Security (CARES) Act funds. In order to meet the needs of our riders and employees and to comply with the purposes of the CARES Act, it is imperative that the allocation be made now.

This is a time of unprecedented challenges for every transit agency as we all struggle to support our riders and preserve our employment base. Each of us clearly needs additional funds beyond CARES and we must work together to advocate at the state and federal level to secure them. For now, allocating these funds as quickly as possible is essential and it should be done using the BRTF recommendation, which was developed by MTC staff in consultation with all of the Bay Area's transit agencies.

The assumptions used to develop the BRTF recommendation are not optimistic. They represent a conservative approach that acknowledges that regardless of source, the impacts on transit agency revenues will be severe. The recommendation also makes important and thoughtful adjustments based on equity that reflect the focus that we must have on serving the most vulnerable members of our rider communities.

The recommendation also acknowledges that, unless additional revenues can be secured, some of our systems will once again face critical shortfalls more quickly than others. In light of the unprecedented challenges that we all face, and that our riders face, we must accept these risks and we must work as hard as we can together to avoid them.

Correspondence to Commissioner Scott Haggerty
July 21, 2020
Page 2

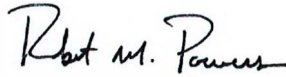
It is important to emphasize that all of our agencies are staunchly committed to protecting the health of both our riders and our employees, including front line workers. We are continuing to provide personal protection equipment (PPE) to our workers and are undertaking other recommended practices to ensure a safe working environment.

None of us can say for certain what revenues, ridership and driving behaviors will look like moving forward. MTC staff did a remarkable job balancing sets of conflicting data to fashion the adopted recommendation. It strikes a good balance and it is critical for every agency that all the funds be distributed as quickly as possible. We look forward to continuing our work together, including our pursuit of additional financial relief from both the state and federal government to ensure the viability of public transit in the Bay Area - especially for those that depend on it the most.

Sincerely,



Michael Hursh,
General Manager
Alameda-Contra Costa Transit
District



Robert Powers,
General Manager
San Francisco Bay Area
Rapid Transit District (BART)



Jim Hartnett, General
Manager/Executive Director
San Mateo County Transit
District/Caltrain



Rick Ramacier,
General Manager
County Connection



Jeanne Krieg
Chief Executive Officer
Tri Delta Transit



Diane Feinstein
Interim Transportation
Manager
City of Fairfield



Denis Mulligan,
General Manager
Golden Gate Bridge, Highway
and Transportation District



Michael S. Tree
General Manager
Livermore Amador Valley
Transport Authority



Nancy Whelan,
General Manager
Marin Transit



Kate Miller
Executive Director
Napa Valley Transport
Authority



Jared Hall
Transit Manager
Petaluma Transit



Rachel Ede
Deputy Director
City of Santa Rosa
Transportation and Public
Works



Jeffrey Tumlin,
General Manager
San Francisco Municipal
Transportation Agency

Farhad Mansourian,
General Manager
Sonoma-Maria Area Rail
Transit

Beth Kranda
Executive Director
Solano County Transit

Bryan Albee
Transit Systems Manager
Sonoma County Transit

Joan Malloy
City Manager
Union City Transit

Lori DaMassa
Management Analyst II
Transit Coordinator
City of Vacaville

Charles Anderson
General Manager
Western Contra Costa Transit
Authority

Nina Rannells,
Executive Director
Water Emergency
Transportation Authority

From: Sharon Bouska
Sent: Wednesday, July 15, 2020 6:37 PM
To: MTC-ABAG Info; scott.haggerty@acgov.org
Subject: CARES ACT

External Email

Chair Haggerty,

I am a resident of Santa Clara County for over 50 years. I am greatly concerned with the reduction of funding for our VTA. It would affect the most vulnerable of our population who rely on public transportation . This seems to be an unnecessary targeted population, made up of essential workers, clients, families and students.

I am also concerned as to why the largest county in population in the Bay Area, and the largest sales tax revenue producer in the Bay Area would not get its fair share and would be responsible in bolstering the counties with lower sales revenues.

Thank you for giving due diligence to the vote on July 22nd.

Sharon D Bouska

From: Bob Brownstein
Sent: Friday, July 17, 2020 1:06 PM
To: scott.haggerty@acgov.org; MTC-ABAG Info
Subject: CARES Act Funding, July 22 Meeting of MTC

External Email

July 22, 2020

Metropolitan Transportation Commission
scott.haggerty@acgov.org; Info@bayareametro.gov

Re: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they reflect the “Conservative” assumptions, not the proposed “Somewhat Optimistic” assumptions. The current more optimistic assumption would result in the Valley Transportation Authority (VTA) receiving \$7 million dollars LESS than if the more conservative sales tax assumptions were used.

The COVID-19 pandemic has drastically impacted the most vulnerable populations in immeasurable ways. One of the most important aspects of daily life is that of local reliable public transit, specifically for low-income, transit-dependent community members, including our essential workers, working poor, and older adults. Basic needs such as getting to work, going to the grocery store, and accessing childcare and healthcare services are dependent on these local transit programs.

I am in strong disagreement with staff’s recommendation to proceed with the proposed distribution of funds that are based on more optimistic sales tax assumptions, especially in light of the latest State orders to shut down many businesses and services. As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach to the distribution revenue assumptions of the second round of CARES Act funding.

During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable. I urge you not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach. Local modes of transportation are crucial and necessary for transit-dependent community members.

Sincerely,

Bob Brownstein

From: Susan Butler-Graham
Sent: Sunday, July 19, 2020 12:32 PM
To: scott.haggerty@acgov.org; Alfredo Pedroza; eddie.ahn.mtc@gmail.com; Jeannie Bruins; Damon Connolly; Dave Cortese; Carol Dutra-Vernaci; Dorene Giacomini; Federal Glover; nickj@getsfmoving.com; mayoremail@sanjoseca.gov; Jake Mackenzie; Gina Papan; David Rabbitt; Hillary Ronen; officeofthemayor@oaklandnet.com; Warren Slocum; JPSpering@solanocounty.com; James.L.Stracner@hud.gov; Tony_Tavares@dot.ca.gov; Amy Worth
Cc: MTC-ABAG Info; MOFSouthBay
Subject: MTC July 22nd Meeting: Agenda Item 7b Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

External Email

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Sincerely,
Susan Butler-Graham
San Jose

July 15, 2020

Metropolitan Transportation Commission
scott.haggerty@acgov.org; Info@bayareametro.gov

Re: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty and MTC Commissioners,

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Sincerely,



Dawn Hogh
Executive Director
Cancer CAREpoint

From: [Thomas Gregory](#)
To: [MTC-ABAG Info](#)
Cc: [Stuart James](#)
Subject: MTC 7/22/20 Meeting, Item 7B, MTC Resolution No. 4420, Revised -- Coronavirus Aid, Relief, and Economic Security(CARES) Act (H.R. 748) - Emergency Transit Assistance Programming
Date: Monday, July 20, 2020 3:17:07 PM

External Email

Dear Chair Haggerty, Vice Chair Pedroza, and fellow MTC commissioners:

The Center for Independent Living (TheCIL) provides advocacy and services that increase awareness, collaboration, and opportunity among people with disabilities and the community at large. TheCIL is the Title-VII-of-the-Rehab-Act disability agency whose federally designated catchment is northern Alameda County.

Private automobiles are often impractical for people with disabilities, either because their disability makes it challenging to operate their own vehicle or the cost to adapt a vehicle is exorbitantly expensive. As a result, a significant portion of people with disabilities rely exclusively on public transportation.

Due to foregone fares to accommodate social distancing, coupled with future lost sales tax revenues, AC Transit is struggling to maintain service levels and will continue to face financial challenges in the coming months. The proposed \$33.8 million that is being proposed for MTC to allocate to AC Transit will help to continue to provide the crucial transit service that so many people with disabilities rely on to get to the grocery store, make medical appointments, or commute to their essential service jobs (and that so many low-income personal caregivers rely on to travel to the disabled clients whom they serve).

TheCIL fully supports recommendation of the the allocation to AC Transit by the Blue Ribbon Transit Recovery Task Force and MTC Programming and Allocations Committee. Please provide this necessary funding to AC Transit so that people with disabilities can still able to rely on accessible bus service and conduct their daily activities. Thank you so much for your consideration.

Sincerely,

Thomas Gregory (submitting on behalf of TheCIL's board, staff, and constituents)

Thomas Gregory
Deputy Director


Center for Independent Living
2490 Mariner Square Loop, Suite 210
Alameda, CA 94501

(510) 841-4776 x3128 (voice)
(510) 280-9381 (fax)

tgregory@thecil.org (email)
www.thecil.org (website)

From: Terry Christensen
Sent: Monday, July 20, 2020 3:12 PM
To: scott.haggerty@acgov.org; MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item 7.b. MTC Resolution No. 4420

External Email

July 20, 2020 

Metropolitan Transportation Commission
scott.haggerty@acgov.org; Info@bayareametro.gov

Re: MTC July 22nd Meeting: Agenda Item 7.b. MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to support additional relief funds for the Valley Transportation Authority (VTA).

I am in strong disagreement with the current CARES Act funding distribution recommendation. Residents of Santa Clara have been paying for our transit system through local sales tax for over forty years in recognition of the challenges providing transit service in a large suburban environment. I urge you to provide adequate funding to reflect a more realistic loss of this sales tax revenue.

This has a direct impact on people traveling to essential destinations and it impacts essential workers, students, low income and paratransit customers the most. One of the most important aspects of daily life is that of local reliable public transit. And, during this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable.

As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach in their calculations and consider a realistic "true up" with the CARES Act funds and any future relief funds.

Sincerely,
Terry Christensen

From: Shawn Fong <SFong@fremont.gov>
Sent: Tuesday, July 21, 2020 1:05 PM
To: MTC-ABAG Info
Subject: Support for the CARES Act Funding Allocation for AC Transit

External Email

Dear Chair Haggerty, Vice Chair Pedroza, and fellow Commissioners:

My name is Shawn Fong and I am the Program Manager for the City of Fremont's Ride-On Tri-City! Program. In my capacity with the City of Fremont, I oversee a comprehensive transportation and mobility service program for seniors and people with disabilities living in Southern Alameda County.

I am writing to address item 7B on the agenda for July 22nd Metropolitan Transportation Commission Meeting and to support the allocation of CARES Act Funding for AC Transit.

Since 2008, Fremont's Ride-On Tri-City! Program has been teaching seniors and people with disabilities in Fremont, Newark and Union City how to ride AC Transit buses. Through a partnership with MTC, our program distributes Clipper Cards to seniors who are 65 years of age or older and has to date distributed 8,590 senior Clipper Cards and taught older adults how to use their cards on AC Transit buses. Our mobility management and travel training program has played an important role in educating community members about public transit and supporting their use of AC Transit. When a senior housing development in our community was opened a year and a half ago with no transit access for the residents and the neighbors in the surrounding area, the City worked collaboratively with AC Transit to implement a bus route to provide transit access to these low-income seniors and their neighbors. Many of the clients we serve through our program are transit dependent and low-income and depend on AC Transit's services to get to the doctor, stores, school, work and social services.

AC Transit plays a central role in my personal life as well. My family lives in Oakland and we are all AC Transit riders: I ride the buses along the Broadway corridor, my 9 year old son got his Clipper card the same month he turned 5, my spouse regularly uses AC Transit's transbay service to get to her job in San Francisco and my brother, who is disabled, has been relying on AC Transit to get to and from his job at Luckys for the past 16 years. For my brother in particular, AC Transit has been essential to his ability to be independent and to stay connected to his community.

We know that the current pandemic has wreaked havoc on all of the public transit agencies in the Bay Area. Sales tax revenue and other sources of funding have dropped dramatically and put the operations of many transit agencies in peril. Our community is worried that shrinking revenues may lead to AC Transit service cuts, leaving folks without a way to get to their jobs, grocery stores and other needed destinations.

The proposed \$33.8 million allocation to AC Transit is essential to AC Transit's ability to continue providing much needed transportation services and to weather these difficult times. This additional funding can help prevent cuts to bus routes that many of our residents rely upon for their day-to-day needs.

Please provide this crucial funding to AC Transit so that our community has the lifeline it needs to get to work, school, and other places. Thank you so much for your consideration.

Sincerely,

Shawn Fong

Shawn Fong, MSW

Program Manager, Ride-On Tri-City! Mobility & Transportation Services

City of Fremont Human Services Department


[3300 Capitol Ave., Building B, Fremont, CA 94537](https://www.fremont.gov/3300-Capitol-Ave.-Building-B-Fremont-CA-94537)

Phone: [\(510\) 574-2033](tel:(510)574-2033)

Fax: [\(510\) 574-2054](tel:(510)574-2054)

sfong@fremont.gov



 Please consider the environment before printing this e-mail

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July 14, 2020

Commissioner Scott Haggerty, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty,

We urge you to support the Blue Ribbon Task Force's recommended tranche 2 CARES Act allocations, with the understanding that the amount allocated to Caltrain will not be sufficient to maintain service through the end of the year.

Caltrain is an essential transit service for thousands of riders that continue to rely on the system to meet their mobility needs, including residents and employees within the City of Menlo Park. As more and more sectors of the Bay Area's economy open up, a growing amount of survey data suggests that former riders will eventually return to the system. Without sufficient funding from tranche 2 of the CARES Act, there is a strong likelihood that Caltrain will need to shut down before they do so. This would create an unacceptable gap in the Bay Area's transit network, stranding riders that depend on the system, and leaving hundreds of the system's workers without a job.

To prevent this, the Metropolitan Transportation Commission should be using CARES funds as they were intended: to protect jobs and preserve service as long as possible. The best way to do this is to base CARES allocations on the actual losses that agencies experience. Caltrain is set to receive \$15 million, but that will not cover the system's fare revenue losses unless ridership returns to an average of 30% of normal levels by the end of the year, which is incredibly unlikely. The other allocation options evaluated by MTC were worse, providing Caltrain with less revenue, increasing the likelihood that Caltrain will shut down in the fall.

According to the most recent economic data, sales tax revenues are recovering faster than MTC's assumptions and ridership is recovering more slowly. If the MTC assumptions prove to be inaccurate, swift steps will be needed to provide additional support to the fare dependent agencies like Caltrain to preserve them as critical services that are essential to the region's recovery efforts.

Sincerely,

Cecilia Taylor, Mayor

Mayor Diane Howard
Vice Mayor Shelly Masur

Councilmembers:
Alicia C. Aguirre
Ian Bain
Janet Borgens
Giselle Hale
Diana Reddy



1017 MIDDLEFIELD ROAD
Redwood City, California 94063
Telephone (650) 780-7220
www.redwoodcity.org

July 15, 2020

Commissioner Scott Haggerty, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty:

We urge you to support the Blue Ribbon Task Force's recommended tranche 2 CARES Act allocations, with the understanding that the amount allocated to Caltrain will not be sufficient to maintain service through the end of the year.

Redwood City relies on high quality transit service to meet our mobility, climate and economic development goals. Caltrain service, in particular, has supported the revitalization and growth of our downtown. In many ways Downtown Redwood City is a textbook example of successful transit-oriented development. But, without Caltrain's high-quality transit service, mobility will suffer – jeopardizing our efforts to promote sustainable development in downtown settings where it is most suited and has the least environmental impact. At a time when the City is tasked with supporting the development of thousands of new housing units to address our regional housing crisis, transit service is critical to supporting smart growth while maintaining the mobility of our residents and employees.

Caltrain is an essential transit service for thousands of riders that continue to rely on the system to meet their mobility needs. A growing amount of survey data suggests that former riders will eventually return to the system but without sufficient funding from tranche 2 of the CARES Act, there is a strong likelihood that Caltrain will need to shut down before they return. This would create an unacceptable gap in the Bay Area's transit network.

To prevent this, the Metropolitan Transportation Commission should use CARES funds as they were intended: to protect jobs and preserve service as long as possible. The best way to do this is to base CARES allocations on the actual losses that agencies experience. Caltrain is set to receive \$15 million, but that will not cover the system's fare revenue losses unless ridership returns to an average of 30% of normal levels by the end of the year, which is unlikely. MTC needs to support

fare-dependent agencies like Caltrain to preserve them as critical services that are essential to the region's recovery efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Diane Howard", with a long, sweeping horizontal line extending to the right.

Diane Howard
Mayor, City of Redwood City

Cc: Members, Metropolitan Transportation Commission
Members, Peninsula Corridor Joint Powers Board of Directors
Redwood City Councilmembers



Maya Esparza
COUNCILMEMBER

July 20, 2020

Metropolitan Transportation Commission
scott.haggerty@acgov.org; Info@bayareametro.gov

Re: MTC July 22nd Meeting: Agenda Item 7.b. MTC Resolution No. 4420, Revised.
Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. **I urge the MTC to support additional relief funds for the Valley Transportation Authority (VTA).**

I am in strong disagreement with the current CARES Act funding distribution recommendation. Residents of Santa Clara have been paying for our transit system through local sales tax for over forty years in recognition of the challenges providing transit service in a large suburban environment. I urge you to provide adequate funding to reflect a more realistic loss of this sales tax revenue.

This has a direct impact on people traveling to essential destinations and it impacts essential workers, students, low income and paratransit customers the most. One of the most important aspects of daily life is that of local reliable public transit. And, during this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable.

As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., **I ask that MTC take a conservative approach in their calculations and consider a realistic "true up" with the CARES Act funds and any future relief funds.**

Sincerely,

Maya Esparza
City of San Jose, Councilmember, District 7



**City of
Santa Clara**
The Center of What's Possible

Public Comment
Commission Agenda Item 7b
Mayor

Lisa M. Gillmor

Councilmembers

Raj Chahal
Debi Davis
Karen Hardy
Teresa O'Neill
Kathy Watanabe

July 10, 2020

Commissioner Scott Haggerty, Chair
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Haggerty:

We urge you to support the Blue Ribbon Task Force's recommended tranche 2 CARES Act allocations, with the understanding that the amount allocated to Caltrain will not be sufficient to maintain service through the end of the year.

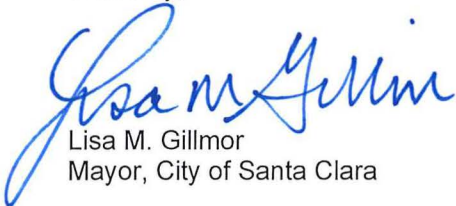
Caltrain is an essential transit service for thousands of riders that continue to rely on the system to meet their mobility needs. As more and more sectors of the Bay Area's economy open up, a growing amount of survey data suggests that former riders will eventually return to the system. Without sufficient funding from tranche 2 of the CARES Act, there is a strong likelihood that Caltrain will need to shut down before they do so. This would create an unacceptable gap in the Bay Area's transit network, stranding riders that depend on the system, and leaving hundreds of the system's workers without a job.

To prevent this, the Metropolitan Transportation Commission should be using CARES funds as they were intended: to protect jobs and preserve service as long as possible. The best way to do this is to base CARES allocations on the actual losses that agencies experience. Caltrain is set to receive \$15 million, but that will not cover the system's fare revenue losses unless ridership returns to an average of 30% of normal levels by the end of the year, which is incredibly unlikely.

The other allocation options evaluated by MTC were worse. They would have provided Caltrain with even less revenue and would have dramatically increased the likelihood that Caltrain will shut down and lay off workers in the fall.

According to the most recent economic data, sales tax revenues are recovering faster than MTC's assumptions and ridership is recovering more slowly. If the MTC assumptions prove to be inaccurate, swift steps will be needed to provide additional support to the fare dependent agencies like Caltrain to preserve them as critical services that are essential to the region's recovery efforts.

Sincerely,



Lisa M. Gillmor
Mayor, City of Santa Clara

Cc: Members, Metropolitan Transportation Commission
Members, Peninsula Corridor Joint Powers Board of Directors

From: Phillip Vu
Sent: Friday, July 17, 2020 11:17 AM
To: scott.haggerty@acgov.org; MTC-ABAG Info
Subject: Re: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

External Email

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they reflect the “Conservative” assumptions, not the proposed “Somewhat Optimistic” assumptions. The current more optimistic assumption would result in the Valley Transportation Authority (VTA) receiving \$7 million dollars LESS than if the more conservative sales tax assumptions were used.

The COVID-19 pandemic has drastically impacted the most vulnerable populations in immeasurable ways. One of the most important aspects of daily life is that of local reliable public transit, specifically for low-income, transit-dependent community members, including our essential workers, working poor, and older adults. Basic needs such as getting to work, going to the grocery store, and accessing childcare and healthcare services are dependent on these local transit programs.

I am in strong disagreement with staff’s recommendation to proceed with the proposed distribution of funds that are based on more optimistic sales tax assumptions, especially in light of the latest State orders to shut down many businesses and services. As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach to the distribution revenue assumptions of the second round of CARES Act funding.

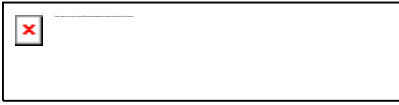
During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable. I urge you not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach. Local modes of transportation are crucial and necessary for transit-dependent community members.

Sincerely,

Phillip

--

Phillip Vu, MPA
Operations Manager
He/Him/His
Community Health Partnership
Phone: [\(408\) 579-6008](tel:(408)579-6008) | Fax: [\(408\) 556-6617](tel:(408)556-6617)



CONFIDENTIALITY NOTICE TO RECIPIENT: This transmission contains confidential information belonging to the sender that is legally privileged and proprietary and may be subject to protection under the law, including the Health Insurance Portability and Accountability Act (HIPAA). If you are not the intended recipient of this e-mail, you are prohibited from sharing, copying, or otherwise using or disclosing its contents. If you have received this e-mail in error, please notify the sender immediately by reply e-mail and permanently delete this e-mail and any attachments without reading, forwarding or saving them. Thank you.

From: Green For All Team
Sent: Tuesday, July 21, 2020 3:43 PM
To: MTC-ABAG Info
Subject: Dream Corps Green For All - Bay Area Supporter Comments for 7/22/20 MTC Meeting: Agenda item 7b.
Attachments: Dream Corps Green For All Public Comments - MTC Meeting 7-22-2020.pdf

External Email

Dear Metropolitan Transportation Commission members,

Months into the COVID-19 pandemic, public transit riders and workers still face pressing health and safety concerns.

If we fail to protect the health of transit workers and riders now, we place the health of all communities, our economic recovery, and the future of our transportation system in jeopardy.

52 Bay Area residents are deeply concerned about the lack of adequate health and safety standards, monitoring, and implementation.

We urge you to develop robust universal health and safety standards for all Bay Area transit operators and paratransit, require monthly reporting that is accessible to the public, and dedicate adequate funding in the second wave of federal CARES Act funding toward meeting these goals.

Attached you will find their comments and stories for **Agenda item 7b. 20-0933: MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.**

We look forward to following along the meeting tomorrow.

Thank you,

--the Dream Corps **Green For All** team

[#cut50](#) | [Green For All](#) | [TECH](#)
www.thedreamcorps.org
(510) 663-6500

The Dream Corps works to close prison doors and open doors of opportunity
Check out our latest updates by [subscribing to our Youtube channel](#)



Metropolitan Transportation Commission: Protect Worker & Rider Lives!

The Bay Area residents below have signed support of universal health & safety standards.

RE: Agenda Item 7b

Dear Metropolitan Transportation Commissioners,

I am deeply concerned about the lack of adequate health and safety protections for transit riders and workers during COVID-19. People's lives are at stake and how you choose to address health and safety measures now will have long term consequences for the recovery of transit ridership and economic recovery in the region.

That is why we need MTC to strongly commit to protecting the health and safety of frontline transit workers and riders. MTC must adopt universal health and safety standards across all Bay Area transit agencies, require monthly reporting that is accessible to the public, and ensure that these standards are met. Additionally, the second tranche of CARES Act funding must be dedicated to enable compliance with these health and safety standards.

We cannot afford to take a back seat when people's lives and jobs are on the line. MTC must stand up now to ensure worker and rider safety and rebuild trust amongst returning riders in transit systems across the Bay.

	First Name	Last Name	City	State	Zip Code	District	Additional Comment
1	Joan	Anyon	San Francisco	CA	94114	CA_12	I am a retiree and privileged to stay home with good health insurance.
2	Bill	Miler	Half Moon Bay	CA	94019	CA_14	Please support these basic services that are so vital to the functioning of our society! (I can't believe this is even in question!)
3	Natalie	Nussbaum	Berkeley	CA	94704	CA_13	We need to protect essential workers, and riders need to feel safe or they are more likely to drive polluting automobiles.
4	Mackenzie	Guinon	Emeryville	CA	94608	CA_13	Just because I have been lucky and able to work for a company in a role that allows me to work from home, doesn't mean I don't notice I have benefited daily from amazing frontline workers who are reliant on our transit systems. Support the people supporting us!

							I have a disabled friend who relies on public transportation and friends to give him rides. During this pandemic, friends can't take him so his only option is public transportation. If we cannot make it safe for him to ride, he is a prisoner in his own home. How does he get to necessary appointments? I am a high risk individual myself, who is very concerned about climate change as well as my own safety during this pandemic; I know how important it is to make our public transportation, safe, efficient and affordable.
5	Gail	Chambers	Palo Alto	CA	94301	CA_18	
							Public transit is a necessary part of any functioning city. San Francisco's poor, elderly and disabled in particular are highly dependent upon it. Not surprisingly, they are also some of the most at-risk populations during the pandemic. I am deeply concerned about the lack of adequate health and safety protections for transit riders and workers during COVID-19.
							When my friends and I were young, we used to walk wherever we could in the City. Now, time and growing older has made that difficult. MUNI makes it possible for us to take care of the necessities of life, like going to the grocery store or the doctor. People tell us to take a Lyft or an Uber if we feel unsafe - but especially while lockdown is happening and many of us are unemployed, that is financially not possible.
							And while we need MUNI to survive, we also don't want transit workers to die for us. These essential workers need the city to commit to providing them with the safest possible work environment, so that they in turn can do the same for us riders.
6	Linda	Howard	San Francisco	CA	94117	CA_12	
7	Amy	Zink	Oakland	CA	94606	CA_13	
8	Gerard	Ridella	Castro Valley	CA	94546	CA_15	
9	Kathryn	Carroll	Oakland	CA	94611	CA_13	
10	Gregory	Fite	Hayward	CA	94541	CA_15	
11	Dream	Harrison	Oakland	CA	94619	CA_13	
12	Richard	Patenaude	Hayward	CA	94541	CA_15	
13	Lois	Corrin	Oakland	CA	94611	CA_13	
14	Flavia	Millikan	Glen Ellen	CA	95442	CA_05	

15	Diana	Bohn	Berkeley	CA	94707	CA_13	
16	Todd	Snyder	San Francisco	CA	94115	CA_12	
17	Deanna	Knickerbocker	Santa Clara	CA	95050	CA_17	
18	Thalia	Lubin	Woodside	CA	94062	CA_18	
19	William	Crist	Pacifica	CA	94044	CA_14	
20	Rondi	Saslow	Oakland	CA	94618	CA_13	
21	Vasu	Murti	Oakland	CA	94611	CA_13	
22	Marcia	G.	san francisco	CA	94134	CA_12	
23	Pamela	Wellner	San Francisco	CA	94107	CA_12	
24	Gene	Anderson	Oakland	CA	94611	CA_13	
25	John	Holtzclaw	San Francisco	CA	94133	CA_12	
26	Claudia	Leung	Oakland	CA	94606	CA_13	
27	Charles	Byrne	San Francisco	CA	94115	CA_12	
28	Lacey	Hicks	Fremont	CA	94538	CA_17	
29	Rashid	Patch	Oakland	CA	94621	CA_13	
30	Scott	Barlow	Sunnyvale	CA	94087	CA_17	
31	Susan	Harris	Oakland	CA	94609	CA_13	
32	Rex	Franklyn	Belvedere Tiburon	CA	94920	CA_02	
33	Angela	Gantos	Tiburon	CA	94920	CA_02	
34	Ron	Nieberding	San Francisco	CA	94132	CA_14	
35	Eric	Nichandros	Castro Valley	CA	94552	CA_15	
36	Joseph	blum	San Francisco	CA	94110	CA_12	
37	Randy	Gerlach	Daly City	CA	94014	CA_14	
38	David	Burtis	Calistoga	CA	94515	CA_05	
39	Kimberly	Satterfield	Emeryville	CA	94608	CA_13	
40	Patrick	Twomey	Oakland	CA	94611	CA_13	
41	M. Virginia	Leslie	Milpitas	CA	95035	CA_17	
42	Wallace	limura	Cupertino	CA	95014	CA_17	
43	Jason	Joseph	Oakland	CA	94608	CA_13	
44	George	Ruiz	San Carlos	CA	94070	CA_14	
45	Jessica	Fielden MD	Oakland	CA	94611	CA_13	
46	Wendy	Cohen	Oakland	CA	94618	CA_13	
47	Jon	Bazinet	Vallejo	CA	94591	CA_05	
48	Tsering	Wangchuk	SAN PABLO	CA	94806	CA_05	
49	Regina	Islas	San Francisco	CA	94109	CA_12	
50	Lisa	Patton	SAN FRANCISCO	CA	94115	CA_12	
51	J.A.	Zaitlin	Berkeley	CA	94707	CA_13	
52	Serena	Zhao	San Jose	CA	95131	CA_17	

From: Ari Feinsmith
Sent: Friday, July 17, 2020 12:15 PM
To: scott.haggerty@acgov.org
Cc: MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

External Email

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they reflect the “Conservative” assumptions, not the proposed “Somewhat Optimistic” assumptions. The current more optimistic assumption would result in the Valley Transportation Authority (VTA) receiving \$7 million dollars LESS than if the more conservative sales tax assumptions were used.

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During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable. I urge you not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach. Local modes of transportation are crucial and necessary for transit-dependent community members.

Sincerely,

Ari Feinsmith



The First 5 years.
Make them count.

July 16, 2020

Metropolitan Transportation Commission
scott.haggerty@acgov.org; Info@bayareametro.gov

Re: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty and MTC Commissioners,

On behalf of FIRST 5, thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they reflect the "Conservative" assumptions, not the proposed "Somewhat Optimistic" assumptions. The current more optimistic assumption would result in the Valley Transportation Authority (VTA) receiving \$7 million dollars LESS than if the more conservative sales tax assumptions were used.

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Chair Scott Haggerty
Page | 2
July 16, 2020

a more cautious approach. Local modes of transportation are crucial and necessary for transit-dependent community members.

In Partnership,

A handwritten signature in cursive script that reads "Jolene Smith".

Jolene Smith
Chief Executive Officer

From: Hamilton, Tara
Sent: Monday, July 20, 2020 7:31 AM
To: scott.haggerty@acgov.org; MTC-ABAG Info
Subject: MTC July 22, 2020 Meeting-Metropolitan Transportation Commission

External Email

Re: MTC July 22, 2020 Meeting: Agenda Item 7b. MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they reflect the “Conservative” assumptions, not the proposed “Somewhat Optimistic” assumptions. The current more optimistic assumption would result in the Valley Transportation Authority (VTA) receiving \$7 million dollars LESS than if the more conservative sales tax assumptions were used.

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Sincerely,

Tara L Hamilton

From: Mystery Belle
Sent: Thursday, July 16, 2020 1:57 PM
To: scott.haggerty@acgov.org; MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item (not yet Posted) Pertaining to Coronavirus Aid, Relief, and Economic Security Act - Emergency Transit Assistance Programming

External Email

July 16, 2020

Metropolitan Transportation Commission
scott.haggerty@acgov.org; Info@bayareametro.gov

Re: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they reflect the "Conservative" assumptions, not the proposed "Somewhat Optimistic" assumptions. The current more optimistic assumption would result in the Valley Transportation Authority (VTA) receiving \$7 million dollars LESS than if the more conservative sales tax assumptions were used.

The COVID-19 pandemic has drastically impacted the most vulnerable populations in immeasurable ways. One of the most important aspects of daily life is that of local reliable public transit, specifically for low-income, transit-dependent community members, including our essential workers, working poor, and older adults. Basic needs such as getting to work, going to the grocery store, and accessing childcare and healthcare services are dependent on these local transit programs. I have relied on our public transportation system my entire working career and without it would not be able to keep a job as I do not drive. It is an essential service to myself and many of my co-workers who are in the same boat as I am. If I couldn't get to work with public transit, I would not be able to afford my rent and expenses and would become dependent on assistance while resources for assistance are getting more scarce.

I am in strong disagreement with staff's recommendation to proceed with the proposed distribution of funds that are based on more optimistic sales tax assumptions, especially in light of the latest State orders to shut down many businesses and services. As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach to the distribution revenue assumptions of the second round of CARES Act funding.

During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable. I urge you not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach. Local modes of transportation are crucial and necessary for transit-dependent community members.

Sincerely,

Jenifer

From: Kevin Ma
Sent: Saturday, July 18, 2020 4:15 PM
To: scott.haggerty@acgov.org; Alfredo Pedroza; eddie.ahn.mtc@gmail.com; Jeannie Bruins; Damon Connolly; Dave Cortese; Carol Dutra-Vernaci; Dorene Giacomini; Federal Glover; nickj@getsfmoving.com; mayoremail@sanjoseca.gov; Jake Mackenzie; Gina Papan; David Rabbitt; Hillary Ronen; officeofthemayor@oaklandnet.com; Warren Slocum; JPSpering@solanocounty.com; James.L.Stracner@hud.gov; Tony_Tavares@dot.ca.gov; Amy Worth
Cc: MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item 7b

External Email

Dear MTC Commissioners,

Thank you for your leadership during these tough times. Following this, I ask the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they reflect the "Conservative" assumptions rather than the proposed "Somewhat Optimistic" option that results in the VTA receiving \$7 million dollars less.

The COVID-19 pandemic has drastically impacted our most vulnerable. Basic needs such as getting to essential workplaces, going to the grocery store, and accessing childcare and healthcare services are dependent on these local transit programs continuing to run. As such, I strongly disagree with staff's recommendation to proceed with a distribution of funds based on optimistic assumptions, especially in light of the latest orders to re-shutdown businesses and a worsening second wave. As our leaders request the public to act decisively by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach to the distribution revenue assumptions of the second round of CARES Act funding.

During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is not negotiable. I urge you not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach, especially when news like the current Caltrain controversy throws wrenches on current funding discussions anyway.

Sincerely,
Kevin Ma
Palo Alto resident

From: Lila Lam
Sent: Monday, July 20, 2020 8:15 PM
To: scott.haggerty@acgov.org; Alfredo Pedroza; eddie.ahn.mtc@gmail.com; Jeannie Bruins; Damon Connolly; Dave Cortese; Carol Dutra-Vernaci; Dorene Giacomini; Federal Glover; nickj@getsfmoving.com; mayoremail@sanjoseca.gov; Jake Mackenzie; Gina Papan; David Rabbitt; Hillary Ronen; officeofthemayor@oaklandnet.com; Warren Slocum; JPSpering@solanocounty.com; James.L.Stracner@hud.gov; Tony_Tavares@dot.ca.gov; Amy Worth
Cc: MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item 7b Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

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Sincerely,
Lila



Advancing Justice
Housing | Health | Children & Youth

July 22, 2020

Metropolitan Transportation Commission
scott.haggerty@acgov.org; Info@bayareametro.gov

Re: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

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Sincerely,

A handwritten signature in blue ink that reads "Alison Brunner".

Alison Brunner, CEO
Law Foundation of Silicon Valley

From: Sylvia Leong
Sent: Thursday, July 16, 2020 1:27 PM
To: scott.haggerty@acgov.org
Cc: MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

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I am in strong disagreement with staff’s recommendation to proceed with the proposed distribution of funds that are based on more optimistic sales tax assumptions, especially in light of the latest State orders to shut down many businesses and services. As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach to the distribution revenue assumptions of the second round of CARES Act funding.

During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable. I urge you not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach. Local modes of transportation are crucial and necessary for transit-dependent community members.

Sincerely,

Sylvia Leong
Cupertino Union School Board Trustee

July 20, 2020

Metropolitan Transportation Commission
scott.haggerty@acgov.org; Info@bayareametro.gov

Re: MTC July 22nd Meeting: Agenda Item 7.b. MTC Resolution No. 4420, Revised.
Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. **I urge the MTC to support additional relief funds for the Valley Transportation Authority (VTA).**

I am in strong disagreement with the current CARES Act funding distribution recommendation. Residents of Santa Clara have been paying for our transit system through local sales tax for over forty years in recognition of the challenges providing transit service in a large suburban environment. I urge you to provide adequate funding to reflect a more realistic loss of this sales tax revenue.

The dialogue and action today will impact future decisions for each transit agency in the nine bay area counties discussing other types of funding sources other than sales tax is critical to ensure future generation have options other than getting in an automobile.

This has a direct impact on people traveling to essential destinations and it impacts essential workers, students, low income and paratransit customers the most. One of the most important aspects of daily life is that of local reliable public transit. And, during this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable.

As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., **I ask that MTC take a conservative approach in their calculations and consider a realistic “true up” with the CARES Act funds and any future relief funds.**

Sincerely,

Aaron Morrow

Public Policy Advocate for Persons with Disabilities and Seniors

Member of Committee for Transportation Mobility and Accessibility (VTA)

From: Linda Hutchins-Knowles
Sent: Saturday, July 18, 2020 12:23 PM
To: scott.haggerty@acgov.org; Alfredo Pedroza; eddie.ahn.mtc@gmail.com; Jeannie Bruins; Damon Connolly; Dave Cortese; Carol Dutra-Vernaci; Dorene Giacomini; Federal Glover; nickj@getsfmoving.com; mayoremail@sanjoseca.gov; Jake Mackenzie; Gina Papan; David Rabbitt; Hillary Ronen; officeofthemayor@oaklandnet.com; Warren Slocum; JPSpering@solanocounty.com; James.L.Stracner@hud.gov; Tony_Tavares@dot.ca.gov; Amy Worth
Cc: MTC-ABAG Info; 'Linda Hutchins-Knowles' via MOFSouthBay; Monica Mallon
Subject: MTC July 22nd Meeting: Agenda Item 7b Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

External Email

Dear Chair Haggerty and MTC Commissioners,

As the co-founder of Mothers Out Front South Bay (with nearly 2000 local supporters), I thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they **reflect the “Conservative” assumptions, not the proposed “Somewhat Optimistic” assumptions**. The current more optimistic assumption would result in the Valley Transportation Authority (VTA) receiving \$7 million dollars LESS than if the more conservative sales tax assumptions were used.

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During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is non negotiable. I urge you **not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach**. Local modes of transportation are crucial and necessary for transit-dependent community members and **preserving public transit is vital to preserving a livable climate for current and future generations**.

Sincerely,
Linda Hutchins-Knowles
Co-founder, Mothers Out Front South Bay

From: Olivia Chu
Sent: Monday, July 20, 2020 4:57 PM
To: scott.haggerty@acgov.org; Alfredo Pedroza; eddie.ahn.mtc@gmail.com; Jeannie Bruins; Damon Connolly; Dave Cortese; Carol Dutra-Vernaci; Dorene Giacomini; Federal Glover; nickj@getsfmoving.com; mayoremail@sanjoseca.gov; Jake Mackenzie; Gina Papan; David Rabbitt; Hillary Ronen; officeofthemayor@oaklandnet.com; Warren Slocum; JPSpering@solanocounty.com; James.L.Stracner@hud.gov; Tony_Tavares@dot.ca.gov; Amy Worth
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Sincerely,
Olivia Chu

Sent from my iPhone

From: Cristina Phan
Sent: Saturday, July 18, 2020 4:25 PM
To: scott.haggerty@acgov.org; Alfredo Pedroza; eddie.ahn.mtc@gmail.com; Jeannie Bruins; Damon Connolly; Dave Cortese; Carol Dutra-Vernaci; Dorene Giacomini; Federal Glover; nickj@getsfmoving.com; mayoremail@sanjoseca.gov; Jake Mackenzie; Gina Papan; David Rabbitt; Hillary Ronen; officeofthemayor@oaklandnet.com; Warren Slocum; JPSpering@solanocounty.com; James.L.Stracner@hud.gov; Tony_Tavares@dot.ca.gov; Amy Worth
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Sincerely,
Cristina Phan

Sent from my iPhone

From: julianne premo
Sent: Saturday, July 18, 2020 4:56 PM
To: scott.haggerty@acgov.org; Alfredo Pedroza; eddie.ahn.mtc@gmail.com; Jeannie Bruins; Damon Connolly; Dave Cortese; Carol Dutra-Vernaci; Dorene Giacomini; Federal Glover; nickj@getsfmoving.com; mayoremail@sanjoseca.gov; Jake Mackenzie; Gina Papan; David Rabbitt; Hillary Ronen; officeofthemayor@oaklandnet.com; Warren Slocum; JPSpering@solanocounty.com; James.L.Stracner@hud.gov; Tony_Tavares@dot.ca.gov; Amy Worth
Cc: MTC-ABAG Info
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Sincerely,

Julianne Premo

From: Ryan Gallagher
Sent: Thursday, July 16, 2020 3:10 PM
To: scott.haggerty@acgov.org; MTC-ABAG Info
Subject: Re: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

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Sincerely,

Ryan Gallagher
Enrollment Specialist II

Public Authority Services

by Sourcewise

3100 De La Cruz Blvd, Suite 310

Santa Clara, CA 95054

P: (408) 350-3268

F: (408) 296-8340

pascc.org

From: Ramoz, Jennifer
Sent: Monday, July 20, 2020 6:46 AM
To: scott.haggerty@acgov.org; MTC-ABAG Info
Subject: MTC July 22, 2020 Meeting: Agenda Item 7b. MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

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Sincerely,

Jennifer Ramoz

NOTICE: This email message and/or its attachments may contain information that is confidential or restricted. It is intended only for the individuals named as recipients in the message. If you are NOT an authorized recipient, you are prohibited from using, delivering, distributing, printing, copying, or disclosing the message or content to others and must delete the message from your computer. If you have received this message in error, please notify the sender by return email.



Board of Directors

July 18, 2020

Tiffany Harris
(Chair)
David. P. Leighton
(Chair-Elect)
Fadhila Holman
(Vice-Chair)
John Ziesenhenn
(Chair of
Operations)
Sharla Sullivan
(Past-Chair)

Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Metropolitan Transportation Commission 7/22/2020 Meeting, Item 7B, MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Dear Chair Haggerty, Vice Chair Pedroza, and fellow MTC commissioners,

Chuck Carpenter
Brandon Evans
Joe Fisher
Hakim Johnson
Ryan Lau
Rob Lightner
Joshua Mallory
(Former Chair)
Raul Ramirez
Jill Rodby
Vernon Whitmore
(Former Chair)

My name is James Lee, the President and CEO of the Richmond Chamber of Commerce. The Richmond Chamber of Commerce represents 270 members throughout the City of Richmond, ranging from mom and pop grocers and restaurants to large employers like Costco and Blue Apron. Our members rely heavily on AC Transit services to ensure that their employees are able to get to work everyday, and to deliver customers who want to access their services. We know that the current pandemic has drastically impacted businesses across the economy, including transit agencies.

AC Transit has taken a tremendous financial hit due to foregone fare collection, and will likely continue to suffer financially due to reduced sales tax revenues during this economic downturn. The proposed \$33.8 million that is being proposed for MTC to allocate to AC Transit will provide a lifeline to AC Transit that will help sustain the service for the foreseeable future. This will help to preserve the level of service that so many of our members and our member's patrons rely on to keep our local economy going.

Staff

James Lee
(President/CEO)

I fully support the recommendations of the Blue Ribbon Transit Recovery Task Force and Programming and Allocations Committee. We fear that if AC Transit does not receive this funding, it will have to reduce its service levels, and our local business community that is already struggling will find itself in even more dire straits.

James Lee
President and CEO of the Richmond Chamber of Commerce

From: Rosalinda Rodriguez
Sent: Saturday, July 18, 2020 6:51 PM
To: scott.haggerty@acgov.org; MTC-ABAG Info
Subject: MTC July 22, 2020 Meeting: Agenda Item 7b. MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

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I find I am in strong disagreement with staff's current recommendation to proceed with the proposed distribution of funds that are based on more optimistic sales tax assumptions, especially in light of the latest State orders to shut down many businesses and services. As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach to the distribution revenue assumptions of the second round of CARES Act funding.

During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable. I urge you not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach. Local modes of transportation are crucial and necessary for transit-dependent community members.

Sincerely,
Rosalinda Rodriguez

From: james rogers
Sent: Friday, July 17, 2020 9:17 PM
To: scott.haggerty@acgov.org; MTC-ABAG Info
Cc: Cindy Chavez
Subject: MTC July 22, 2020 Meeting: Agenda Item 7b. MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

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Sincerely,

Connie Rogers, Gilroy
former member of VTA Citizens Advisory Committee for 20 years!

From: Mary Montaldo
Sent: Friday, July 17, 2020 10:03 AM
To: scott.haggerty@acgov.org
Cc: MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

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Sincerely,

Mary Montaldo, Ph.D.
Clinical Psychologist
Santa Clara Valley Medical Center



State Council on Developmental Disabilities

• website • www.scdd.ca.gov

• email • centralcoast@scdd.ca.gov

Public Comment
Commission Agenda Item 7b



STATE OF CALIFORNIA
Gavin Newsom, Governor

2580 N First Street, Suite 240
San Jose, CA 95131
408) 324-2106
408) 324-2108 fax

July 20, 2020

Metropolitan Transportation Commission

scott.haggerty@acgov.org; Info@bayareametro.gov

Re: MTC July 22nd Meeting: Agenda Item 7.b. MTC Resolution No. 4420, Revised.
Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency
Transit Assistance Programming.

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to support additional relief funds for the Valley Transportation Authority (VTA).

Recognizing the challenges of providing transit service in a large suburban environment, residents of Santa Clara are meeting the responsibility by paying for transit through local sales tax for over forty year. Despite the recent loss of tax revenue due to the virus adequate funding remains essential and requires maximization of all resource opportunities including CARES Emergency Transit Assistance Programming.

Ongoing availability of public transit to all destinations is important to essential workers, students, low income, and paratransit customers. Reliable transit is part of daily life and is needed to sustain the economy and prevent isolation among our vulnerable populations. Now is the time where sustained funded is required most.

State Council on Developmental Disability, Central Coast encourages MTC consider a realistic “true up” approach with the CARES Act funds and any future relief funds as needed to continue transit services throughout Santa Clara County.

Sincerely,
David Grady
Regional Manager
State Council on Developmental Disabilities
Central Coast

“The Council advocates, promotes & implements policies and practices that achieve self-determination, independence, productivity & inclusion in all aspects of community life for Californians with developmental disabilities and their families.”



July 21, 2020

Re: MTC July 22, 2020 Meeting: Agenda Item 7b. MTC Resolution No. 4420, Revised.
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We disagree with staff’s recommendation to proceed with the proposed distribution of funds that are based on more optimistic sales tax assumptions, especially in light of the latest State orders to shut down many businesses and services. As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach to the distribution of revenue assumptions of the second round of CARES Act funding.

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Sincerely,

Darrell Evora
CEO

Headquarters/Bay Region

251 Llewellyn Avenue
Campbell, CA 95008
408.379.3790
Fax 408.364.4013

Los Angeles

815 N. El Centro Avenue
Los Angeles, CA 90038
323.463.2119
Fax 323.463.2119

San Bernardino

572 N. Arrowhead Avenue, Suite 100
San Bernardino, CA 92401
909.266.2700
Fax 909.266.2710

Fresno

1630 East Shaw Avenue, Suite 150
Fresno, CA 93710
559.248.8550
Fax 559.248.8555

Sacramento

9343 Tech Center Drive, 2nd Floor
Sacramento, CA 95826
916.388.6400
Fax 916.649.7158



Don Taylor
Regional Executive Director

Headquarters/Bay Region

251 Llewellyn Avenue
Campbell, CA 95008
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Fax 408.364.4013

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815 N. El Centro Avenue
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Fax 916.649.7158



2114 Senter Road Suite 5, San Jose, CA 95112
(408) 691-6183
www.vapw.org
vapwsv@gmail.com

Board of Directors

July 21, 2020

President
Diane M. Le

Metropolitan Transportation Commission
scott.haggerty@acgov.org; Info@bayareametro.gov

Vice President
Cindy Vu

Re: MTC July 22nd Meeting: Agenda Item 7.b. MTC Resolution No. 4420, Revised.
Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency
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Secretary
Laura Phan

Dear Chair Haggerty and MTC Commissioners,

Treasurer
Thao Nguyen

Teresa Thu-Huong Hung
Samantha Huynh
Ann A.P. Nguyen
HaNhi L. Tran

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. **We urge the MTC to support additional relief funds for the Valley Transportation Authority (VTA).**

We are in strong disagreement with the current CARES Act funding distribution recommendation. Residents of Santa Clara have been paying for our transit system through local sales tax for over forty years in recognition of the challenges providing transit service in a large suburban environment. We urge you to provide adequate funding to reflect a more realistic loss of this sales tax revenue.

This has a direct impact on people traveling to essential destinations and it impacts essential workers, students, low income and paratransit customers the most. One of the most important aspects of daily life is that of local reliable public transit. And, during this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable.

As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., **we ask that MTC take a conservative approach in their calculations and consider a realistic "true up" with the CARES Act funds and any future relief funds.**

Sincerely,

Vietnamese-American Professional Women's Association of Silicon Valley

From: Lorraine Zeller
Sent: Thursday, July 16, 2020 8:11 AM
To: scott.haggerty@acgov.org
Cc: MTC-ABAG Info
Subject: MTC July 22nd Meeting: Agenda Item (not yet posted) Pertaining to Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

External Email

Dear Chair Haggerty and MTC Commissioners,

Thank you for your leadership on the Metropolitan Transportation Commission (MTC) during these tough times. I urge the MTC to direct staff to reconfigure the calculations for the second round of CARES Act funding so that they reflect the "Conservative" assumptions, not the proposed "Somewhat Optimistic" assumptions. The current more optimistic assumption would result in the Valley Transportation Authority (VTA) receiving \$7 million dollars LESS than if the more conservative sales tax assumptions were used.

The COVID-19 pandemic has drastically impacted the most vulnerable populations in immeasurable ways. One of the most important aspects of daily life is that of local reliable public transit, specifically for low-income, transit-dependent community members, including our essential workers, working poor, and older adults. Basic needs such as getting to work, going to the grocery store, and accessing childcare and healthcare services are dependent on these local transit programs.

I am in strong disagreement with staff's recommendation to proceed with the proposed distribution of funds that are based on more optimistic sales tax assumptions, especially in light of the latest State orders to shut down many businesses and services. As our leaders request the public to act conservatively during the COVID-19 pandemic by wearing a mask, social distancing, washing hands, etc., I ask that MTC take a conservative approach to the distribution revenue assumptions of the second round of CARES Act funding.

During this time when equity is an especially critical topic, the demand to provide necessary services to those who need them most is nonnegotiable. I urge you not to support the use of an optimistic forecast during a time when the pandemic has called for a more cautious approach. Local modes of transportation are crucial and necessary for transit-dependent community members.

Sincerely,



Lorraine Zeller
Mental Health Consumer Advocate