



JPB Board of Directors
Meeting of July 9, 2020

Correspondence as of July 8, 2020

Subject

- 1 Funding Allocation Letters
- 2 Locomotives or HEP not needed for cleaning
- 3 Caltrain Downtown Extension
- 4 Sales Tax

BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

DENNIS R. PIERCE
National President

7061 East Pleasant Valley Road
Independence, Ohio 44131



Phone: 216.241.2630
Fax: 216.241.6516
www.ble-t.org

VIA ELECTRONIC MAIL (NJOSEFOWITZ@SPUR.ORG)

July 6, 2020

Commissioner Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Sir:

The Brotherhood of Locomotive Engineers and Trainmen, a division of the Rail Conference of the International Brotherhood of Teamsters (“BLET”), is the duly certified or recognized collective bargaining representative under the Railway Labor Act, as amended, for the class or craft of locomotive engineer employed by Class I Carriers and the crafts and classes of conductors and trainmen on Texas Mexican Railway, as well as numerous other freight, passenger and commuter rail carriers, and of various classes and crafts on many smaller freight railroads. The classes or crafts of employees represented at Caltrain by the BLET are those who will be directly affected by how the funding mandated by Congress in the CARES Act is allocated.

BLET urges 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 the Bay Area’s sectors of the 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 would need to cease operations before ridership levels have an opportunity to return. This would create a transportation 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. Railroad workers, including BLET members, would have their careers threatened and possibly lost due to misallocation of funding. This would be devastating for workers’ jobs and their families, and the broader economy in California’s Bay Area region.

To prevent this, the Metropolitan Transportation Commission should distribute CARES funds as they were intended: to protect jobs and preserve service as long as possible. The best way to do

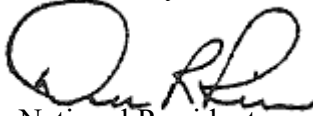
this is to base CARES allocations on the actual losses that agencies experience. Caltrain is set to receive \$15 million, but that will not cover the system's fare revenue losses unless ridership returns to an average of 30% of normal levels by the end of the year, which is incredibly unlikely.

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.

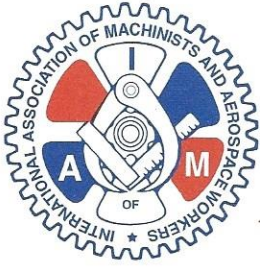
Thank you for the opportunity to comment.

Respectfully submitted,



National President

cc: W. Charles (wcharles@bayareametro.gov)
Seamus Murphy (murphys@samtrans.com)
E. L. Pruitt, First Vice President
S. J. Bruno, National Secretary-Treasurer
J. P. Tolman, Vice President and National Legislative Representative
J. P. Louis, Vice President
M. B. Kenny, Chairman, Amtrak GCA
R. K. Snow, Chairman, California SLB



INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS DISTRICT LODGE 19

OFFICE OF GENERAL CHAIRMAN: JUAN ESTRADA

July 1, 2020

Commissioner Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair, Josefowitz:

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.

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The International Association of Machinists and Aerospace Workers fully supports this request to maintain our members employed. To thrive, we must work together to support not only transportation for our citizens but to maintain our transportation system with essential workers.

Sincerely,

A handwritten signature in black ink, appearing to read 'Juan Estrada', written in a cursive style.

Juan Estrada
General Chairman
District 19, IAMAW

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



Brotherhood of Railroad Signalmen

917 Shenandoah Shores Road
Front Royal, VA 22630

Phone: (540) 622-6522
Fax: (540) 622-6532

Jerry C. Boles
President

Michael S. Baldwin
Secretary-Treasurer

July 2, 2020

Commissioner Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Josefowitz:

We urge you to support the Blue Ribbon Task Force's recommended allocation from tranche 2 of the CARES Act, 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 (MTC) 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's 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's 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,

A handwritten signature in black ink, appearing to read "Jerry C. Boles". The signature is fluid and cursive, with the first name "Jerry" being the most prominent.

Jerry C. Boles
President

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



IBEW SYSTEM COUNCIL No. 7 INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS

300 CANTRELL STREET • PHILADELPHIA, PA 19148 • TELEPHONE (215) 336-1053 • FAX (215) 336-1057 • ibewsc7@aol.com

ARTHUR J. DAVIDSON
General Chairman

*“Serving our Membership
in the Railroad Industry”*

DANIEL B. LIRETTE
Vice Chairman

STEVEN R. CORRADO
Secretary-Treasurer

DENISE FICCHI
Administrative Assistant

July 2, 2020

Commissioner Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Josefowitz:

As Representative's for the Electrical Workers employed by Caltrain Commuter Rail, whom maintain the electrical infrastructure and power distribution for Caltrain, we urge that you 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 the system's electrical 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.



Commissioner Nick Josefowitz, Chair
Metropolitan Transportation Commission

July 2, 2020
Page 2

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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. We therefore request that you support the Blue Ribbon Task Force's recommendations of the 2 CARES Act allocations.

Respectfully,

A handwritten signature in black ink, appearing to read "Steve Corrado", written in a cursive style.

Steven R. Corrado
Secretary-Treasurer, System Council No.7
International Brotherhood of Electrical Workers

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



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference of the International Brotherhood of Teamsters

Amtrak General Committee of Adjustment Amtrak/KCS/KRSV/Caltrain

Mark B. Kenny
General Chairman

1985 Highway 34, Suite A7A-1, Mailbox 11
Wall, NJ 07719
Telephone: (732) 275-8206
Fax: (732) 275-8188
E-Mail: bletgca@optonline.net

Via Electronic & First Class Mail

July 2, 2020

Commissioner Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Josefowitz:

In view of the absolute certainty that the extent of funding allocated to Caltrain will not be sufficient to maintain service through the end of the year, thereby placing our members in clear economic jeopardy, the Brotherhood of Locomotive Engineers & Trainmen (BLET) strongly urges you to support the Blue Ribbon Task Force's recommended tranche 2 CARES Act allocations.

As you well know, Caltrain is an essential transit service for thousands of riders that continue to rely on the system to meet their daily 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. However, absent sufficient funding from tranche 2 of the CARES Act, there is a strong likelihood Caltrain will need to shut down before the ridership returns. Such a circumstance would clearly create a critical and wholly 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, including BLET members working in Caltrain service.

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.

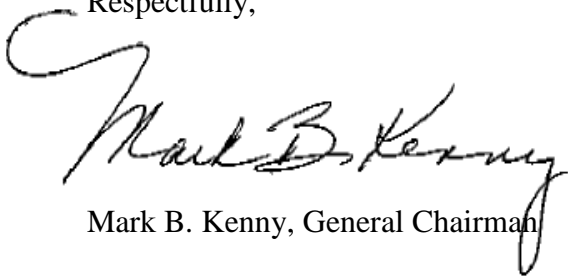
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Commissioner Nick Josefowitz
July 3, 2020
Page 2

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In view of the facts stated above, and the clear economic harm that will come to BLET members if sufficient funding is not provided to Caltrain, we sincerely hope that your office will take the appropriate steps to ensure that the recommended tranche 2 CARES Act allocations are provided as asked herein. Thank you for your time, attention, and hopefully your cooperation in this critically important matter.

Respectfully,

A handwritten signature in black ink, appearing to read "Mark B. Kenny". The signature is fluid and cursive, with a large initial "M" and "K".

Mark B. Kenny, General Chairman

Cc: Members, Metropolitan Transportation Commission
Members, Peninsula Corridor Joint Powers Board of Directors
D. R. Pierce, National President
E. L. Pruitt, First Vice President
S. J. Bruno, National Secretary Treasurer
J. P. Tolman, Vice President & National Legislative Representative
J. P. Louis, Vice President
T. A. Pontolillo, Director of Research & Assistant to the President
Executive Committee, Amtrak GCA
R. K. Snow, Chairman, California State Legislative Board
D. J. Vincenzini, Local Chairman, Division 65



July 2, 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.

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Sincerely,

A handwritten signature in black ink that reads "Joe Goethals". The signature is written in a cursive style with a large, looped initial "J".

Joe Goethals, Mayor
City of San Mateo

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



CITY COUNCIL 2020

RICHARD GARBARINO, MAYOR
MARK ADDIEGO, VICE MAYOR
KARYL MATSUMOTO, COUNCILMEMBER
MARK NAGALES, COUNCILMEMBER
BUENAFLOR NICOLAS, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

July 2, 2020

OFFICE OF THE MAYOR

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.

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Sincerely,

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



City of Brisbane

50 Park Place
Brisbane, CA 94005-1310
(415) 508-2100
(415) 467-4989 Fax

July 2, 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.

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Sincerely,

A handwritten signature in blue ink that reads "Terry O'Connell". The signature is fluid and cursive, with a large initial "T" and "O".

Mayor Terry O'Connell

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



July 2, 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.

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Sincerely,

A handwritten signature in black ink, consisting of several fluid, connected strokes that are difficult to decipher as specific letters.

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



July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
Peninsula Corridor Joint Powers Board of Directors
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Caltrain 1/8-cent sales tax ballot measure

Dear Chair Pine:

Thank you for everything the Caltrain Board is doing to keep the system operating in the face of truly unprecedented challenges. The National Conference of Fireman & Oilers SEIU was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out before the end of the year. We also understand that identifying new external revenues will be critical to maintaining service and personnel during the remainder of the fiscal year and through FY 22. Given the urgent need to identify new funding, we urge you to take the actions needed to place a 1/8-cent sales tax on the November 2020 ballot.

Caltrain provides a vital link in the region's transit network. Thousands of essential workers and transit dependent riders continue to use the service. Former riders have indicated that they are prepared to return to the system when allowed to do so, and as the regional economy continues to struggle, we will likely see a growing number of transit dependent riders throughout the Bay Area. Allowing Caltrain to fail will leave all of these riders without a transit option. We owe it to the communities we serve to do everything we can to prevent that from happening.

We were excited to learn that Caltrain's recent poll revealed that support for new revenue to maintain and improve Caltrain has actually increased compared to where it was a year ago. Voters clearly understand how important Caltrain is to regional economic recovery, managing traffic congestion, and enhancing mobility. We cannot let this opportunity to secure Caltrain's future go by. This is an opportunity to save Caltrain, and at the same time create revenue to improve it, tripling ridership and making the system more affordable and accessible for everyone.

NATIONAL CONFERENCE OF
FIREMEN & OILERS,
32BJ/SEIU

JOHN R. THACKER
NCFO DISTRICT PRESIDENT

DEAN DEVITA
NCFO DISTRICT SECRETARY-TREASURER

EXECUTIVE BOARD

RICHARD EDMONDS
JIM LARREAU
ROBERT SMITH

1212 BATH AVENUE
FLOOR F&O
ASHLAND, KY 41101

TEL: 606.324.3445
FAX: 606.326.7039
WWW.NCFO.ORG



Improving Caltrain was always dependent on dedicated funding, but now the system's survival depends on it. Prior to the pandemic, Caltrain's member agencies signaled that they could not afford to increase their contributions, and now their financial situation is even more precarious. Opportunities to create new funding for transit operations are incredibly limited. With so much at stake, we cannot let this one pass us by.

Sincerely,



Michael Pistone
General Chairman
NCFO

Cc: San Francisco Mayor London Breed
San Jose Mayor Sam Liccardo
San Francisco Board of Supervisors
San Mateo County Board of Supervisors
Santa Clara County Board of Supervisors
San Francisco Municipal Transportation Agency Board of Directors
San Mateo County Transit District Board of Directors
Santa Clara Valley Transportation Agency Board of Directors

**INTERNATIONAL ASSOCIATION
OF
SHEET METAL, AIR, RAIL AND TRANSPORTATION WORKERS
RAILROAD, MECHANICAL AND ENGINEERING DEPARTMENT**

25 Amanda Circle
Bear, DE 19701



Phone: (302) 836-1158
Fax: (302) 836-8178
jmccloskey@smart-gc2.org

JOHN MCCLOSKEY
General Chairman

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
Peninsula Corridor Joint Powers Board of Directors
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Caltrain 1/8-cent sales tax ballot measure

Dear Chair Pine:

Thank you for everything the Caltrain Board is doing to keep the system operating in the face of truly unprecedented challenges. SMART Mechanical was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out before the end of the year. We also understand that identifying new external revenues will be critical to maintaining service and personnel during the remainder of the fiscal year and through FY 22. Given the urgent need to identify new funding, we urge you to take the actions needed to place a 1/8-cent sales tax on the November 2020 ballot.

Caltrain provides a vital link in the region's transit network. Thousands of essential workers and transit dependent riders continue to use the service. Former riders have indicated that they are prepared to return to the system when allowed to do so, and as the regional economy continues to struggle, we will likely see a growing number of transit dependent riders throughout the Bay Area. Allowing Caltrain to fail will leave all of these riders without a transit option. We owe it to the communities we serve to do everything we can to prevent that from happening.

We were excited to learn that Caltrain's recent poll revealed that support for new revenue to maintain and improve Caltrain has actually increased compared to where it was a year ago. Voters clearly understand how important Caltrain is to regional economic recovery, managing traffic congestion, and enhancing mobility. We cannot let this opportunity to secure Caltrain's future go by. This is an opportunity to save Caltrain, and at the same time create revenue to improve it, tripling ridership and making the system more affordable and accessible for everyone.

Improving Caltrain was always dependent on dedicated funding, but now the system's survival depends on it. Prior to the pandemic, Caltrain's member agencies signaled that they could not afford to increase

their contributions, and now their financial situation is even more precarious. Opportunities to create new funding for transit operations are incredibly limited. With so much at stake, we cannot let this one pass us by.

Sincerely,

A handwritten signature in black ink, appearing to read "John McCloskey". The signature is fluid and cursive, with a large, sweeping flourish at the end.

John McCloskey
General Chairman

Cc: San Francisco Mayor London Breed
San Jose Mayor Sam Liccardo
San Francisco Board of Supervisors
San Mateo County Board of Supervisors
Santa Clara County Board of Supervisors
San Francisco Municipal Transportation Agency Board of Directors
San Mateo County Transit District Board of Directors
Santa Clara Valley Transportation Agency Board of Directors



Transportation Communications Union/IAM

International Association of Machinists and Aerospace Workers



God Bless America

William DeCarlo
National Vice President
National Legislative Director

Dave Arouca
Asst. National Legislative Director

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
Peninsula Corridor Joint Powers Board of Directors
1250 San Carlos Avenue
San Carlos, CA 94070

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Dear Chair Pine:

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Caltrain provides a vital link in the region's transit network. Thousands of essential workers and transit dependent riders continue to use the service. Former riders have indicated that they are prepared to return to the system when allowed to do so, and as the regional economy continues to struggle, we will likely see a growing number of transit dependent riders throughout the Bay Area. Allowing Caltrain to fail will leave all of these riders without a transit option. We owe it to the communities we serve to do everything we can to prevent that from happening.

We were excited to learn that Caltrain's recent poll revealed that support for new revenue to maintain and improve Caltrain has actually increased compared to where it was a year ago. Voters clearly understand how important Caltrain is to regional economic recovery, managing traffic congestion, and enhancing mobility. We cannot let this opportunity to secure Caltrain's future go by. This is an opportunity to save Caltrain, and at the same time create revenue to improve it, tripling ridership and making the system more affordable and accessible for everyone.

◆ 3 Research Place ◆ Rockville, Maryland 20850-3279 ◆
Phone—301-840-8704 ◆ FAX—301-330-7673 ◆ Website—www.tcunion.org



Improving Caltrain was always dependent on dedicated funding, but now the system's survival depends on it. Prior to the pandemic, Caltrain's member agencies signaled that they could not afford to increase their contributions, and now their financial situation is even more precarious. Opportunities to create new funding for transit operations are incredibly limited. With so much at stake, we cannot let this one pass us by.

Sincerely,



William DeCarlo
National Vice President/Legislative Director
Transportation Communications Union/IAM

Cc: San Francisco Mayor London Breed
San Jose Mayor Sam Liccardo
San Francisco Board of Supervisors
San Mateo County Board of Supervisors
Santa Clara County Board of Supervisors
San Francisco Municipal Transportation Agency Board of Directors
San Mateo County Transit District Board of Directors
Santa Clara Valley Transportation Agency Board of Directors



Brotherhood of Railroad Signalmen

917 Shenandoah Shores Road
Front Royal, VA 22630

Phone: (540) 622-6522
Fax: (540) 622-6532

Jerry C. Boles
President

Michael S. Baldwin
Secretary-Treasurer

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
Peninsula Corridor Joint Powers Board of Directors
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Caltrain 1/8-cent Sales Tax Ballot Measure

Dear Chair Pine:

Thank you for everything the Caltrain Board is doing to keep the system operating in the face of truly unprecedented challenges. The Brotherhood of Railroad Signalmen was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out before the end of the year. We also understand that identifying new external revenues will be critical to maintaining service and personnel during the remainder of the fiscal year 2020 through fiscal year 2022. Given the urgent need to identify new funding, we urge you to take the actions needed to place a 1/8-cent sales tax on the November 2020 Ballot.

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San Mateo County Supervisor Dave Pine, Chair
Peninsula Corridor Joint Powers Board of Directors
Re: RE: Caltrain 1/8-cent Sales Tax Ballot Measure
July 8, 2020
Page 2

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For the Organization,



Jerry C. Boles
President

cc: San Francisco Mayor London Breed
San Jose Mayor Sam Liccardo
San Francisco Board of Supervisors
San Mateo County Board of Supervisors
Santa Clara County Board of Supervisors
San Francisco Municipal Transportation Agency Board of Directors
San Mateo County Transit District Board of Directors
Santa Clara Valley Transportation Agency Board of Directors

The American Railway and Airway Supervisors Association/TCU

*International Association
of Machinists and Aerospace Workers*



Michael R. Miller
National Representative

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
Peninsula Corridor Joint Powers Board of Directors
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Caltrain 1/8-cent sales tax ballot measure

Dear Chair Pine:

Thank you for everything the Caltrain Board is doing to keep the system operating in the face of truly unprecedented challenges. [YOUR ORGANIZATION] was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out before the end of the year. We also understand that identifying new external revenues will be critical to maintaining service and personnel during the remainder of the fiscal year and through FY 22. Given the urgent need to identify new funding, we urge you to take the actions needed to place a 1/8-cent sales tax on the November 2020 ballot.

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◆ 3 Research Place ◆ Rockville, Maryland 20850-3279 ◆
Phone—301-948-4910 ◆ FAX—301-948-1369 ◆ Website—www.tcuunion.org



Sincerely,

A handwritten signature in cursive script that reads "Michael Miller".

Michael Miller
ARASA National Representative

Cc: San Francisco Mayor London Breed
San Jose Mayor Sam Liccardo
San Francisco Board of Supervisors
San Mateo County Board of Supervisors
Santa Clara County Board of Supervisors
San Francisco Municipal Transportation Agency Board of Directors
San Mateo County Transit District Board of Directors
Santa Clara Valley Transportation Agency Board of Directors

From: [Adrian Brandt](#)
To: [Tietjen, Brent](#)
Cc: [Raymond Chang](#); [cacsecretary \[at\]caltrain.com](#); [Navarro, Joe](#); [Board \(at\)caltrain.com](#)
Subject: Locomotives and/or HEP not needed for cleaning
Date: Wednesday, July 1, 2020 11:18:30 PM

Hi Brent,

I see in JPB's July meeting "[Correspondence as of 07-01-2020](#)" that you told Raymond Chang that you were told that:

"... wayside power cannot be used during cleaning because both the HEP and main engine are connected and provide the power/air for all of our safety devices such as the radio, intercoms, brakes, doors, and lighting."

This appears to be circular logic ... somewhat like telling your neighbors who have been asking that you stop smoking up the neighborhood with your polluting fireplace (and instead use your home heater and lights) that you cannot do so because the smoky fire in the fireplace is providing the heat and light for you and your family to safely clean and occupy your home!

- idling diesel locomotives and/or their HEP generators are not needed train cleaning!
- wayside power power lights, HVAC, power outlets, doors, PA system in lieu of HEP
- the radio handsets crews use are battery-powered (nothing to do with HEP)
- cars and locomotives all have hand-operated "parking" brakes (nothing to do with HEP)

Cleaning crews all over the world routinely clean trains w/o idling locomotives and/or HEP. So why not figure out how to have Caltrain cleaning crews do so, too, instead of offering up specious reasons for why they cannot?

This would have the happy "win-win" side-effect of being a better neighbor, saving fuel, cutting noise & air pollution, and reducing engine operating hours ... all of which were the originally-stated rationale for the multi-million-dollar expenditures to equip station platforms with wayside power.

Kind Regards,
Adrian Brandt

From: [Roland Lebrun](#)
To: [CHSRA Board](#)
Cc: [Nila Gonzales](#); [MTC Info](#); [SFCTA Board Secretary](#); [Board \(@caltrain.com\)](#); [SFCTA CAC](#); [TJPA CAC](#); [cacsecretary \[caltrain.com\]](#)
Subject: Caltrain Downtown Extension
Date: Monday, July 6, 2020 1:24:18 AM
Attachments: [TJPA RFP 20-06.pdf](#)

Dear Vice-Chair Richards and Board members,

Pursuant to Government Code §6250 et seq., please refer to page 6 (attached) of TJPA RFP 20-06 https://tjpa.org/uploads/2020/07/RFP_GEC_20-06.pdf and provide the following information:

- 1) Name, Position/Rank and Affiliation of individual(s) responsible for opining that “*the CHSRA has advised the TJPA that they will accept a design solution that allows a portion of a double high-speed trainset to remain in the throat so long as no crossovers are affected*”.
- 2) Evidence that the FRA have concurred that the “solution” in 1) above is fully compliant with the 2008 ARRA funding agreement for the Transbay train box.

Your prompt attention to this request is appreciated.

Sincerely,

Roland Lebrun

CC

TJPA Board of Directors
MTC Commissioners
SFCTA Commissioners
Caltrain Board of Directors
SFCTA CAC
TJPA CAC
Caltrain CAC

Ventilation and Emergency Egress Structures

Two free-standing structures for emergency exit and ventilation will be located along the DTX alignment, and four emergency exit/ventilation facilities will be co-located with stations. In 2010, the ventilation structure design was at the 30 percent design level. Additional design work will be needed to address the height of the ventilation structure discharges, which was highlighted by a comprehensive risk and vulnerability assessment completed in 2012. One of the ventilation structures was relocated to a different parcel as part of the supplemental environmental analysis. The design effort will include structural, architectural, exiting, and ventilation analyses. Additionally, right-of-way/real estate needs will be finalized. Coordination with and applicable approvals from permitting agencies within the City, various City agencies for the architectural aesthetic, and the authority having jurisdiction for ventilation and fire-life safety aspects will be needed.

Throat Structure

The design of the throat structure was at the 30 percent design level in 2010. Subsequently, the CHSRA provided updated design criteria that required a widened structure; the baseline design of the widened throat structure is currently at the 10 percent design level with recommended cut-and-cover construction.

The Tunnel Options Study examined multiple tunneling options for the throat, and recommended examining tunneling under Howard Street, with the balance of the throat being constructed using cut-and-cover construction, due to cost and schedule impacts. The mined tunnel design is currently at a feasibility level of design. While both recommendations may increase the cost of the construction, other considerations may drive acceptance of the recommendations, including fewer impacts on adjoining structures, utilities and traffic. For both construction methods (cut-and-cover or mined tunnel), additional structural, geotechnical, and tunneling design work will be performed to bring the designs to the 30 percent design level and minimize the risk profile for this aspect of the project.

Transit Center Train Box Extension

The train box extension would extend the existing below-grade structural box of the transit center east to Main Street using cut-and-cover construction such that the station could accommodate a full double high-speed trainset, a CHSRA requirement. The design was brought beyond 65 percent; however, since the examination in the SEIS/EIR, the CHSRA has advised the TJPA that they will accept a design solution that allows a portion of a double high-speed trainset to remain in the throat so long as no crossovers are affected. This will allow the train box extension to be reduced in length, though not eliminated, due to ventilation and exiting needs. The TJPA has determined that reducing the train box extension is feasible. The redesign of the train box extension should be taken to the 30 percent design level during Project Development. This design work will include structural, geotechnical, architectural, and ventilation analyses work as well as an assessment of potential impacts to adjacent structures. Coordination with and applicable approvals from adjacent property owners, the rail operators, and permitting agencies within the City as well as the authority having jurisdiction will be needed. The extension may be packaged along with the transit center fit-out and Intercity Bus Facility. If so, it will be necessary

-----Original Message-----

From: Bill Hough <psa188@yahoo.com>
Sent: Tuesday, July 7, 2020 12:47 PM
To: Public Comment <PublicComment@samtrans.com>
Subject: NO on sales tax

I am writing in my capacity as a voter and taxpayer residing in Santa Clara County.

I am horrified to read that Caltrain is proposing ANOTHER sales tax increase. Vote NO. Over the last several elections, voters in Santa Clara County have passed multiple tax and fee increases including gas taxes, two bridge toll increases, three VTA sales taxes, Santa Clara County's Measure A 1/8 cent sales tax, the state prop 30 ¼ cent sales tax and the 2010 Measure B Vehicle Registration Fee of \$10. Additionally, we're on the hook to pay back numerous state bond issues including high speed rail, the Proposition 1 water bond and the infrastructure bonds of 2006. Sales taxes in San Francisco and San Mateo counties are also excessive.

All this nickel and diming contributes into making the Bay Area a horribly expensive place to live; especially for people of modest means, who must pay the greatest percentage of their income in these regressive taxes and fees. Each increase by itself does not amount to much, but the cumulative effect is to add to the unaffordability of the region.

It is time to reconsider transportation finance. With people hurting from extended lockdowns, the last thing we need right now is another bump in the sales tax. When the virus scare began, the congestion problem went away when companies began encouraging staff to work from home at least part of the time. Let's encourage more working at home when the virus scare is over. This tax would not be necessary if there were not as much demand.

Please vote "no" to make sure this awful idea gets nipped in the bud. If you feel Caltrain must have more money despite increased working from home, please consider working with VTA to divert existing sales tax funds from the overpriced BART extension to San Jose (eliminate the Santa Clara portion and/or expensive tunneling alternatives) or raise taxes on the rich tech companies that are responsible for the congestion problem.

From: Scott L <slanciano@yahoo.com>
Sent: Tuesday, July 7, 2020 8:48 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Funding Shortfall

The nation is about to pump 6 trillion into the economy. To put that in perspective there's 1 trillion seconds in 33,000 years. But wait ... Caltrain wants the fed's bail them out. So why not... lets wave the red flag !!!

From: Kenneth Frederick <kencfred@aol.com>
Sent: Tuesday, July 7, 2020 9:53 PM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Subject: Possible Sales Tax & Restructuring

Caltrain Board:

Many of us are alarmed that Caltrain is not realistic about its financial future & ridership decline. The Board must take decisive action to cut costs and reconsider all projects & expenditures. The Electrification project must be halted (Force Majeure) & all options considered to provide the service that the public will actually support.

There is no support for another tax for Caltrain when there are so many other more pressing financial needs & tax shortfalls.

The Caltrain organization & Business Model must be drastically revised. If not, the Board is not doing its fiduciary duty to the taxpayers and to the community.

Please act now.

Ken

Kenneth Frederick
KenCFred@AOL.com
Silicon Valley, CA

From: Brad Bulger <bradbulger@gmail.com>

Sent: Wednesday, July 8, 2020 7:45 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: friends@friendsofcaltrain.com

Subject: Sales tax ballot measure

I'm sure you know how vulnerable a sales tax is to the recession we are only beginning to slide into. Nevertheless. One painful lesson of this pandemic is that you can't rely on any higher levels of government. The state is constrained by the same austerity regime rules as counties and municipal governments, and the Feds are on another planet. They might take an interest for a few years, as a hobby like. But we have to have local funding.

We might as well put it on the ballot and ask. We have to explore every option. I hope you will go forward with the proposal.

Thank you.

Brad Bulger
Daly City, CA

From: Jake Long <jake88long@gmail.com>

Sent: Wednesday, July 8, 2020 9:26 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Subject: sales tax

I appreciate what caltrain does for our community (especially taking cars off the road) and am looking forward to caltrain electrification.

As the Bay Area population increases, we will need an efficient method of transportation and people need to realize that if they want to get anywhere, they'd better hope Caltrain has their backing and a tax toward more efficient transportation is a good idea.

From: Drew Collins <drew.collins.515@gmail.com>

Sent: Wednesday, July 8, 2020 9:35 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Subject: YES on sales tax

It's easy to complain about being taxed.

It's harder to realize we need Caltrain as a means of sufficiently running the Bay Area.

As a voter and taxpayer in the County of Santa Clara, I vote yes on SB 797 because I am capable of thinking beyond my own car driving needs

and realize how important a tax would be for Caltrain

From: Jonathan Scott <jonathansc0t88@gmail.com>

Sent: Wednesday, July 8, 2020 10:02 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Subject: sales tax

A sales tax should be supported:

Currently, Caltrain carries the equivalent of four freeway lanes of people during peak hours. Ridership growth is expected to eliminate the need for between 4 and 8.5 additional lanes, Petty said.

The need for transportation will grow with the population of San Francisco, San Mateo and Santa Clara counties, which is expected to be 4,620,000 in 2040, up from 3,320,000 in 2010. Most of that gain will be in a corridor within two miles of Caltrain.

Expansion also is expected to have public health benefits. Sick days would be reduced since there would be more people walking or biking the recommended 30 minutes per day to get to stations.

The environment also would benefit from the reduction of emissions by diverting auto trips and eliminating the remaining diesel train service.

We all pay a little bit and we all prosper a lot .

A stable Caltrain means a happier, healthier Bay Area.