



JPB Board of Directors  
Meeting of August 6, 2020

Correspondence as of July 24, 2020

# Subject

- 1 Caltrain Ballot Measure
- 2 DTX Executive Steering Committee
- 3 PCEP March 2020 Report



CITY OF SAN MATEO

330 W. 20<sup>th</sup> Avenue  
San Mateo, CA 94403  
[www.cityofsanmateo.org](http://www.cityofsanmateo.org)  
(650) 522-7000

July 20, 2020

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

Dear Chair Pine:

On behalf of the City of San Mateo, the Council is expressing its strong support for putting a measure on the ballot with regard to Peninsula Corridor Joint Powers Board's (Caltrain's) efforts to enact a one-eighth cent sales tax in the counties of San Francisco, San Mateo, and Santa Clara for the purpose of operating, maintaining and improving Caltrain commuter rail service.

Caltrain performs one of the most important transportation services in the state. The Caltrain Corridor closely parallels Highway 101 between San Francisco and San Jose. This portion of Highway 101 is both one of the most congested highway corridors in the country as well an economic juggernaut. Expanded Caltrain service is needed help accommodate continued job and population growth throughout a corridor that supports innovative solutions not just for the region but also the state and country.

Additionally, with three Caltrain stops within our city limits, San Mateo is extremely fortunate to be able to focus our growth efforts on transit-oriented development, planning and building around the Caltrain stations. Our proximity to the Hillsdale Station allowed us to develop the former Bay Meadows racetrack into a first-class transit-oriented development, and other development intended to meet the significant demand for housing is in close proximity to the train stations. Losing Caltrain service would be catastrophic to the developments we have built around transit and those we have planned, and it would significantly impair our ability to meet the demand for new housing in San Mateo.

Caltrain is the only passenger rail service in the Bay Area without a dedicated permanent source of funding. With ridership demand expected to triple by 2040, it is essential that the agency be equipped with the resources to maintain and increase services.

A one-eighth cent sales tax across all three counties would generate approximately \$100 million per year to help support the operation of enhanced Caltrain service levels throughout the corridor from San Francisco to Gilroy. Enhanced service levels will more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It will deliver many benefits to the Caltrain corridor communities, including:

- increased capacity to support ridership growth
- longer time periods for peak service, and
- additional service in the off-peak periods

This enhanced service will lead to a massive increase in service frequency along the Caltrain corridor, resulting in most of Caltrain stations receiving service levels of 4- or 8-trains per hour per direction (as compared to just a handful of stations that receive this level of service today).

In addition to benefiting the Caltrain corridor communities, the enhanced service would allow Caltrain to provide the service and capacity needed to make maximum use of the Downtown Extension once that project is open, and it will be foundational to the development of an integrated regional rail network, including potential future connections with the East Bay via the San Francisco-Oakland Transbay Rail Crossing.

Enhanced service will also allow for greater all-day connectivity to the larger regional transit network, and significantly advances equity on the Caltrain corridor by providing high quality off-peak service that meets the needs of customers who wish to use the system for reasons outside of traditional commuting.

The City of San Mateo is supportive of an enhanced electrified Caltrain service and the enactment of a one-eighth cent sales tax is a critical step towards that future.

Sincerely,



**Joe Goethals**  
**Mayor**

cc:

Peninsula Joint Powers Board of Directors  
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 Authority Board of Directors



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

MIKE FUTRELL, CITY MANAGER

July 20, 2020

OFFICE OF THE MAYOR

Honorable Dave Pine  
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 City of South San Francisco understands that in the absence of significant ridership gains, Caltrain is likely to run out of operating funds before the end of the year.

I 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, **I 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.

I am 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 cursive script that reads "Richard A. Garbarino".

Richard Garbarino  
Mayor, South San Francisco

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  
South San Francisco City Council



## CITY OF BRISBANE

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

July 20, 2020

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 City of Brisbane understands that in the absence of significant ridership gains, Caltrain is likely to run out of operating funds 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,

Terry O'Connell  
Mayor

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

San Francisco Board of Supervisors  
Santa Clara County Board of Supervisors  
San Mateo County Transit District Board of Directors



07/24/20 11:09:19 AM

# California State Senate

CAPITOL OFFICE  
STATE CAPITOL  
SACRAMENTO, CA 95814  
TEL (916) 651-4013  
FAX (916) 651-4913

DISTRICT OFFICE  
1528 S. EL CAMINO REAL  
SUITE 303  
SAN MATEO, CA 94402  
TEL (650) 212-3313  
FAX (650) 212-3320

SENATE.CA.GOV/HILL  
SENATOR.HILL@SENATE.CA.GOV

SENATOR  
JERRY HILL

THIRTEENTH SENATE DISTRICT



COMMITTEES  
LABOR, PUBLIC EMPLOYMENT &  
RETIREMENT  
CHAIR

APPROPRIATIONS  
BUSINESS, PROFESSIONS &  
ECONOMIC DEVELOPMENT  
ENERGY, UTILITIES &  
COMMUNICATIONS  
ENVIRONMENTAL QUALITY  
GOVERNMENTAL ORGANIZATION

July 21, 2020

Santa Clara County Board of Supervisors  
70 West Hedding Street  
San Jose, CA 95110

Dear President Chavez and Members of the Board,

As the author of the legislation that allows a Caltrain dedicated funding measure to be put on the ballot, I urge you to pass a clean measure, without conditions that restrict the funds from being made available immediately and continuously to support Caltrain operations and capital needs.

My intent in authoring SB 797 was to provide Caltrain with a dedicated source of revenue so that it can provide reliable, improved service for all of the communities it serves. That funding is still needed to grow the service and transform it in the ways envisioned by the Caltrain Business Plan, but the revenues are also now critical to the very survival of the system following the devastating impacts of the pandemic.

Attaching new conditions that limit Caltrain's ability to access these revenues is well outside of what is allowed under SB 797. A measure with these conditions will not make it to the ballot and if it did, I would oppose it and would encourage others to do the same.

Caltrain is the only system in the Bay Area without a dedicated source of revenue, making it especially vulnerable to the pandemic's impacts on ridership. Limiting Caltrain's ability to access the same funds that are meant to save it is a blatant power grab and is wrong.

Even if a measure were to pass, it is obvious from the legal opinions offered that the measure would very clearly be vulnerable to a legal challenge. Instead, I encourage you to move forward with a clean ballot measure. Polling shows that a clean measure has the best chance to pass, it is supported by a broad and vocal coalition of advocates, there is no question as to its legality, and it will save Caltrain from imminent shut down.

A vote for anything else is a vote against dedicated funding for Caltrain, and a vote against the riders that depend on it.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jerry Hill".

Jerry Hill  
Senator, 13<sup>th</sup> District











Good Morning Michelle,

Could you please add me to the list of folks who get notified when the agendas are posted?  
I was not aware of last Friday's meeting until yesterday afternoon and am unable to locate the video recording on SFGOVTV.  
Can you point me to WebEx video archive?

Thanks again.

Roland.

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [PRA](#)  
**Subject:** Re: PCEP March 2020 report  
**Date:** Friday, July 24, 2020 12:20:17 AM

---

Dear Chair Pine,

Further to my email of May 22nd and pursuant to Government Code §6250 et seq., please provide a copy of FTA's March 2020 PCEP Program Management Oversight Committee (PMOC) report.

Thank you in advance for your prompt attention to this request.

Roland Lebrun

---

**From:** Roland Lebrun  
**Sent:** Friday, May 22, 2020 2:26 AM  
**To:** Caltrain Board <[board@caltrain.com](mailto:board@caltrain.com)>  
**Cc:** Caltrain Public Records <[pra@caltrain.com](mailto:pra@caltrain.com)>  
**Subject:** PCEP March 2020 report

Dear Chair Pine,

Pursuant to Government Code §6250 et seq., please provide a copy of the March 2020 PCEP Program Management Oversight Committee (PMOC) report.

Thank you in advance for your prompt attention to this request.

Roland Lebrun