



JPB Board of Directors
Meeting of March 3, 2022

Correspondence as of February 18, 2022

Subject

- 1 Support for Caltrain Electrification Funding
- 2 Bayview CAC New Caltrain Station Recommendation

United States Senate

January 28, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

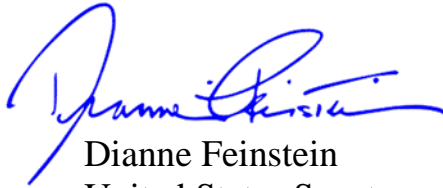
We write to express our support for additional federal funding for the Caltrain Peninsula Corridor Electrification project, which will be California's first electrified commuter rail system, spanning 51 miles between San Francisco and San Jose. As we make historic investments in our nation's infrastructure, the project embodies the Administration's priorities to support clean transportation, mitigate climate change impacts, and create good-paying jobs.

The project is transformational and will modernize the 150-year-old rail corridor, replacing 75 percent of the existing aging diesel fleet with high-performance electric trains and laying the foundation for the State's future high-speed rail system. The project, which is set to begin passenger service in 2024, has already created thousands of jobs in California and contributed to job creation in 36 states. With additional resources to complete the project, more than 30,000 direct and indirect jobs will be sustained and created during the next several years. Additionally, when the Caltrain corridor becomes entirely zero-emission, it will reduce 110 metric tons of greenhouse gas emissions every day and take nearly one million vehicle miles off Bay Area roads.

The project's total cost is \$2.44 billion, with more than 58 percent funded through State and local sources. We are grateful for contributions from federal sources, including funding from the Federal Transit Administration's Capital Investment Grant Program. Recently, Caltrain identified a \$410 million funding gap due to delays and cost increases arising from the COVID-19 pandemic, unforeseen site conditions, and resolution of commercial disputes with the contractor on the signal system scope and outstanding change orders. Securing supplemental federal funds has therefore become imperative as local funds need to be prioritized for operations and maintaining a safe system. We believe that dedicating funding from the Bipartisan Infrastructure Law would help Caltrain address this gap and deliver a significant project for the nation.

Thank you for your attention to our request. We look forward to working with you to ensure sufficient federal funding for the delivery of the Caltrain Peninsula Corridor Electrification project.

Sincerely,



Dianne Feinstein
United States Senator



Alex Padilla
United States Senator

Congress of the United States

Washington, DC 20510

February 11, 2022

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Support for Caltrain Electrification Funding

Dear Secretary Buttigieg,

We are writing today to express our strong support for additional federal funding for the Caltrain Electrification Project. The Infrastructure Investment and Jobs Act (IIJA) is a historic investment in our nation's infrastructure which will support clean transportation, mitigate climate change impacts, and lead to the creation of thousands of jobs. The Caltrain Electrification Project (Project) embodies all these priorities, is currently under construction and can be delivered within this Administration.

Passengers will be riding the state-of-the-art electric system in 2024 if Caltrain can secure additional resources to complete the Project. Caltrain needs \$410M of additional funding to bring electrified commuter rail service to the San Francisco Bay Area residents and workers.

The Project is transformational and will be the State of California's first electrified commuter rail system, spanning 51-miles between San Francisco and San Jose. The project will modernize the 150-year-old rail corridor, replacing 75% of the existing aging diesel fleet with high-performance electric trains and lay the foundation for the State's future high-speed rail system.

Creating Jobs in 36 States

The Project has already created thousands of jobs in California and contributed to job creation in 36 States across the county. With additional resources to complete the project, over 30,000 direct and indirect jobs will be sustained and created over the next few years.

Not only does the Caltrain Electrification Project support manufacturing jobs, it also contributes to the continued economic growth of Silicon Valley and the greater San Francisco Bay Area. Caltrain serves some of the world's most innovative and fastest-growing companies who contribute economic strength to the national economy.

Reducing Greenhouse Gas Emissions

Single occupancy vehicles are one of the most significant contributors to greenhouse gas emissions in California. Caltrain Electrification and the future Caltrain Service Vision expansion will deliver tremendous environmental benefits to the region by replacing an aging, polluting diesel fleet with electric trains and expanding capacity to carry more riders.

When the Caltrain corridor becomes an entirely zero-emission corridor (as articulated in the Service Vision), it will support ridership of 180,000 Caltrain passengers every weekday — the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101, reduce 110 metric tons of greenhouse gas emissions every day and take nearly a million vehicle miles off Bay Area roads.

Advancing Equity & Diversifying Ridership

Before the pandemic, Caltrain was the 7th largest commuter rail system in the country and the most efficient commuter railroad in terms of its farebox recovery and passengers carried per mile. Caltrain has made service changes to recapture ridership and is working to serve a more diverse group of riders beyond traditional commuter rail customers. In fall 2021, Caltrain changed the schedule to provide more service throughout the day and during off-peak hours that is more relevant and useful to the needs of lower income riders and essential workers who do not always travel during peak commute times. With electrified service, Caltrain will be able to provide even more trains throughout the day to serve all riders along the corridor.

Creating the First Electrified Segment of the California High Speed Rail System

The Project's success will shape the future of rail in the region, state, and nation. The core of California High-Speed Rail Authority's (CHSRA) northern section will run from San Francisco to San Jose and will blend with Caltrain operations. In the future, CHSRA will operate on Caltrain's tracks and use the new overhead contact system being installed for the Caltrain Electrification project. Essentially, the Caltrain corridor will be the first electrified section of the statewide California High-Speed Rail project.

Entering the Last Phase of Construction

Caltrain has made significant progress on the Electrification Project that began construction in 2017 and continued throughout the pandemic. The civic work is nearly complete. In January 2022, all 3,000 foundations will be in place. In the spring, the first high-performance electric trains will arrive on the corridor after extensive testing at 110 mph in Pueblo, Colorado. Full corridor testing will start in 2023 and passenger service on the Caltrain corridor is on track for 2024.

Closing the Funding Gap

The total project cost is \$2.44 billion, with over 58% secured by local and State sources. Federal sources (Federal Transit Administration's Capital Investment Grant Program, formula, and American Recovery Program) accounts for 42% of the total project costs.

Recently, Caltrain identified a \$410 million funding gap due to delays and cost increases arising from the COVID-19 pandemic, unforeseen site conditions, and resolution of commercial disputes with the contractor on the signal system scope and outstanding change orders. Securing supplemental federal funds is imperative as local funds need to be prioritized for operations and maintaining a safe system. Funding from the IJA would help Caltrain meet the funding gap and deliver a legacy project for the nation.

We are close to the finish line for this transformational project. We look forward to working closely with you to ensure sufficient funding for the delivery of the Caltrain Electrification Project. Thank you in advance for your consideration of our important request.

Most gratefully,



Jackie Speier
Member of Congress



Nancy Pelosi
Speaker of the House



Anna G. Eshoo
Member of Congress



Zoe Lofgren
Member of Congress



Jimmy Panetta
Member of Congress



Ro Khanna
Member of Congress

cc: Michelle Bouchard, Acting Executive Director, Caltrain
Peninsula Corridor Joint Powers Board of Directors

From: [Sucre, Richard \(CPC\)](#)
To: [Walton, Shamann \[shamann.walton@sfgov.org\]](#); [Breed, Mayor London \(MYR\)](#); [Hillis, Rich \(CPC\)](#); [tilly.chang@sfcta.org](#); [Tumlin, Jeffrey \(MTA\)](#)
Cc: [Waltonstaff \(BOS\)](#); [Devanshu Patel](#); [Johnston, Jennifer \(ADM\)](#); [Board \(@caltrain.com\)](#); [Board of Supervisors, \(BOS\)](#)
Subject: Bayview CAC Letter on Southeast Rail Station Study
Date: Wednesday, February 16, 2022 10:01:01 AM
Attachments: [Bayview CAC Ltr Southeast Rail Station Study-Oakdale Station-\(Signed\) 2022-02-15.pdf](#)

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Hello All:

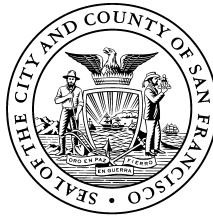
Attached is a letter from the Bayview Hunter's Point Citizen's Advisory Committee in response to recent staff presentation on Southeast Rail Station Study from January 5, 2022 and February 2, 2022.

Let me know if you have any questions.

Rich

Richard Sucre
Deputy Director, Current Planning Division
Historic Preservation Team Lead & Planning Information Counter Manager
San Francisco Planning Department
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7364 | www.sfplanning.org
[San Francisco Property Information Map](#)

Expanded in-person services at the Permit Center at 49 South Van Ness Avenue are available. Most other San Francisco Planning functions are being conducted remotely. Our staff are [available by e-mail](#), and the Planning and Historic Preservation Commissions are convening remotely. The public is [encouraged to participate](#). Find more information on our services [here](#).



Bayview Hunters Point Citizens Advisory Committee

February 15, 2022

Project: Southeast Rail Station Study

To Supervisor Walton, Mayor Breed, Tilly Chang, Rich Hillis and Jeff Tumlin:

On Wednesday, January 5, 2022, the Bayview Hunters Point Citizens Advisory Committee (CAC) received a presentation on the Southeast Rail Station Study regarding the inclusion of a new Caltrain station in the Bayview. Based on that presentation, all of the previous San Francisco and Bayview related transportation studies, and commitments for the last 15 years and actual input from the Bayview community, the Bayview CAC strongly recommends the Oakdale Station as the preferred option.

Oakdale Station Meets Longstanding Transportation Needs in Bayview Hunters Point
[The 2021 Bayview Community Based Transportation Plan's](#) key recommendation included implementation of an Oakdale Caltrain Station to “expand transit connection and options for Bayview-Hunters Point residents.” This recommendation is supported by the 2005 and [2014 SFCTA-led Caltrain Oakdale Station studies](#) that projected ridership would be strong at Oakdale, with a positive impact on the overall Caltrain system ridership, and attract riders via a variety of sustainable access modes with 90 percent of trips by walking, biking and transit. The proposed Oakdale Station is centrally located in Bayview maximizing Caltrain accessibility to this historically public transit deficient community. This has not changed in the last 15 years when the Oakdale Station was first promised to Bayview.

The City Made a Commitment to the Oakdale Station for Over 15 Years

From the 2005 SFCTA Study to the 2021 Bayview CBTP and myriads of community forums and meetings in between, the City has promised the Oakdale Caltrain Station to the Bayview community. Bayview has made many sacrifices under the expectation this promise would be fulfilled. For example, the Quint-Jerrold Connector Road project was planned to replace the Quint St bridge while retaining the ability for the promised Oakdale Station. Since this project began, the closure of Quint St has been a tremendous transportation and environmental nightmare for Bayview. The Bayview community accepted this because we have been told that the road closure and Caltrain berm were essential and done solely to provide conditions necessary for the new Oakdale Station.

The Proposed Evans Station is an Environmental Hazard and Fails to Serve Bayview

At the January 5th meeting, the Bayview CAC was informed for the first time that there was an alternative proposed Caltrain station at Evans Ave. You can imagine our shock when 15 years of promises for the Oakdale Station and sacrifices by the people of Bayview evaporated in favor of special interests. It is clear the Evans Station proposal does not meet the needs of Bayview.

According to the Southeast Rail Station Study update, the proposed Evans Station sits directly in the Sea Level Rise Vulnerability Zone, creating significant human and environmental risk to that location.

Moreover, the Evans Station sits at the northernmost point of Bayview and only 0.7 miles from the 22nd Street Station, while the Oakdale Station is a more appropriate separation distance of 1.2 miles from the 22nd Street Station and centrally located in Bayview. The Evans Station also only has one adjacent transit connection versus Oakdale Station's five transit connections (including the T-Third St. line). The Evans Station is also in an industrial zone with very little current or proposed residential development. From an access standpoint, the Evans Station would be a walking and biking nightmare, with significant Vision Zero conflicts involving truck and car traffic. It was noted that the Evans Station was supported by its proximity to the new Southeast Community Center. This is irrelevant. A Bayview Caltrain station's purpose is to support Bayview resident and business commuter needs to/from the peninsula. The Southeast Community Center is a meeting place serving the local Bayview community that will transit there by foot, bike, car or SFMTA transportation, and it has nothing to do with Caltrain. In short, the Evans Station fails to serve the residents of Bayview. The only conceivable reason to support an Evans Station would be its proximity to the Hunters Point Shipyard Development project. But an Evans Station would still require Shipyard residents to use "last mile" shuttle transportation to reach the station. An Oakdale Station would provide the same dynamic for Shipyard residents and also serve the rest of the Bayview community.

The Bayview Community Has Not Been Heard

The Bayview CAC was the last CAC informed of the Southeast Rail Station Study Update with its inclusion of the new Evans Station proposal even though our community is the most impacted by this outcome. There has also been a dearth of outreach to the Bayview community on the Evans Station proposal. The City staff cited outreach challenges due to COVID-19, but that apparently did not prevent other CACs and community organizations from receiving these updates and making their recommendations to decision makers.

Fulfilling Promises, Enabling Bayview's Success

Unfortunately mirroring the entire history of Bayview, decades of decision-makers' promises to the community are nearing abandon. There have been over 15 years of ongoing engagement and reassurance to Bayview for the development of the Oakdale Caltrain Station. Now at the last minute and with minimal community engagement, the Evans Station proposal has seemingly overtaken the promise of Oakdale with apparent support from decision-makers and key stakeholders. The Oakdale Station best serves the people and businesses of Bayview. We urge you to support the Oakdale Station, end the epidemic of

broken promises to our community and give Bayview the critical infrastructure it needs to thrive with the rest of the city.

Sincerely,

Devanshu Patel

Devanshu Patel, Chair
Bayview Hunter Point Citizen Advisory Committee

cc. San Francisco County Transportation Authority (SFCTA)
Caltrain Joint Powers Board (JPB)