



JPB Board of Directors
Meeting of March 2, 2023

Correspondence as of February 24, 2023

Subject

- 1 Letter to State Legislature from Bay Area Transit Agencies Regarding the State Budget and Funding for Public Transit
- 2 Trip Planning Assistance



January 18, 2023

The Honorable Nancy Skinner
 Chair, Senate Budget and Fiscal Review Committee
 California State Senate

The Honorable Phil Ting
 Chair, Assembly Committee on Budget
 California State Assembly

Dear Chair Skinner & Chair Ting,

As you begin budget negotiations this year, the undersigned organizations request your support to help the state’s public transit systems avoid looming cuts to critical transit service that millions of Californians rely upon and that is foundational to our state’s climate strategy. These potential cuts reflect the lingering impact of the COVID-19 pandemic, which has devastated transit operating budgets as a result of diminished ridership as well as higher costs arising from inflation. While the Governor’s proposed budget for FY 2023-24 does not specifically address this need and in fact proposes \$2 billion in reductions to public transit capital that the Legislature approved last year, we look forward to engaging with your budget subcommittees to ensure that this year’s final budget bill provides additional transit operating assistance to sustain critical transit service riders depend upon and fund proven strategies to attract new riders and help lessen financial challenges in the future.

A Strong Public Transit System is Vital to Creating an Equitable, Economically Vibrant and Climate Friendly Future

Based on 2021 U.S. Census data, almost 60 percent of California residents who commute via public transit have a household income below \$35,000. Over half a million California households own no vehicle and count on public transit for their daily needs, including access to K-12 education and college. Public transit is an economic lifeline for these residents, especially seniors and persons with disabilities. Yet residents of all income levels also depend on transit to access their jobs and maintaining the viability of the transit systems is essential for the future of the state’s economy and quality of life. Public transit also supports good-paying jobs, employing over 31,000 California workers statewide in FY 2021.

When it comes to climate change, California prides itself on being a global leader. The state has taken a two-pronged strategy to reduce transportation-related emissions – the largest of any

sector – by decarbonizing the vehicle fleet, while also encouraging less driving through a combination of investments in transit and other modes plus a suite of policies to encourage more infill, transit-oriented development. Policies aimed at reducing vehicle miles traveled (VMT) depend on a reliable and convenient public transit system; they have little chance of success if transit agencies across the state have to make severe cuts to service.

Today, about 65 million trips/month are taken on transit in California, reducing VMT by hundreds of millions each year. To meet the state's carbon neutrality goals by 2045, however, significantly more people will need to choose transit instead of driving. To encourage this shift, California Air Resources Board has urged the state to support efforts to *double local transit coverage and service frequencies* by 2030, recognizing that both vehicle decarbonization *and* less driving are needed to achieve our state's bold greenhouse reduction targets. However, without a multi-year commitment of state funds to help sustain transit and put it on a path to attracting millions of new riders, the state's climate strategy is in serious jeopardy.

Bay Area Operators Face Significant Looming Budget Shortfalls

We are at an unprecedented moment, with the survival of transit as we know it at risk. The rise of remote work, growing costs due to inflation, and apprehension to ride transit due to health concerns has led to a growing fiscal cliff on the horizon. Additionally, the transit sector is severely understaffed (with some agencies reporting as high as 30 percent of jobs unfilled for some positions), limiting service agencies can put on the street and placing upward pressure on salaries and benefits as agencies work to retain and attract workers.

Based on current ridership, service levels, and cost trends, Bay Area operators forecast annual budget shortfalls in the tens of millions of dollars in FY 2023-24, growing to hundreds of millions of dollars beginning in FY 2024-25 and thereafter. Funding gaps of this magnitude cannot be addressed through fare increases or service cuts; doing so would lead to service of such poor quality that it would erode transit's climate benefits and cut off even basic access to critical destinations for those who rely on it most. For instance, to achieve budgetary savings in the range of 20-40 percent, the Bay Area Rapid Transit District (BART) would need to cut service by 65-85 percent, eliminating access to jobs, schools, grocery stores, and other essential services for many current riders. This, in turn, would further reduce passengers, leading to further cuts. We cannot let this doomsday scenario happen.

Fortunately, in the medium and long term, there is reason for optimism. While statewide ridership is around 60 percent of its 2019 levels and Bay Area ridership around 53 percent, ridership is steadily growing. In October 2022, statewide ridership was up 14 percent compared to a year before and in the Bay Area up by 34 percent. Bay Area transit operators are working more closely than ever, together with the Metropolitan Transportation Commission (MTC), to create a better, more seamless transit experience across the region. Plans are beginning for a future regional transportation measure to follow the regional housing measure planned for 2024. A unified mapping and wayfinding system is being designed to make transit easier to navigate. The first all-agency transit pass using the Clipper® card is being piloted at key colleges and affordable housing sites. Operators across the state are likewise deploying technology to shift to mobile fare payment and updating their routes and frequencies to better serve existing riders while also attracting more of them.

Honor Transit Commitments from FY 2022-23 Budget

Under your leadership, California has made historic investments in our transit capital infrastructure, supporting critical rail and bus expansion and the zero-emission transit transition. The historic transit investment made in last year's Transportation Package includes \$4 billion over the next two years for further transit and intercity rail capital investments, yet Governor Newsom proposes to cut this in half, reducing the amount to \$1 billion next year and \$500 million for the following two years. Doing so would put at risk the funding plans for high priority projects in the Bay Area, several of which are already under construction or poised to receive billions of dollars in highly competitive federal funds.

Request: Provide New Multi-Year Funding for Transit Operating Assistance

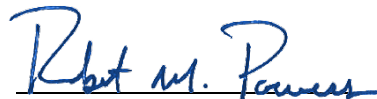
To address the operating challenges, we are seeking a new multi-year operations funding commitment on a limited term basis to assist California's transit systems as they recover from the pandemic and develop long-term funding plans, as necessary. The funding picture for each transit system is unique and there is no one-size-fits-all path to financial sustainability. While some agencies need assistance to stave off service cuts next year, other agencies face deficits in the hundreds of millions of dollars starting in FY 2024-25 or FY 2025-26. Others may not face near-term service cuts but have priorities that, *if funded*, could attract significantly more riders (advancing the state's climate goals) and help avoid budgetary challenges down the road. This month, we are working in coordination with partners statewide, including the California Transit Association, to refine our assessment of the funding need and aim to follow up with a more detailed proposal in February. In addition, we are seeking an extension of the statutory relief previously provided to transit agencies through FY 2024-25.

Californians demand meaningful action on climate change and want their state representatives to ensure transit is not just a viable option, but an attractive one to get to work, school, health care, shopping, dining, entertainment and more. We know that you share these goals and look forward to working with you to ensure that public transit both survives and thrives in California. Please contact Rebecca Long, MTC Director of Legislation and Public Affairs, at rlong@bayareametro.gov or 510-504-7914 with any questions.

Sincerely,



Therese W. McMillan
Executive Director, MTC



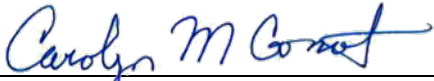
Robert Powers
General Manager, BART



Jeff Tumlin
Director of Transportation, San Francisco
Municipal Transportation Agency



Mike Hursh
General Manager, AC Transit



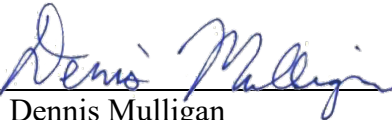
Carolyn Gonot
General Manager, Santa Clara VTA



April Chan
General Manager/CEO/Executive Director,
SamTrans/San Mateo County Transportation
Authority



Michelle Bouchard
Acting Executive Director, Caltrain



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



Steve Adams
Transit Manager, Union City Transit



Jason Baker
Senior Vice President,
Silicon Valley Leadership Group



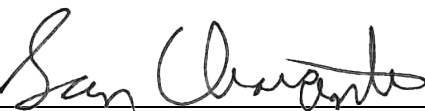
Daniel Barad
Associate Director, Sierra Club




Rashidi Barnes
Chief Executive Officer, Tri Delta Transit




Tilly Chang
Executive Director, San Francisco County
Transportation Authority



Sean Charpentier
Executive Director, San Mateo County
C/CAG



Bill Churchill
General Manager, County Connection



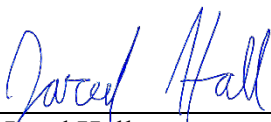
Eddy Cumins
General Manager, SMART



Zack Deutsch-Gross
Policy Director, Transform



Tim Haile
Executive Director, CCTA



Jared Hall
Transit Manager, Petaluma Transit



Daryl Halls
Executive Director, Solano Transportation
Authority (Solano Express)



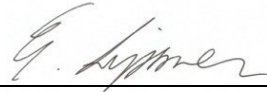
Caro Jauregui
Co-Executive Director, Cal Walks



Beth Kranda
Executive Director, Solano County Transit



Tess Lengyel
Executive Director, Alameda County
Transportation Commission



Eli Lipman
Executive Director, Move LA



Carolina Martinez
Climate Justice Director,
Environmental Health Coalition



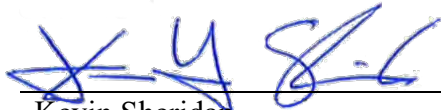
Kate Miller
Executive Director,
Napa Valley Transportation Authority



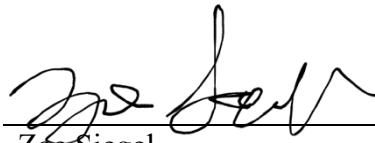
Sofia Rafikova
Policy Advocate,
California Coalition for Clean Air



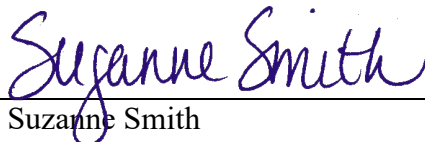
Anne Richman
Executive Director,
Transportation Authority of Marin



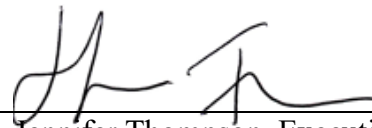
Kevin Sheridan
Executive Director, Tri-Valley – San
Joaquin Valley Regional Rail Authority



Zoe Siegel
Director of Climate Resilience,
Greenbelt Alliance



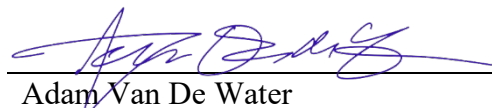
Suzanne Smith
Executive Director, Sonoma County
Transportation Authority



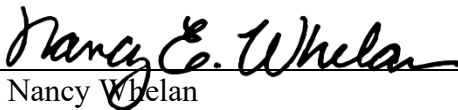
Jennifer Thompson, Executive Director
Sustainable Silicon Valley



Rob Thompson
General Manager,
Western Contra Costa Transit Authority



Adam Van De Water
Executive Director,
Transbay Joint Powers Authority



Nancy Whelan
General Manager, Marin Transit



Jim Wunderman
President & CEO, Bay Area Council

Zak Accuardi
Transportation Advocate, NRDC

Arturo E. Aguilar
Chairman, California Conference Board
Amalgamated Transit Union

Shiloh Ballard
Executive Director,
Silicon Valley Bike Coalition

Eugene Bradley
Founder, Silicon Valley Transit Users

Rita Clement
Transportation Co-Leader,
San Diego 350

David Diaz
Executive Director,
Active San Gabriel Valley

Christine Fitzgerald
Community Advocate, Silicon Valley
Independent Living Center

Sara Greenwald
Transportation Committee Member,
350 Bay Area Transportation Committee

Ian Griffiths
Co-director, Seamless Bay Area

Josh Hawn
President, Common Ground California

Lavie Kakol
Democratic Socialists of America,
San Francisco

Adina Levin
Executive Director, Friends of Caltrain

Bryn Lindblad
Deputy Director, Climate Resolve

Jerry Maldonado
Vice President of Programs, PolicyLink

Richard Marcantonio
Managing Attorney, Public Advocates

Emma Martin
Community Engagement Program Manager,
Center for Independent Living

Kristina Pappas
President, SF League of Conservation
Voters

Jesse O'Sullivan
Policy Counsel, Circulate SD

Jared Sanchez
Senior Policy Advocate, CalBike

Arnold Sowell, Jr.
Executive Director, NextGen California

Laura Tolkoff
Transportation Policy Director, SPUR

Cheryl Weiden
Steering Committee Member
350 Silicon Valley

Sam Wilkins
California State Conference Chairperson
Transport Workers Union of America,
AFL-CIO

Ellen Wu
Executive Director, Urban Habitat

Chair Skinner and Chair Ting

1/18/2023

Page 7 of 7

cc: Bay Area Legislative Delegation
The Honorable Toni Atkins, Senate President Pro Tempore
The Honorable Anthony Rendon, Assembly Speaker
The Honorable Lena Gonzalez, Senate Transportation Committee Chair
The Honorable Laura Friedman, Assembly Transportation Committee Chair
The Honorable Taks Omishakin, Secretary, California State Transportation Agency

From: Jasmin Eck <j.eck@ijm-online.de>
Sent: Wednesday, February 22, 2023 6:47 AM
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Upcoming shutdown (12th of March, 2023)

Sie erhalten nicht oft eine E-Mail von j.eck@ijm-online.de. [Erfahren Sie, warum dies wichtig ist](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

We are planning to use your transportation system with 24 students and 3 chaperones at the 12th of March, 2023.

Since we have noticed the upcoming shutdown we would like to know how we can use our previously planned train.

South San Francisco – 9:19am (Train No. 642)

To

Santa Clara – 10:59am

We are looking forward to hearing from you!

Sincerely

Jasmin Eck

Institut für Jugendmanagement

Haberstraße 1

D - 69126 Heidelberg

Tel.: +49 6221 / 39 556-82

Fax: +49 6221 / 39 556-65

Email: j.eck@ijm-online.de

Home: www.ijm-online.de

Gemeinnützige Gesellschaft mit beschränkter Haftung

Sitz der Gesellschaft: Heidelberg

Handelsregister: Amtsgericht Mannheim HRB 705836

Geschäftsführer: Dr. Eckhard Schäfer

Diese E-Mail und alle Anhaenge enthalten vertrauliche und rechtlich geschuetzte Informationen, die ausschliesslich fuer den Gebrauch des Adressaten bestimmt sind. Das unerlaubte Kopieren, die unbefugte Weitergabe oder sonstiger ungenehmigter Gebrauch der E-Mail nebst den Anhaengen sind nicht gestattet. Sollten Sie nicht der richtige Adressat sein oder die E-Mail irrtuemlich erhalten haben, informieren Sie bitte den Absender unverzueglich telefonisch oder per E-Mail und vernichten diese E-Mail und alle Anhaenge sowie etwaige Kopien und Sicherungskopien. Vielen Dank.

From: Nabong, Sarah <nabongs@samtrans.com>
Sent: Wednesday, February 22, 2023 1:48 PM
To: j.eck@ijm-online.de
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Caltrain Customer Service Recording Form: 880149

Dear Jasmin Eck,

Your email to the Caltrain Board of Directors has been forwarded to me for response. They will receive a copy of this email.

Thank you for your interest in riding Caltrain for your next group trip. Please visit <https://www.caltrain.com/fares/ticket-types/group-sales> to complete online form. The completed form needs to be submitted at least nine (9) business days before your trip in order to be processed.

We will make every effort to accommodate your request.

Kind regards,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 650.508.7925

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)

