“Straw” Scenarios – Examples for Discussion Only

The following “straw” scenarios have been developed solely to help stimulate Board discussion of various issues related to Caltrain governance. They are not recommendations or proposals.

Scenarios 1: Stay the Course

- No process is put in place to discuss governance and no changes are made to governance or the managing agency relationship
- Member agency contributions remain at current levels and no new regional funding measures (eg FASTER or a 3-county tax) move forward
- The electrification project is completed but current member agency funding is not sufficient to support expanded service

Scenario 2: Direct Accountability

- A special counsel is appointed as soon as practicable to directly represent the JPB on governance matters
- A process to discuss governance is established that, over the next 6 months, results in agreement to provide for accountability of an executive director and key organizational functions directly to the JPB
- The JPB remains in place and the San Mateo County Transit District remains as the managing agency

Scenario 3: Separate Organization

- A special counsel is appointed as soon as practicable to directly represent the JPB on governance matters
- A process to discuss governance is established that, over the next 6 months, results in a commitment from all parties to the eventual separation of Caltrain from the managing agency relationship with the San Mateo County Transit District.

Scenario 4: Construction Authority

- A special counsel is appointed as soon as practicable to directly represent the JPB on governance matters
- The JPB remains in place and the San Mateo County Transit District remains as the managing agency- but the railroad agrees that DTX, Diridon and possibly future grade separation projects will be delivered through a regional construction authority
- Funding for these projects is negotiated as part of a large regional measure (eg FASTER)