



JPB Board of Directors  
Meeting of August 6, 2020

Correspondence as of July 22, 2020

# Subject

- 1 Caltrain Ballot Measure
- 2 CARES Tranche 2 Funding



July 21, 2020

Chair 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. Given the timing, the City Council of Menlo Park has not had sufficient time on their agenda to consider a position on the proposed sales tax. As the City Manager, however, I understand 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, including many City employees. 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.

Many of the City Council's decisions around land use are based on Caltrain's availability to riders within half a mile of the train station. Reduced or eliminated availability will substantially erode the viability of these land use decisions.

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 must act on this opportunity to secure Caltrain's future. This is an opportunity to save Caltrain, and at the same time create revenue to improve it, 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, action must be taken.

Sincerely,

DocuSigned by:

*Starla Jerome-Robinson*

Starla Jerome-Robinson

City Manager

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



## CITY OF BRISBANE

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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





Rico E. Medina  
Mayor

July 20, 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.

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.

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.

Sincerely,

Rico E. Medina  
Mayor

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