

### **“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)