JPB Board of Directors
Meeting of August 6, 2020

Correspondence as of July 31, 2020

#	Subject
1	Overhead Utilities
2	JPB Finance Committee Scheduling Conflict
3	Restoring Caltrain Ridership
4	Real-time Vehicle and Platform Occupancy Information
5	Resolution No. 334-20 - Conditionally Approving Submission of Sales Tax to Support Caltrain Service - November 3, 2020, Election
6	Caltrain Ballot Letters

From:	Roland Lebrun
To:	Board (@caltrain.com)
Cc:	Public Comment
Subject:	Item 7 Overhead utilities
Date:	Monday, July 27, 2020 1:02:09 PM
Attachments:	Caltrain Electrification Scoping Comment Letter.pdf

Dear Chair Davis,

Further to my attached of letter of **March 18 2013** which stated the following:

- Consider mitigating impacts of third-party utilities accidentally getting into contact with the OCS by relocating overhead utilities below ground and locating dead and neutral OCS sections under high-voltage transmission lines.

Subsequent research revealed the following:

1) Picture taken **10/19/2012** alerting Marian Lee (John Funghi's predecessor's predecessor) to the issue and recommending that this be addressed prior to electrification.
2) The March 2013 comment letter is listed on page 245 of the scoping summary report
http://www.caltrain.com/Assets/Caltrain+Modernization+Program/FEIR/App+A+Scoping+Summary+Report.pdf
3) The only follow up was about the massive rail traffic congestion between Diridon and Tamien which I documented with an incab video of a northbound Caltrain waiting for track clearance at Tamien.
4) I could not find any mention of the concerns about overhead utilities accidentally getting into contact with the OCS in the Draft or Final EIRs
5) I did find the following section on page Page 53 of 327 of Volume III of the RFP

9.6.4 Overhead Utilities
Overhead utilities shall cross the tracks at local, street, or highway overpasses. Such utilities shall either be contained within the overpass structure, or if attached to the outside of the overpass structure, shall be encased in a steel casing sleeve, which shall be grounded and bonded in accordance with the Grounding and Bonding Requirements chapter. ***Where electrical lines with voltage less than 30 kV and communication lines cannot be accommodated in an overpass structure, they shall be relocated underground per clearance requirements established in this chapter.***
Clearances for overhead electrical lines with voltage higher than 30 kV shall be governed by CPUC GO No. 95 or wire to wire clearance requirements, whichever is more stringent, and shall be modified to a higher class of construction.

6) I subsequently received multiple verbal reports that Balfour Beatty's were **raising utility poles and wires to achieve the necessary clearance instead of undergrounding** (a simple and often less expensive process known a "pipe jacking")

Recommendation

I am respectfully requesting that the Board initiate a complete audit of overhead utilities to determine if every line carrying 30KV or less has been undergrounded as specified in the RFP and, if not, why not.

Thank you

Roland Lebrun

From: Roland Lebrun <ccss@msn.com>
Sent: Monday, March 18, 2013 1:53 PM
To: Stacy Cocke <cockes@samtrans.com>
Subject: FW: Caltrain Electrification scoping comment letter

Hi Stacy,

Here are my comments.
Happy reading :-)

Roland.

Roland Lebrun
CCSS@MSN.COM
March 18 2013

Peninsula Corridor Joint Powers Board (Caltrain)
Attn: Stacy Cocke, Senior Planner
1250 San Carlos Ave.
P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Cocke,

Thank you for the opportunity to comment on the scope and content of the forthcoming Caltrain Electrification EIR. I understand that, while the scope of this EIR will be limited to a maximum operating speed of 79 MPH, the cumulative analysis may consider operating speeds up to 110 MPH. Given that it would be unreasonable to have to redesign the entire system at a later date to accommodate higher operating speeds and that it is common practice to add a 10% safety margin when designing this kind of system, the comments below pertain to a design speed of 125 MPH, the same design speed as the Caltrain Advanced Signal System (CBOSS) project.

Design & Construction
- Consider minimizing impacts on Caltrain and other tenant operations as well as to adjacent properties by using high-output electrification factory trains capable of constructing and testing one mile of electrified track in an 8 hour shift without trackside staging areas: http://www.europeanrailwayreview.com/11534/rail-industry-news/electrification-train-to-transform-railway-improvements/
Video: http://www.youtube.com/watch?v=xFg0EOUJNrc

- Consider shorter (5-mile) sections to avoid stranding multiple trains when a section loses power.

- Consider mitigating impacts of third-party utilities accidentally getting into contact with the OCS by relocating overhead utilities below ground and locating dead and neutral OCS sections under high-voltage transmission lines.

- Consider future CEMOF relocation, including electrifying CEMOF Yard Tracks #7 and #8 only and open them to blended electrified traffic while continuing to take diesel traffic around the existing MT-2/MT-3 loop.

- Consider electrifying Diridon MT7-MT12 only.

- Follow CHSRA design for 125 MPH criteria, specifically Technical Memorandum 3.2.1 (OCS Requirements) http://www.cahighspeedrail.ca.gov/assets/0/152/301/14b5227c-9334-45d9-8d61-4a86a79356ac.pdf. Pay particular attention to the directive drawings on page 41 and drawing TM 3.2.1-H "Typical OCS Support Structure for Four Tracks Intermediate Station - Speed up to 125 MPH". Please note that back-to-back cantilevers on a common center pole should only be installed in 4-track intermediate stations with outside boarding passenger platforms.

- Do not consider cable headspans for sections of tracks where speeds will exceed 80 MPH. Cable headspans could be considered as an alternative to back-to-back cantilevers for the North and South termini and the storage yard south of Tamien. Cable headspans should not be considered for intermediate stations such as Bayshore.

- Recalculate power requirements for 6 trains/hour as per EIR scope (+/- 2 x 20 MVA, not 2 X 60 MVA). Note that it is appropriate to size locations for traction power equipment based on expected combined Caltrain/HSR requirements but it is not appropriate to install the maximum capacity until required. The EIR should consider a phased implementation whereby the equipment being installed will not exceed short-term capacity requirements by more than 50% and will allow upgrades as and when required.

- Consider delivering sufficient traction power capacity to both Transbay and 4th & King during the transition period when designing the approach to San Francisco.

- Consider installing removable pole bases to mitigate impacts in areas where tracks are likely to be reconfigured at a later date.

- Do not electrify maintenance facilities. A single electrified test track is normally sufficient.

- Suspend any further retracking activities in the Peninsula until the work can be certified for 125 MPH or maximum speed + 10%.

- Consider mitigating additional train horn noise by laying the foundations for quiet zones via an upgrade of the entire corridor to Class 7 including quad gates, intrusion detection and impenetrable barriers at level grade crossings.

- The EIR should consider accommodating time-separated 20-foot-high double-stack container freight south of De La Cruz. Please give due consideration to the 21'6" catenary height on sections of the North East Corridor (NEC) and high-reach pantographs designs (http://www.worldrecordacademy.com/technology/high_reach_pantograph-world_record_set_by_Stone_India_90314.htm)

Aesthetics:

- Please consider following best practices reducing the visual impact of overhead contact systems (http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_07-a.pdf), in particular:

- Avoid square poles.

- Consider using multi-face poles in public areas such as station platforms etc.

- Consider integrating electrification poles with light poles on station platforms (avoid clutter).

- Use engineered poles with a reduced diameter and increased thickness based on engineering requirements. Consider housing wire tensioning weights inside larger diameter poles.

- Consider running the feed and return wires underground or on the track side of the poles where undergrounding is not feasible.

- Caltrain's proposal to clear vegetation within 20 feet of track center lines is excessive and could result in the unnecessary removal of heritage trees. The EIR should consider adhering to existing vegetation clearance regulations, specifically:

PRC 4293 – Utility Vegetation Management - Tree Pruning/Removal
PRC 4292 – Utility Vegetation Management – Pole Clearing
CPUC G.O. 95 Rule 35 – Utility Vegetation Management – Tree Pruning/Removal
NERC Standard FAC-003-1 – Vegetation Management Requirements for Transmission

- Consider trail easements as mitigation for vegetation clearance.

Rolling stock
- Trains must be capable of a minimum speed of 125 MPH to successfully blend with HSR without the need for miles of passing tracks.

- Consider Bi-mode (AKA hybrid) EMUs capable of providing seamless transition to non-electrified sections (Gilroy and Menlo Park Facebook), backup power for light and HVAC and sufficient traction power to move a train at a minimum of 30 MPH in case of a power failure and for shunting in and out of maintenance facilities.

- Trains must be pressurized and capable of meeting at 125 MPH inside a two-track tunnel without causing passenger discomfort caused by excessive air pressure fluctuations.

- Consider single-level trains capable of consistent sub-30-second dwells through additional doors (longer trains) while halving the number of passengers having to go through a single door.

- Trains must have built-in WiFi.

- Trains sets should be capable of sub-60-second automated coupling/decoupling.

Level of Service
- Consider additional service (26 trains/day between San Jose and Gilroy by 2019).

- Consider Dumbarton Rail service between Redwood Junction and Menlo Park Facebook timed to provide additional capacity during special events instead of idling empty south of Redwood City.

Operations
- Consider turning trains around in Gilroy or Blossom Hill instead of Tamien to avoid AMTRAK/ACE/Capitol Corridor bottleneck south of Tamien.

- Consider extending blended system operations from north of Santa Clara to south of Tamien up to Monterey Highway as part of the South Terminal improvement project.

Thank you in advance for your considerations

Roland Lebrun

From: Roland Lebrun
To: Board (@caltrain.com)
Cc: Public Comment
Subject: JPB Finance Committee scheduling conflict
Date: Monday, July 27, 2020 1:13:58 PM

Dear Chair Davis,

Kindly be advised that the 1.30 PM JPB Finance Committe conflicts with MTC's Clipper Executive Board Committee meeting, a meeting attended by Mr. Hartnett: https://mtc.ca.gov/file/533216/download?token=3q5z8HAo

Please consider moving future JPB Finance Committee meetings back to the original 3.00 PM (same time as the WPLP)

Thank You.

Roland Lebrun

From: Roland Lebrun
To: Board (@caltrain.com)
Cc: VTA Board Secretary; SFCTA Board Secretary; MTC Info; cacsecretary [@caltrain.com]; SFCTA CAC
Subject: Re: Restoring Caltrain ridership
Date: Monday, July 27, 2020 3:28:15 PM
Attachments: Restoring Caltrain ridership.pdf

Dear Chair Davis,

Every question you asked about directioning and physical distancing onboard trains was addressed in my attached 5/11 letter to the Board, specifically:

- 6-foot distancing on Gallery car upper decks is physically impossible, making it mandatory to ***close off all Gallery car upper decks during the pandemic****.*
- 6-foot distancing is achievable on the remaining 2+2 seating by eliminating every isle seat and every other window seat for a 75% reduction in capacity (6 out of every 8 seats).
- ***Stair access must be restricted to a single direction (either up or down).***
- Face masks must be worn at all times (no exceptions). Transit Police will carry spares for passengers needing assistance.
- ***Standees will not be allowed on any train except in the Gallery bicycle storage areas*** *(maximum 8 standees per bicycle car: total 16 standees).*

Sincerely,

Roland Lebrun

From: Roland Lebrun
Sent: Monday, May 11, 2020 11:15 AM
To: Caltrain Board <board@caltrain.com>
Cc: VTA Board Secretary <board.secretary@vta.org>; SFCTA Board Secretary <clerk@sfcta.org>; MTC Info <info@bayareametro.gov>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA CAC <cac@sfcta.org>
Subject: Restoring Caltrain ridership

Dear Chair Pine and Board members,

Further to SamTrans staff's catastrophic decision to achieve physical distancing through the termination of the popular Baby Bullet service and the ensuing disappearance of 98% of the Caltrain ridership, the purpose of the attached letter is to:

1) Follow up on Director Collins' request for the implementation of rigid physical distancing protocols on trains.

2) Propose a schedule focused on restoring ridership during the pandemic.

Thank you in advance for your consideration

Roland Lebrun

cc

SFCTA Commissioners
VTA Board of Directors
MTC Commissioners
Caltrain CAC
SFCTA CAC
VTA CAC

Dear Chair Pine and Board members,

Further to SamTrans staff's catastrophic decision to achieve physical distancing through the termination of the popular Baby Bullet service and the ensuing disappearance of 98% of the Caltrain ridership, the purpose of this letter is to:

1) Follow up on Director Collins' request for the implementation of **rigid physical distancing protocols** on trains.
2) Propose a schedule focused on restoring ridership during the pandemic.

Background

Caltrain currently operates two kinds of railcars:
"Gallery" cars with a single high entrance door and two single rows of seats on the upper deck.

"Bombardier" cars with dual door entrances at opposite ends and 2+2 seating on both the upper and lower decks.

Physical Distancing

- 6-foot distancing on Gallery car upper decks is physically impossible, making it mandatory to **close off all Gallery car upper decks during the pandemic**.
- 6-foot distancing is achievable on the remaining 2+2 seating by **eliminating every isle seat and every other window seat** for a 75% reduction in capacity (6 out of every 8 seats).
- **Stair access must be restricted to a single direction** (either up or down).
- Face masks must be worn at all times (no exceptions). **Transit Police will carry spares for passengers needing assistance**.
- **Standees will not be allowed on any train except in the Gallery bicycle storage areas** (maximum 8 standees per bicycle car: total 16 standees).
- Conductors will walk the trains between stations to ensure that all protocols are being adhered to and may request Transit Police assistance.

Revised Schedule

- Hourly local (all stops) **Gallery trains** will continue during hours of operations.
- Hourly Bullet **Bombardier trains** will make stops at San Jose, Sunnyvale, Mountain View, Palo Alto, Redwood City, San Mateo, Millbrae and San Francisco during all hours of operations.
- Buses will be timed to provide connections with Bullet trains.
- Bullet service frequency will be increased to match demand.
- **Hourly local service will be terminated if it interferes with Bullet traffic.**
- **Two Bombardier trains will be on standby at Redwood Junction during peak to relieve overcrowding as necessary**.

Respectfully submitted for your consideration.

Roland Lebrun

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, July 29, 2020 12:49 PM
To: Board (@caltrain.com)
Cc: VTA Board Secretary; MTC Info; SFCTA Board Secretary; SFCTA CAC; cacsecretary [@caltrain.com]
Subject: Real-time Vehicle and Platform Occupancy Information

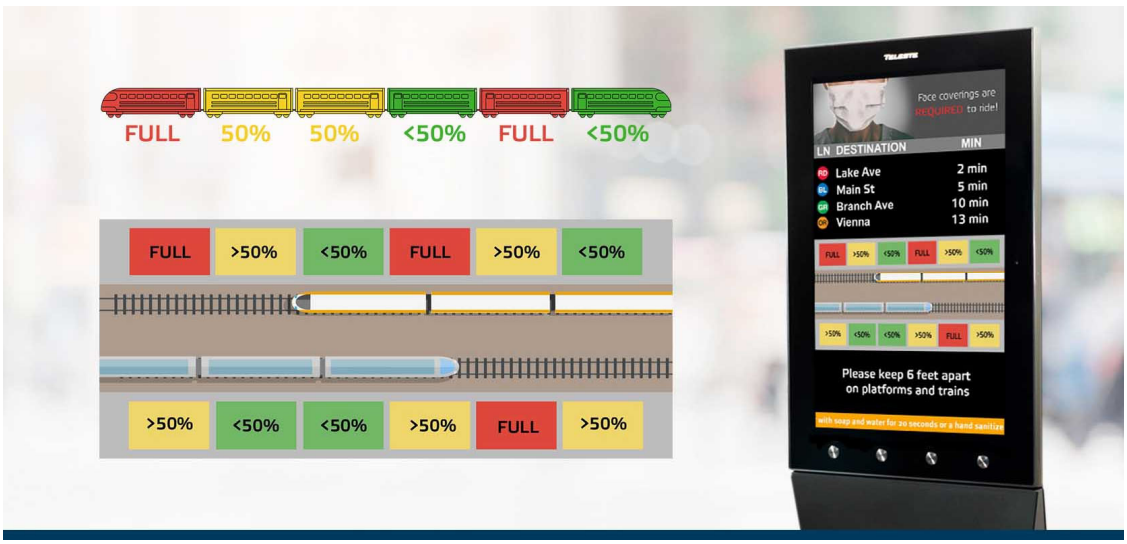
Dear Chair Pine and Board members,

Please consider distributing this information to assist returning riders in observing safe distancing protocols

Thank You

Roland Lebrun

CC
SFCTA Board of Directors
VTA Board of Directors
MTC Commissioners
SFCTA CAC
Caltrain CAC



Real-time Vehicle and Platform Occupancy Information

Transit agencies are looking to deploy solutions to safely guide returning ridership. A large piece of this is providing them with informative tools on where to go in order to observe social distancing guidelines. The key to this is incorporating vehicle and platform occupancy information that is displayed with departure tables and PSA's.

Teleste's Passenger Information and Content Management System manages all of these tools and can be rapidly deployed into existing systems. The information can be shared with mobile apps and other emerging technologies in order to enhance the rider's travel experience.

Agencies can also combine Teleste's PIS/CMS system with our Digital Signage products (Wayside, Stops and On-board) for a fully integrated passenger experience solution.

For more information on our Information Management Solutions, please contact us at **solutions.usa@teleste.com**

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

July 30, 2020

Dora Seamans
District Secretary
Caltrain
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

Re: Board of Supervisors Resolution No. 334-20

Dear Secretary Seamans:

On July 28, 2020, the Board of Supervisors of the City and County of San Francisco adopted Resolution No. 334-20 (Conditionally Approving Submission of Sales Tax to Support Caltrain Service - November 3, 2020, Election), which was enacted on July 30, 2020.

The Board of Supervisors directs the Clerk of the Board to forward the following document to your attention:

- One copy of Resolution No. 334-20 (File No. 200793)

If you have any questions or require additional information, please contact the Office of the Clerk of the Board at (415) 554-5184, or by e-mail: board.of.supervisors@sfgov.org.

Sincerely,

Angela Calvillo
Clerk of the Board of Supervisors
City and County of San Francisco

c: Members of the Board of Supervisors, Shamann Walton, Aaron Peskin, Matt Haney
Anne Pearson, Deputy City Attorney
Tilly Chang, San Francisco County Transportation Authority
Sophia Kittler, Mayor's Liaison to the Board of Supervisors
Eddie McCaffrey, Mayor's Manager of State and Federal Legislative Affairs
Andres Power, Mayor's Policy Director
Rebecca Peacock, Mayor's Office

[Conditionally Approving Submission of Sales Tax to Support Caltrain Service - November 3, 2020, Election]

Resolution conditionally approving submission of one-eighth of one percent (0.125%) retail transactions and use tax for Caltrain or its successor agency to use to support its immediate and long-term operational and capital costs, at an election to be held on November 3, 2020; and affirming the San Francisco Municipal Transportation Agency's determination under the California Environmental Quality Act.

WHEREAS, The Peninsula Corridor Joint Powers Board ("JPB") is a joint exercise of powers authority duly formed pursuant to the October 3, 1996, joint powers agreement between the City and County of San Francisco, the San Mateo County Transit District ("SMCTD"), and the Santa Clara Valley Transportation Authority ("VTA") (together, the "Member Agencies"); and

WHEREAS, The JPB operates the Caltrain passenger rail service between San Francisco, California and Gilroy, California, currently serving 32 stations along the 77-mile corridor; and

WHEREAS, Since its inception, the JPB has had no dedicated source of funding other than passenger fares and, instead, relies on contributions from its Member Agencies to fill minimum financial requirements in its operating and capital budgets under two different funding formulas; and

WHEREAS, For capital costs, each of the Member Agencies (a) contributes an equal amount of capital funding each year and (b) supplements operating funding based on the percentage of system ridership originating in each County; and

WHEREAS, The levels of both capital and operating funding are determined by the funding capacity of the Member Agency with the least ability to provide its share of funding in

any given year, and the amount that Member Agency can make available then becomes the standard against which the contributions of the other Member Agencies are calculated; and

WHEREAS, This approach fosters an uncertain financial and planning environment for the JPB, which is exacerbated by continually-escalating operating, maintenance and repair costs, thereby keeping the JPB from operating at service levels that meet the rising passenger demands for Caltrain service; and

WHEREAS, Caltrain, the seventh largest commuter rail service in the nation, operates the most efficient such service based on costs per passenger mile, and has the highest farebox recovery rate of all the commuter rail services nationwide at 70%, which reflects the proportion of operating costs funded by passenger fares; and

WHEREAS, The JPB is facing significant and ever-increasing structural funding shortfalls, which impact its ability to meet its operational needs, address its state of good repair requirements and undertake necessary capital improvements to sustain the Caltrain service; and

WHEREAS, The JPB has embarked upon a project to electrify its right of way between San Francisco and San Jose, which will transform the Caltrain service into a more environmentally sustainable, quiet and nimble operation commencing in 2022; and

WHEREAS, Although the electrified Caltrain service will eliminate the costs of diesel fuel, Caltrain will confront new system and technological costs for operation and maintenance of the electrified system, the electrical multiple unit rail cars, and the positive train control system; and

WHEREAS, To provide a means to address the JPB's financial challenges, in 2017 the Governor signed Senate Bill No. 797, introduced by Senator Jerry Hill, authorizing the JPB to implement a new retail transactions and use tax of up to 0.125 percent in San Francisco, San Mateo, and Santa Clara Counties (together, the "Counties") if (i) the Board of Directors of the

JPB adopts a resolution submitting the measure to the voters, (ii) the submission of the measure to the voters is approved by the Boards of Supervisors in the Counties, (iii) the submission of the measure to the voters is approved by a majority vote of the governing boards of the San Francisco Municipal Transportation Agency ("SFMTA"), the SMCTD, and VTA, and (iv) the tax is adopted by a two-thirds vote of the three Counties' voters; and

WHEREAS, The revenues derived from the one-eighth cent sales tax will provide a dedicated fund source to support the operational and capital cost of the service; and

WHEREAS, More specifically, the tax revenues from this measure will be prioritized:

• To support the operation of Caltrain service levels throughout the corridor from San Francisco to Gilroy, including, but not limited to, expanded service and increased capacity realized through the operation of an electrified system; the required support includes the maintenance of equipment, infrastructure and systems necessary to sustain and expand the service;

• To support the infrastructure, rolling stock, and capital projects necessary to advance the expansion of the Caltrain peak hour service from 6 trains per hour per direction to 8 trains per hour per direction, as well as the expansion of the Gilroy service to a minimum of five morning and five afternoon trains; and

• To develop and implement programs to expand access to the Caltrain service and facilitate use of the system by passengers of all income levels, including establishing an affordability program with consideration of discounted passes and/or additional means-based fare discounts informed by Caltrain's Means Based Fare Pilot Program; and

WHEREAS, Revenues will also be available to help leverage other local, regional, state and federal investments to advance capital projects necessary to implement the Caltrain Business Plan's 2040 Service Vision, adopted by the JPB on October 3, 2019; these projects include, but are not limited to: the San Francisco Downtown Extension project including the

Pennsylvania Avenue alignment, the extension of electrified train service to Gilroy, and grade separations throughout the corridor; and

WHEREAS, On March 10, 2020, the SFMTA, under authority delegated by the Planning Department, determined that the approval of the Peninsula Corridor Joint Powers Board's placement of a tax on the ballot is not a "project" under the California Environmental Quality Act ("CEQA") pursuant Title 14 of the California Code of Regulations, Sections 15060(c) and 15378(b); and

WHEREAS, A copy of the CEQA determination is on file with the Clerk of the Board of Supervisors in File No. 200793, and is incorporated herein by reference; and

WHEREAS, This tax measure is a district measure governed by the California Elections Code, Division 9, Chapter 4, Section 9300, et seq.; and

WHEREAS, Under California Elections Code, Section 9313, the Santa Clara County Counsel's Office shall prepare the impartial analysis of this tax measure for inclusion in San Francisco's Voter Information Pamphlet, shall make the impartial analysis available for public review for ten days, and shall submit the impartial analysis and available translations of that impartial analysis to the San Francisco Department of Elections; and

WHEREAS, The San Mateo County Registrar of Voters shall serve as the district elections official for this tax measure, shall make the tax measure's legal text and arguments available for public examination for ten days, and shall submit the final materials to the San Francisco Department of Elections; and

WHEREAS, The JPB shall reimburse the San Francisco Department of Elections for its incremental costs incurred due to the inclusion of this tax measure in the City and County of San Francisco's Voter Information Pamphlet, ballots, and associated materials; and

WHEREAS, As required by California Revenue and Taxation Code, Section 7286.65(b), this Resolution evidences the San Francisco Board of Supervisors' ("Board's")

approval for the JPB to place a sales tax measure before the voters of the three Counties to provide the JPB (or its successor agency) with a steady stream of funding to support the annual operating, maintenance, and capital needs of an electrified Caltrain service with increased frequency and capacity, which in turn will reduce traffic congestion and air pollution in the three Counties, subject to the conditions set forth in subparagraphs a) through f); now, therefore, be it

RESOLVED, That the San Francisco Board of Supervisors approves placement by the Peninsula Corridor Joint Powers Board of a regional measure on the November 3, 2020, ballot in Santa Clara, San Mateo and San Francisco Counties to impose a one-eighth of one percent (0.125%) retail transactions and use tax for a period of thirty (30) years, throughout the three Counties, to enable Caltrain (or its successor agency) to fund operating and capital expenses of the Caltrain rail service, and support the operating and capital needs required to implement the Service Vision adopted by the JPB on October 3, 2019, as part of the Caltrain Business Plan; and, be it

FURTHER RESOLVED, That the Board's approval of placement of the Caltrain tax measure on the November 3, 2020 ballot is subject to the following conditions:

a) That the SFMTA, SMCTD, VTA, the San Francisco Board of Supervisors, San Mateo County Board of Supervisors, Santa Clara Board of Supervisors, and the JPB Board of Directors ("JPB Board") approve placement of the Caltrain tax measure on the November 3, 2020 ballot in the Counties subject to the conditions set forth in paragraphs a) – f) of this resolution, and include these conditions in their resolutions approving the placement of the Caltrain tax measure on the November 3, 2020 ballot;

b) That all Caltrain tax revenue shall be held in a special escrow account under the sole and absolute control of the JPB Board, which may be disbursed by the JPB

with the approval of a two-thirds majority of the JPB Board at any time, until such time as the JPB Board has amended the Joint Powers Agreement by a two-thirds vote to modify its governance structure or procedures, at which time the JPB Board may transfer all funds held in the special escrow account to any other accounts held by JPB, and may authorize the unrestricted use of these and all subsequent sales tax revenues for operating or capital expenditures as authorized by the Caltrain tax measure;

c) That notwithstanding subparagraph b), if Caltrain receives less than $40 million in Federal or other emergency relief funds between the date of JPB approval of the Caltrain tax measure and the effective date of the Caltrain tax measure, the first $40 million collected, minus an amount equal to any emergency relief funds received by Caltrain during that period, shall be used to offset member operating contributions and help replace COVID-related fare losses, maintain essential services, and fund operating budgets as approved by the JPB Board;

d) That if the JPB Board has not amended the Joint Powers Agreement by a two-thirds majority by September 30, 2021 to modify its governance structure or procedures, the JPB shall release up to $40 million from the special escrow account to maintain essential services and fund operating budgets as approved by the JPB Board, with the remaining sales tax funds held in the special escrow account until completion of the Caltrain Electrification Project or December 31, 2022, whichever occurs later, at which point funds from the special escrow account may be used for any eligible purpose authorized by the JPB Board with a two-thirds majority, as provided by paragraph b);

e) That if the JPB Board has not amended the Joint Powers Agreement by a two-thirds majority by December 31, 2022 to modify its governance structure or procedures,

the JPB shall work with the State Legislature to modify the JPB's governance structure or procedures in the 2023 Legislative session; and

f) That the JPB Board shall appoint an independent special counsel and auditor (and shall not have the same counsel and auditor as SMCTD) within 90 days of placement of the Caltrain tax measure on the November 3, 2020 ballot, to represent the JPB in all future matters.

City and County of San Francisco
Tails
Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 200793 **Date Passed:** July 28, 2020

Resolution conditionally approving submission of one-eighth of one percent (0.125%) retail transactions and use tax for Caltrain or its successor agency to use to support its immediate and long-term operational and capital costs, at an election to be held on November 3, 2020; and affirming the San Francisco Municipal Transportation Agency's determination under the California Environmental Quality Act.

July 28, 2020 Board of Supervisors - AMENDED, AN AMENDMENT OF THE WHOLE BEARING NEW TITLE

Ayes: 11 - Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton and Yee

July 28, 2020 Board of Supervisors - ADOPTED AS AMENDED

Ayes: 11 - Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton and Yee

File No. 200793

I hereby certify that the foregoing Resolution was ADOPTED AS AMENDED on 7/28/2020 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo
Clerk of the Board

London N. Breed
Mayor

7.30.20
Date Approved

W | V | B | R

Wagstaffe, von Loewenfeldt,
Busch & Radwick LLP

James M. Wagstaffe
PARTNER

100 Pine Street, Suite 725
San Francisco, CA 94111

wagstaffe@wvbrlaw.com
wvbrlaw.com

415-357-8900 *Main*
415-357-8910 *Fax*

July 31, 2020

Via Email – board@caltrain.com

Dear Peninsula Corridor Joint Powers Board Members:

As Special Counsel to the San Mateo County Transit District ("SMCTD"), I am writing to you as members of the Peninsula Corridor Joint Powers Board ("JPB") in connection with the Resolution passed by the San Francisco Board of Supervisors on July 28, 2020 and to describe why, for multiple and independent reasons, it does not constitute a lawful approval of the sales tax authorized by SB 797 and therefore cannot be submitted by this Board to the voters in that form.

1. **Imposing Conditions on Approval of the Sales Tax Measure is Not an Approval**

By its terms, SB 797, Cal. Rev. & Tax. Code § 7286.65, authorizes this Board to submit to the voters of the Counties of San Francisco, San Mateo, and Santa Clara a 0.125 percent sales tax measure to fund the Caltrain rail service. § 7286.65(a). Importantly, however, SB 797 contemplates that "the measure" itself must be approved cleanly and without modification, inter alia, by a majority vote of each of the affected transportation entity boards. § 7286.65(b). This reading necessarily flows from the axiomatic and established principle that the power to tax conferred by the legislature on local governments must be strictly interpreted. See Santa Clara County Local Transp. Auth. v. Guardino (1995) 11 Cal. 4th 220, 247-248.

As to the approval by other entities, the statute calls for a clean "approval" by a majority vote of such entities, i.e., an up or down vote on submission of the legislatively-described sales tax measure. As made clear by the language of the statute, the explanatory letter from State Senator Jerry Hill (the author of the bill) and the recent legal opinion by San Mateo County Counsel, John C. Beiers, attaching conditions to such approval or altering the measure is well outside of what is allowed under SB 797. Nowhere does this authorizing statute call for or allow an iterative process centered on collateral or delaying conditions. See Cal. Rev. & Tax. Code § 7286.65(b).

Putting unrelated political differences with other approving agencies to one side, both the SMCTD and the San Mateo County Board of Supervisors unanimously passed the sales tax measure pursuant to the authorizing state law without qualification or condition. Yet, when the San Francisco Board of Supervisors passed its Resolution, it was

larded with multiple, self-described "conditions." See "Further Resolved," subsections (a) through (f). Clearly stated, an approval with conditions is simply not an approval as a matter of law and logic. Accordingly, therefore, San Francisco's Resolution does not constitute a lawful approval and it can only be viewed as a rejection of the ballot measure itself.

For this threshold reason alone, the statutory prerequisite for submission to the voters has not taken place and the JPB may not approve the measure in the form of the San Francisco Resolution. To do so would, in my strong view, raise a substantial chance of a successful taxpayer challenge if enacted.

2. Neither SMCTD Nor San Mateo County Has Approved the Stated Conditions

As described above, SB 797 requires that each of the described transportation entities approve the measure as written before it can be submitted to the voters by this Board. SB 797, Cal. Rev. & Tax. Code § 7286.65(b). Contrarily, the San Francisco Resolution included the express condition that SMCTD and the San Mateo County Board of Supervisors, among the others, each approve placement of the Caltrain tax measure on the ballot "subject to the conditions set forth in paragraphs a) - f) in this resolution, and include these conditions in their resolutions approving the placement of the Caltrain tax measure on the November 3, 2020 ballot." See "Further Resolved," subsection (a) (emphasis added).

Importantly, neither SMCTD nor the San Mateo County Board of Supervisors has in any way included in their resolutions or approved any of the conditions stated in the San Francisco "Further Resolved" section. To the contrary and as contemplated by the enacting legislation, SMCTD and San Mateo approved a clean measure without conditions of any kind.

Plainly, SB 797, Cal. Rev. & Tax. Code § 7286.65(b), also requires that all the entities approve the same measure before the JPB would be authorized to submit an alternative measure to the voters. Since that has not happened and since neither SMCTD nor the San Mateo County Board of Supervisors has approved "the measure" described in the San Francisco Resolution, it simply cannot be approved by the JPB in that variable form.

3. The Three "Governance" Conditions in the San Francisco Resolution Are Unlawful

In three separate provisions of its Resolution, San Francisco conditions its approval of the sales tax measure and eventual release of the revenues generated on achievement of self-described modifications to "governance structure or procedures." Specifically, the disbursement of these funds from a special escrow account would require "the approval of a two-thirds majority of the JPB Board" and only "until such time as the JPB Board has amended the Joint Powers Agreement by a two-thirds vote to modify its governance structure or procedures, . . ." See "Further Resolved," subsection (b), see also subsection (d) (if no governance modification, certain escrowed funds only to be spent "as authorized by the JPB Board with a two-thirds majority"), subsection (e) (if JPB by end of 2022 has not amended JPA by a two-thirds majority to modify its governance, JPB to work with State Legislature for modifications in 2023 Legislative session).

These express conditions are fatally flawed and unlawful for two separate reasons. First, the requirement that the JPB amend the JPA by a two-thirds vote is wholly unauthorized as the JPA expressly provides that it "may be amended at any time by agreement of all the parties." See 1996 Restated JPA, Section 17 (emphasis added). Thus, the Board has no power at all to amend the JPA and it requires the unanimous agreement of all the parties in any event.

Second, the condition placed in the San Francisco Resolution for a two-thirds super majority to allow for designated expenditure of funds is also not contained anywhere in the JPA itself. To the contrary, the JPA expressly authorizes action to be taken (including as to expenditures) "upon the affirmative vote of five or more of its members." See 1996 Restated JPA, Section 8[D]; see also Ursino v. Superior Court (1974) 39 Cal. App. 3d 611, 620 (a majority of a board's members are "capable and competent to exercise the authority of the whole board"); Cal. Govt. Code § 25005 (votes of government body valid if "majority of all members concur therein"). To require such a super majority for any designated expenditure, would require an amendment to the agreement and cannot be accomplished by the fiat of one party's separate resolution. Thus, by the express terms of the Resolution and since these conditions cannot be met, San Francisco's approval is a legal nullity.

4. The Conditional Limitations on Use of Sales Tax Revenues Would Be Unlawful

The San Francisco Resolution also defies the language of SB 797 which authorizes the JPB to submit to the voters the proposed sales tax measure "with net revenues from the tax to be used by the board for the operating and capital purposes of the Caltrain rail service." Section 7286.65(a). It does not allow any impounding of such funds, misdirection or withholding of revenues, or other independent conditions.

Quite to the contrary, the San Francisco Resolution presented to this Board contains numerous conditions that could and would prevent the use of such tax funds—possibly for extended periods of time—for the stated purposes. These conditions include a required extra-contractual two-thirds vote of the Board to release any funds from escrow subject to governance modifications. See "Further Resolved," subsection (b), and mandatory use of certain tax revenues to offset member operating contributions, subsection (c).

As is plain, these conditions are directly at odds with the stated purpose of the authorizing statute, i.e., to use the funds unfettered for operating and capital purposes. To hold such funds hostage dependent upon collateral changes to governance structures or procedures would defeat the salutary purpose of the sales tax measure in its entirety.

5. Conditioning the Measure on Governance Change Violates Controlling Agreements

In addition, the San Francisco Resolution is also in defiance of the express language of the governing agreements between the member agencies that explicitly state SMCTD shall serve as the Managing Agency responsible for the management and operation of the Caltrain rail service and all the assets of the JPB unless and until it no longer chooses to do so. See 2008 Amendment to Real Property Ownership Agreement, Recitals B and G; 1996 Restated JPA, sections 6[B] and 10[C].

To the contrary, San Francisco's Resolution (as evidenced by the statements of members of its board) would expressly link its approval of a sales tax measure to contractually-unauthorized governance modifications by a two-thirds vote of the JPB. As shown above, this would constitute an unauthorized amendment to the referenced agreements in direct violation of their terms and the required method for such amendments. See 1996 Restated JPA, Section 17 (amendment of JPA only by unanimous agreement of all parties); see also 1991 Real Property Ownership Agreement, Section 15.6 (amendment only if in writing executed by all parties).

As such, the Resolution seeks to impose conditions that cannot lawfully be included in any resulting sales tax measure. To jeopardize the vitally necessary sales tax source of funding on a contractually-forbidden change to governance structure is wholly unwarranted.

6. The Express Condition to Appoint Independent Special Counsel Is Flawed

As a final, express condition to its approval, San Francisco would mandate that the JPB appoint "an independent special counsel and auditor" different from those utilized by SMCTD within 90 days of placement of the sales tax measure on the November 3, 2020 ballot. See "Further Resolved," subsection (f). This condition too is flawed for reasons similar to those set forth above.

First, this express condition has nothing to do with the sales tax measure and improperly interferes with the "up or down" voting mandate of SB 797. Second, it is difficult to ascertain what is even meant by "special counsel" when the JPA itself refers simply to the designation of an employed "legal counsel." See 1996 Restated JPA, Section 10[B]. Finally, to the extent the Board has the power to select counsel, this condition would foreclose the economical selection of the same counsel utilized by the Managing Agent of the JPB as well as compel future votes of board members in violation of their duty of independence. See generally City & Cty. of San Francisco v. Patterson (1988) 202 Cal. App. 3d 95, 105 ("no legislative board, by normal legislative enactment, may divest itself or future boards of the power to enact legislation within its competence").

There is no question that SB 797, in its authorization for submission of a sales tax measure to maintain the viability of Caltrain, requires and contemplates a conditions-free process to allow the involved transportation entities as well as the public to vote on a clean measure detached from collateral and arguably internecine political disagreements. Quite to the contrary, San Francisco's Resolution contains restrictions, terms and conditions that raise serious concerns and ones that could foreseeably result in a court invalidating a successful tax measure or in barring its placement on the ballot in the first instance.

For the reasons stated, the JPB should not and cannot approve the San Francisco Resolution.

Sincerely,

James M. Wagstaffe
Special Counsel
San Mateo County Transit District

July 13, 2020

San Mateo County Supervisor Dave Pine, Chair
Peninsula Corridor Joint Powers Board of Directors
1250 San Carlos Avenue
San Carlos, CA 94070

Dear Chair Pine:

Thank you for your efforts to help the Caltrain commuter rail system navigate the challenges posed by the COVID-19 pandemic. The impacts of the pandemic on public transportation are likely to continue for a prolonged period of time. We recognize that Caltrain is particularly vulnerable because, unlike other Bay Area transit agencies, it does not have a dedicated source of revenue. The survival of Caltrain is critical to the region's recovery from the pandemic and to our long-term need for safe, reliable, equitable, congestion-reducing transit alternatives. We urge Caltrain and its member agencies to take the actions needed to place a measure on the November 2020 ballot that will finally provide Caltrain with a dedicated funding source to help it endure this crisis, and eventually expand service to accommodate regional growth.

We were troubled to learn that the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds will not be sufficient to cover Caltrain's operating needs, even in the near-term, and that the slow return of ridership could force the system to shut down entirely unless a dedicated source of funding is secured.

In 2017, we worked to pass SB 797 (Hill), which allows Caltrain to place a 1/8-cent sales tax on the ballot as long as it is authorized by the transportation agencies and boards of supervisors in the three counties that Caltrain serves. We have reviewed recent polling showing that this measure is politically viable in 2020. Last year, the Caltrain Board directed staff to evaluate moving forward with this measure. It is clearly needed now more than ever before.

Last year, the Caltrain Board also approved a 2040 Service Vision that would transform Caltrain into a modernized, frequent mass-transit system that carries nearly 180,000 riders, almost three times the current ridership. The implementation of this vision starts with the operation of 8-train-per hour expanded electrified service that will put the equivalent of two additional freeway lanes of traffic on Caltrain instead of our local streets and roads. This cannot be accomplished unless significant new local investment in the system is secured.

A 1/8-cent sales tax would generate enough revenue to make this service a reality. It would also relieve Caltrain's member agencies from their obligation to cover the system's annual operating shortfalls, providing millions of dollars in new revenues to support Santa Clara Valley Transportation Authority (VTA), San Mateo County Transit District (SamTrans), and San Francisco Municipal Transportation Agency (SFMTA) transit services at a time when these systems will need it most.

We understand that the Caltrain Board has also made significant progress to evaluate the current management and governance structure. Ultimately, given the size, complexity, and unique structure of the Caltrain system, it is critical for the long-term resiliency of the system that Caltrain eventually become an agency with its own staff — potentially independent of the San Mateo County Transit District — that can focus and specialize solely on the needs of our regional rail commuters. The continued evaluation of reforms that would achieve this should be prioritized. However, given the urgency of this catastrophic funding shortfall, this necessary reform need not be an explicit condition for the desperate need to put a Caltrain dedicated funding measure on the ballot this year. We look forward to continuing to work with Caltrain and the San Mateo County Transit District on this governance reform.

Again, we thank you for all you are doing to position the system to make it through this current crisis and to continue Caltrain's long track record of successfully serving our communities. If we can offer any help to advance this incredibly important effort, please let us know.

Sincerely,

Kevin Mullin
Speaker Pro Tempore
22nd District

Jerry Hill
Senator
13th District

Scott Wiener
Senator
8th District

Jim Beall
Senator
15th District

Marc Berman
Assemblymember
24th District

David Chiu
Assemblymember
17th District

Kansen Chu
Assemblymember
25th District

Ash Kalra
Assemblymember
27th District

Evan Low
Assemblymember
28th District

Phil Ting
Assemblymember
19th District

cc: San Francisco Mayor London Breed
San Jose Mayor Sam Liccardo
San Francisco City and County 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

The American Railway and Airway Supervisors Association/TCU
International Association of Machinists and Aerospace Workers

Michael R. Miller
National Representative

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
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. [YOUR ORGANIZATION] was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out 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.

◆ 3 Research Place ◆ Rockville, Maryland 20850-3279 ◆
Phone—301-948-4910 ◆ FAX—301-948-1369 ◆ Website—www.tcunion.org

Sincerely,

Michael Miller
ARASA National Representative

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

INTERNATIONAL ASSOCIATION
OF
SHEET METAL, AIR, RAIL AND TRANSPORTATION WORKERS
RAILROAD, MECHANICAL AND ENGINEERING DEPARTMENT

25 Amanda Circle
Bear, DE 19701

Phone: (302) 836-1158
Fax: (302) 836-8178
jmccloskey@smart-gc2.org

JOHN MCCLOSKEY
General Chairman

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
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. SMART Mechanical was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out 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.

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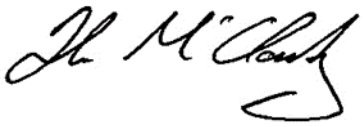
Sincerely,



John McCloskey
General Chairman

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

Transportation Communications Union/IAM

International Association of Machinists and Aerospace Workers

God Bless America

William DeCarlo
National Vice President
National Legislative Director

Dave Arouca
Asst. National Legislative Director

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
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. Transportation Communications Union/IAM was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out 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.

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♦ 3 Research Place ♦ Rockville, Maryland 20850-3279 ♦
Phone—301-840-8704 ♦ FAX—301-330-7673 ♦ Website—www.tcunion.org

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Sincerely,

William DeCarlo

William DeCarlo
National Vice President/Legislative Director
Transportation Communications Union/IAM

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

NCFO 32BJ SEIU

NATIONAL CONFERENCE OF
FIREMEN & OILERS,
32BJ/SEIU

JOHN R. THACKER
NCFO DISTRICT PRESIDENT

DEAN DEVITA
NCFO DISTRICT SECRETARY-TREASURER

EXECUTIVE BOARD

RICHARD EDMONDS
JIM LARREAU
ROBERT SMITH

1212 BATH AVENUE
FLOOR F&O
ASHLAND, KY 41101

TEL: 606.324.3445
FAX: 606.326.7039
WWW.NCFO.ORG

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
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 National Conference of Fireman & Oilers SEIU was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out 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.

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Sincerely,

Michael Pistone
General Chairman
NCFO

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

Brotherhood of Railroad Signalmen

917 Shenandoah Shores Road
Front Royal, VA 22630

Phone: (540) 622-6522
Fax: (540) 622-6532

Jerry C. Boles
President

Michael S. Baldwin
Secretary-Treasurer

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
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 Brotherhood of Railroad Signalmen was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out 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 2020 through fiscal year 2022. 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.

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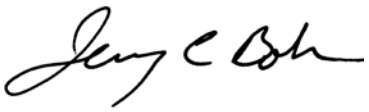
For the Organization,



Jerry C. Boles
President

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

Rick Pauli
General Chairperson

John F. Vessels
Vice General Chairperson

DeVar Thompson
Secretary

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)
TRANSIT AMERICA SERVICES, INC. (TASI/CALTRAIN)
KEOLIS RAIL SERVICES VIRGINIA (KRSV/VRE)
KEOLIS COMMUTER SERVICES (KCS)
HERZOG, INC. (TRI-RAIL/NMRX)
CONRAIL SAA

SHEET METAL | AIR | RAIL | TRANSPORTATION
SMART®
TRANSPORTATION DIVISION
GENERAL COMMITTEE OF ADJUSTMENT GO-769

July 8, 2020

San Mateo County Supervisor Dave Pine, Chair
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:

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1515 MARKET STREET, SUITE 708, PHILADELPHIA, PENNSYLVANIA 19102
Phone: 215-564-1750 Fax: 215-665-8196 rpauli@smarttd769.org

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,

Rick Pauli
General Chairman

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

INTERNATIONAL ASSOCIATION OF MACHINISTS
AND AEROSPACE WORKERS
DISTRICT LODGE 19

OFFICE OF GENERAL CHAIRMAN: JUAN ESTRADA

July 9, 2020

San Mateo County Supervisor Dave Pine, Chair
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. [YOUR ORGANIZATION] was pleased to support the allocation of Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds from the Metropolitan Transportation Commission (MTC). We understand that in the absence of significant ridership gains, those funds are likely to run out 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

10363 LANGDON AVENUE • MISSION HILLS, CA 91345 • OFFICE & CELL: 818-359-2992 • FAX: 865-269-4611 • JESTRADA@DISTRICTLODGE19.COM

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,

Juan Estrada
General Chairman
District 19, IAMAW

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

Sunnyvale

456 West Olive Avenue
Sunnyvale, CA 94088-3707

408-730-7473
TDD/TYY 408-730-7501
sunnyvale.ca.gov

July 20, 2020

Honorable David Pine, Chair
Peninsula Corridor Joint Powers Board of Directors
1250 San Carlos Avenue
San Carlos, CA 94070
Via email: dpine@smcgov.org

RE: Caltrain 1/8-cent sales tax ballot measure- SUPPORT

Dear Chair Pine:

On behalf of the City of Sunnyvale, I am writing to express my strong support for the Peninsula Corridor Joint Powers Board's (Caltrain's) efforts to allow voters to consider a one-eighth cent sales tax in the counties of San Francisco, San Mateo, and Santa Clara for the purpose of operating, maintaining and improving Caltrain commuter rail service.

Caltrain performs one of the most important transportation services in the state. The Caltrain Corridor closely parallels Highway 101 between San Francisco and San Jose. This portion of Highway 101 is both one of the most congested highway corridors in the country as well an economic juggernaut. Expanded Caltrain service is needed to help accommodate continued job and population growth throughout a corridor that supports innovative solutions not just for the region but also the state and country.

Caltrain is the only passenger rail service in the Bay Area without a dedicated permanent source of funding. With ridership demand expected to triple by 2040, it is essential that the agency be equipped with the resources to maintain and increase services.

A one-eighth cent sales tax across all three counties would generate approximately $100 million per year to help support the operation of enhanced Caltrain service levels throughout the corridor from San Francisco to Gilroy. Enhanced service levels will more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It will deliver many benefits to the Caltrain corridor communities, including:

- increased capacity to support ridership growth
- longer time periods for peak service, and
- additional service in the off-peak periods

This enhanced service will lead to a massive increase in service frequency along the Caltrain corridor, resulting in most of Caltrain stations receiving service levels of 4- or 8-trains per hour per direction (as compared to just a handful of stations that receive this level of service today).

In addition to benefiting the Caltrain corridor communities, the enhanced service would allow Caltrain to provide the service and capacity needed to make maximum use of the Downtown Extension once that project is open, and it will be foundational to the development of an integrated regional rail network, including potential future connections with the East Bay via the San Francisco-Oakland Transbay Rail Crossing.

Enhanced service will also allow for greater all-day connectivity to the larger regional transit network, and significantly advances equity on the Caltrain corridor by providing high quality off-peak service that meets the needs of customers who wish to use the system for reasons outside of traditional commuting.

The City of Sunnyvale is supportive of an enhanced electrified Caltrain service and a one-eighth cent sales tax ballot measure is a critical step towards that future. Thank you for consideration of our position and please do not hesitate to contact me if you wish to discuss further.

Sincerely,

Larry Klein

Larry Klein
Mayor

cc: Peninsula Joint Powers Board of Directors
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 Authority Board of Directors
City Council
Kent Steffens, City Manager
Teri Silva, Assistant City Manager

City of Palo Alto
Office of the Mayor and City Council

July 20, 2020

President Norman Yee
San Francisco Board of Supervisors
1 Dr. Carlton B Goodlett Pl #244,
San Francisco, CA 94102

RE: Caltrain 1/8-cent sales tax ballot measure urgency ordinance

Dear President Yee,

On behalf of the City of Palo Alto, I am writing to express my strong support for the Peninsula Corridor Joint Powers Board's (Caltrain's) efforts in enacting a one-eighth cent sales tax in the counties of San Francisco, San Mateo, and Santa Clara for the purpose of operating, maintaining and improving Caltrain commuter rail service.

The City of Palo Alto understands that in the absence of significant ridership gains, Caltrain is likely to run out of operating funds before the end of the year. Given the urgent need to identify new funding, **the San Francisco Board of Supervisors must support an urgency ordinance for a 1/8-cent sales tax on the November 2020 ballot.**

Caltrain provides a vital link in the region's transit network, which provides critical alternatives to single-occupancy vehicle travel. 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 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. Before 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.

P.O. Box 10250
Palo Alto, CA 94303
650.329.2477
650.328.3631 fax

Sincerely,

Adrian Fine
Mayor
City of Palo Alto

Cc:
Peninsula Corridor Joint Powers Board
San Francisco Mayor London Breed
San Jose Mayor Sam Liccardo
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 Santa Clara
The Center of What's Possible

July 21, 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:

On behalf of the City of Santa Clara I am writing to express my support for the Peninsula Corridor Joint Powers Board's (Caltrain's) efforts in enacting a one-eighth cent sales tax in the counties of San Francisco, San Mateo, and Santa Clara for the purpose of operating, maintaining and improving Caltrain commuter rail service.

Caltrain performs one of the most important transportation services in the state. The Caltrain Corridor closely parallels Highway 101 between San Francisco and San Jose. This portion of Highway 101 is both one of the most congested highway corridors in the country as well an economic juggernaut. Expanded Caltrain service is needed help accommodate continued job and population growth throughout a corridor that supports innovative solutions not just for the region but also the state and country.

Caltrain is the only passenger rail service in the Bay Area without a dedicated permanent source of funding. With ridership demand expected to triple by 2040, it is essential that the agency be equipped with the resources to maintain and increase services.

A one-eighth cent sales tax across all three counties would generate approximately $100 million per year to help support the operation of enhanced Caltrain service levels throughout the corridor from San Francisco to Gilroy. Enhanced service levels will more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It will deliver many benefits to the Caltrain corridor communities, including:

- increased capacity to support ridership growth
- longer time periods for peak service, and
- additional service in the off-peak periods

This enhanced service will lead to a massive increase in service frequency along the Caltrain corridor, resulting in most of Caltrain stations receiving service levels of 4- or 8-trains per hour per direction (as compared to just a handful of stations that receive this level of service today).

In addition to benefiting the Caltrain corridor communities, the enhanced service would allow Caltrain to provide the service and capacity needed to make maximum use of the Downtown Extension once that project is open, and it will be foundational to the development of an integrated regional rail network, including potential future connections with the East Bay via the San Francisco-Oakland Transbay Rail Crossing.

Enhanced service will also allow for greater all-day connectivity to the larger regional transit network, and significantly advances equity on the Caltrain corridor by providing high quality off-peak service that meets the needs of customers who wish to use the system for reasons outside of traditional commuting.

Improving Caltrain services 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,

Lisa M. Gillmor
Mayor, City of Santa Clara

cc: Peninsula Joint Powers Board of Directors
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 Authority Board of Directors

OFFICE OF THE MAYOR

July 20, 2020

Honorable Dave 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. The City of South San Francisco understands 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. 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.

I am 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,

Richard A. Garbarino

Richard Garbarino
Mayor, South San Francisco

City Hall: 400 Grand Avenue • South San Francisco, CA 94080 • P.O.Box 711 • South San Francisco, CA 94083
Phone: 650.877.8500 • Fax: 650.829.6609 • E-mail: citycouncil@ssf.net

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
South San Francisco City Council

CITY OF MENLO PARK

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
6BD907BD261744C...

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

Rico E. Medina
Mayor

CITY OF SAN BRUNO
MAYOR

July 17, 2020

Casey Fromson
Director Gov. & Community Affairs
Caltrain
1250 San Carlos Avenue
San Carlos, CA 94070

Dear Casey,

On behalf of The City of San Bruno I am writing to express my strong support for the Peninsula Corridor Joint Powers Board's (Caltrain's) efforts in enacting a one-eighth cent sales tax in the counties of San Francisco, San Mateo, and Santa Clara for the purpose of operating, maintaining and improving Caltrain commuter rail service.

Caltrain performs one of the most important transportation services in the state. The Caltrain Corridor closely parallels Highway 101 between San Francisco and San Jose. This portion of Highway 101 is both one of the most congested highway corridors in the country as well an economic juggernaut. Expanded Caltrain service is needed help accommodate continued job and population growth throughout a corridor that supports innovative solutions not just for the region but also the state and country.

Caltrain is the only passenger rail service in the Bay Area without a dedicated permanent source of funding. With ridership demand expected to triple by 2040, it is essential that the agency be equipped with the resources to maintain and increase services.

A one-eighth cent sales tax across all three counties would generate approximately $100 million per year to help support the operation of enhanced Caltrain service levels throughout the corridor from San Francisco to Gilroy. Enhanced service levels will more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It will deliver many benefits to the Caltrain corridor communities, including:

- increased capacity to support ridership growth
- longer time periods for peak service, and
- additional service in the off-peak periods

This enhanced service will lead to a massive increase in service frequency along the Caltrain corridor, resulting in most of Caltrain stations receiving service levels of 4- or 8-trains per hour per direction (as compared to just a handful of stations that receive this level of service today).

In addition to benefiting the Caltrain corridor communities, the enhanced service would allow Caltrain to provide the service and capacity needed to make maximum use of the Downtown Extension once that project is open, and it will be foundational to the development of an integrated regional rail network, including potential future connections with the East Bay via the San Francisco-Oakland Transbay Rail Crossing.

Enhanced service will also allow for greater all-day connectivity to the larger regional transit network, and significantly advances equity on the Caltrain corridor by providing high quality off-peak service that meets the needs of customers who wish to use the system for reasons outside of traditional commuting.

Sincerely,

Rico E. Medina
Mayor

cc: Peninsula Joint Powers Board of Directors
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 Authority Board of Directors

CITY OF SAN MATEO

330 W. 20th Avenue
San Mateo, CA 94403
www.cityofsanmateo.org
(650) 522-7000

July 20, 2020

San Mateo County Supervisor Dave Pine, Chair
Peninsula Corridor Joint Powers Board of Directors
1250 San Carlos Avenue
San Carlos, CA 94070

Dear Chair Pine:

On behalf of the City of San Mateo, the Council is expressing its strong support for putting a measure on the ballot with regard to Peninsula Corridor Joint Powers Board's (Caltrain's) efforts to enact a one-eighth cent sales tax in the counties of San Francisco, San Mateo, and Santa Clara for the purpose of operating, maintaining and improving Caltrain commuter rail service.

Caltrain performs one of the most important transportation services in the state. The Caltrain Corridor closely parallels Highway 101 between San Francisco and San Jose. This portion of Highway 101 is both one of the most congested highway corridors in the country as well an economic juggernaut. Expanded Caltrain service is needed help accommodate continued job and population growth throughout a corridor that supports innovative solutions not just for the region but also the state and country.

Additionally, with three Caltrain stops within our city limits, San Mateo is extremely fortunate to be able to focus our growth efforts on transit-oriented development, planning and building around the Caltrain stations. Our proximity to the Hillsdale Station allowed us to develop the former Bay Meadows racetrack into a first-class transit-oriented development, and other development intended to meet the significant demand for housing is in close proximity to the train stations. Losing Caltrain service would be catastrophic to the developments we have built around transit and those we have planned, and it would significantly impair our ability to meet the demand for new housing in San Mateo.

Caltrain is the only passenger rail service in the Bay Area without a dedicated permanent source of funding. With ridership demand expected to triple by 2040, it is essential that the agency be equipped with the resources to maintain and increase services.

A one-eighth cent sales tax across all three counties would generate approximately $100 million per year to help support the operation of enhanced Caltrain service levels throughout the corridor from San Francisco to Gilroy. Enhanced service levels will more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It will deliver many benefits to the Caltrain corridor communities, including:

- increased capacity to support ridership growth
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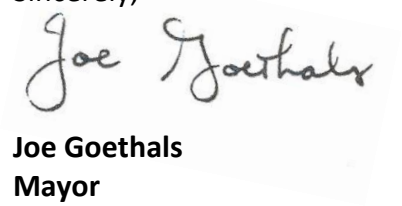
This enhanced service will lead to a massive increase in service frequency along the Caltrain corridor, resulting in most of Caltrain stations receiving service levels of 4- or 8-trains per hour per direction (as compared to just a handful of stations that receive this level of service today).

In addition to benefiting the Caltrain corridor communities, the enhanced service would allow Caltrain to provide the service and capacity needed to make maximum use of the Downtown Extension once that project is open, and it will be foundational to the development of an integrated regional rail network, including potential future connections with the East Bay via the San Francisco-Oakland Transbay Rail Crossing.

Enhanced service will also allow for greater all-day connectivity to the larger regional transit network, and significantly advances equity on the Caltrain corridor by providing high quality off-peak service that meets the needs of customers who wish to use the system for reasons outside of traditional commuting.

The City of San Mateo is supportive of an enhanced electrified Caltrain service and the enactment of a one-eighth cent sales tax is a critical step towards that future.

Sincerely,



Joe Goethals
Mayor

cc:

Peninsula Joint Powers Board of Directors
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 Authority Board of Directors

SILICON VALLEY BICYCLE COALITION

96 N. Third Street, Suite 375
San Jose, CA 95112

July 28, 2020

Valley Transportation Authority Board of Directors

RE: Caltrain sales tax measure

Dear Chair Chavez and the Honorable VTA Board of Directors:

On behalf of Silicon Valley Bicycle Coalition (SVBC), a nonprofit creating a healthy community, environment, and economy through bicycling, I am writing to express our support for the sales tax for Caltrain operations being placed on the November ballot.

Thank you so much for your years of support for Caltrain. As you know, it is a backbone transportation service for people who live, work, and play in the South Bay and the Peninsula.

Thousands of people rely on Caltrain to get to work and school, visit friends and family, and take trips to plays, parks, dining, and more. For people who bike, Caltrain is crucial for extending trips without having to rely on a car. SVBC has worked for years to make Caltrain easier to access for people with bikes because it increases the connectivity to many destinations.

Without dedicated funding, SVBC fears that Caltrain service will be reduced significantly, perhaps entirely. We can't let that happen. Without Caltrain, thousands of jobs and businesses will be in jeopardy. People will be unable to get to work or will instead turn to single occupancy vehicles, increasing pollution and traffic congestion.

We acknowledge that there is more Caltrain needs to do to make the system accessible to people of all incomes. This funding measure, electrification, and the equity measures being considered will enable a more equitable system.

We are also in support of a “clean” measure, one without governance issues attached to it. This measure should fund Caltrain operations, clean and simple. There are processes and systems in discussion to resolve the governance issues but that does not need to be attached to this measure.

Please approve the sales tax being put on to November's ballot. We need to make decisions now that move toward the future we want to live in, one where it's easy to take your bike to Caltrain to get anywhere you need to go. Thank you for your consideration.

Sincerely,

Shiloh Ballard

Executive Director

SPUR
San Francisco | San Jose | Oakland

July 28, 2020
San Francisco Board of Supervisors
1 Dr Carlton B Goodlett Pl
San Francisco, CA 94102

Re: Items 36 and 37 – Caltrain Sales Tax

Dear President Yee and San Francisco Board of Supervisors:

In recent months, the outlook for transit's future has become dire. COVID-19 has drastically decreased ridership and revenue. Coupled with a backlog of maintenance and repair needs and mounting pension obligations, our transit agencies are facing a fiscal cliff that will not only result in less service for riders, but--in the case of Caltrain--the very real possibility of ceasing to operate altogether.

The crisis at hand demands decisive and collaborative leadership. To that end, we recommend:

- **Advance a ballot measure *without conditions* to reduce immediate financial volatility, sustain the system, and implement new policies that advance equity.** There is no certainty that we will see another national emergency package in the near future. We are concerned that a ballot measure with an uncertain expenditure plan will not pass, jeopardizing people's mobility and our economic recovery. A future without high-quality rail service connecting San Francisco, San Jose and communities along the Peninsula is not a future we wish to imagine.

- **Outside of the measure, pursue governance reforms that deliver mutual benefits for riders and solve shared regional challenges**. The MTC Blue Ribbon Task Force for Transit Recovery is an important venue to evaluate long-term options. Many of the problems we face in transit stem from the persistence of a system in which each agency works to solve shared challenges independently. The end result is detrimental for regional equity, access and the financial stability of each agency.

The spirit of collaboration and ingenuity that we have seen from the Bay Area's elected officials during the COVID-19 crisis has been remarkable. We must continue to draw on that same spirit to advance a better future for Caltrain.

Sincerely,

Laura Tolkoff
Regional Planning Policy Director

CAPITOL OFFICE
STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4013
FAX (916) 651-4913

DISTRICT OFFICE
1528 S. EL CAMINO REAL
SUITE 303
SAN MATEO, CA 94402
TEL (650) 212-3313
FAX (650) 212-3320

SENATE.CA.GOV/HILL
SENATOR.HILL@SENATE.CA.GOV

California State Senate

SENATOR JERRY HILL

THIRTEENTH SENATE DISTRICT

COMMITTEES
LABOR, PUBLIC EMPLOYMENT & RETIREMENT
CHAIR
APPROPRIATIONS
BUSINESS, PROFESSIONS & ECONOMIC DEVELOPMENT
ENERGY, UTILITIES & COMMUNICATIONS
ENVIRONMENTAL QUALITY
GOVERNMENTAL ORGANIZATION

July 21, 2020

Santa Clara County Board of Supervisors
70 West Hedding Street
San Jose, CA 95110

Dear President Chavez and Members of the Board,

As the author of the legislation that allows a Caltrain dedicated funding measure to be put on the ballot, I urge you to pass a clean measure, without conditions that restrict the funds from being made available immediately and continuously to support Caltrain operations and capital needs.

My intent in authoring SB 797 was to provide Caltrain with a dedicated source of revenue so that it can provide reliable, improved service for all of the communities it serves. That funding is still needed to grow the service and transform it in the ways envisioned by the Caltrain Business Plan, but the revenues are also now critical to the very survival of the system following the devastating impacts of the pandemic.

Attaching new conditions that limit Caltrain's ability to access these revenues is well outside of what is allowed under SB 797. A measure with these conditions will not make it to the ballot and if it did, I would oppose it and would encourage others to do the same.

Caltrain is the only system in the Bay Area without a dedicated source of revenue, making it especially vulnerable to the pandemic's impacts on ridership. Limiting Caltrain's ability to access the same funds that are meant to save it is a blatant power grab and is wrong.

Even if a measure were to pass, it is obvious from the legal opinions offered that the measure would very clearly be vulnerable to a legal challenge. Instead, I encourage you to move forward with a clean ballot measure. Polling shows that a clean measure has the best chance to pass, it is supported by a broad and vocal coalition of advocates, there is no question as to its legality, and it will save Caltrain from imminent shut down.

A vote for anything else is a vote against dedicated funding for Caltrain, and a vote against the riders that depend on it.

Sincerely,

Jerry Hill
Senator, 13th District