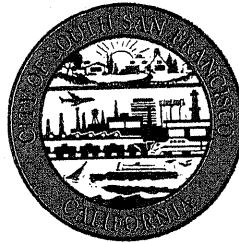


SAMTRANS
CORRESPONDENCE
as of 7-24-2020



RICHARD GARBARINO, MAYOR
MARK ADDIEGO, VICE MAYOR
KARYL MATSUMOTO, COUNCILMEMBER
MARK NAGALES, COUNCILMEMBER
BUENAFLOR NICOLAS, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

July 20, 2020

OFFICE OF THE MAYOR

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,

A handwritten signature in cursive script that reads "Richard A. Garbarino".

Richard Garbarino
Mayor, South San Francisco

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 Santa Clara

The Center of What's Possible

Mayor

Lisa M. Gillmor

Councilmembers

Raj Chahal
Debi Davis
Karen Hardy
Teresa O'Neill
Kathy Watanabe

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



CITY OF BRISBANE

50 Park Place
Brisbane, California 94005-1310
(415) 508-2100
Fax (415) 467-4989

July 20, 2020

Peninsula Corridor Joint Powers Board of Directors
1250 San Carlos Avenue
San Carlos, CA 94070

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

Dear Chair Pine:

Thank you for everything the Caltrain Board is doing to keep the system operating in the face of truly unprecedented challenges. The City of Brisbane understands that in the absence of significant ridership gains, Caltrain is likely to run out of operating funds before the end of the year.

We also understand that identifying new external revenues will be critical to maintaining service and personnel during the remainder of the fiscal year and through FY 22. Given the urgent need to identify new funding, **we urge you to take the actions needed to place a 1/8-cent sales tax on the November 2020 ballot.**

Caltrain provides a vital link in the region's transit network. Thousands of essential workers and transit dependent riders continue to use the service. Former riders have indicated that they are prepared to return to the system when allowed to do so, and as the regional economy continues to struggle, we will likely see a growing number of transit dependent riders throughout the Bay Area. Allowing Caltrain to fail will leave all of these riders without a transit option. We owe it to the communities we serve to do everything we can to prevent that from happening.

We were excited to learn that Caltrain's recent poll revealed that support for new revenue to maintain and improve Caltrain has actually increased compared to where it was a year ago. Voters clearly understand how important Caltrain is to regional economic recovery, managing traffic congestion, and enhancing mobility. We cannot let this opportunity to secure Caltrain's future go by. This is an opportunity to save Caltrain, and at the same time create revenue to improve it, tripling ridership and making the system more affordable and accessible for everyone.

Improving Caltrain was always dependent on dedicated funding, but now the system's survival depends on it. Prior to the pandemic, Caltrain's member agencies signaled that they could not afford to increase their contributions, and now their financial situation is even more precarious. Opportunities to create new funding for transit operations are incredibly limited. With so much at stake, we cannot let this one pass us by.

Sincerely,

Terry O'Connell
Mayor

Cc: San Francisco Mayor London Breed
San Jose Mayor Sam Liccardo
San Mateo County Board of Supervisors
San Francisco Municipal Transportation Agency Board of Directors
Santa Clara Valley Transportation Agency Board of Directors

San Francisco Board of Supervisors
Santa Clara County Board of Supervisors
San Mateo County Transit District Board of Directors



07/24/20 11:09:19 AM



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
- 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 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



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

California State Senate

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

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,

A handwritten signature in blue ink, appearing to read "Jerry Hill".

Jerry Hill
Senator, 13th District

From: Fine, Adrian
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); MayorLondonBreed@sfgov.org; Board.of.Supervisors@sfgov.org; mayoremail@sanjoseca.gov; BoardOperations@cob.sccgov.org; MTABoard@SFMTA.com; [Board \(@samtrans.com\)](mailto:Board@samtrans.com); VTA Board of Directors; [Pine, Dave \[dpine@smcgov.org\]](mailto:Pine, Dave [dpine@smcgov.org]); [Groom, Carole \[cgroom@smcgov.org\]](mailto:Groom, Carole [cgroom@smcgov.org]); [Horsley, Don \[dhorsley@smcgov.org\]](mailto:Horsley, Don [dhorsley@smcgov.org]); wslocum@smcgov.org; dcanepa@smcgov.org
Cc: [Council, City](#)
Subject: Caltrain 1/8-cent sales tax ballot measure
Date: Tuesday, July 21, 2020 10:28:50 AM

CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Date:
July 21, 2020

To:
Peninsula Corridor Joint Powers Board
San Francisco Mayor London Breed
San Francisco Board of Supervisors
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

Regarding:
Caltrain 1/8-cent sales tax ballot measure

Honorable Officials,

I wouldn't normally write a message like this but my colleague's disputatious and misleading message to you on 7/20 forces me to do so. This letter only speaks for myself.

On Monday morning, you received a letter from the City of Palo Alto - signed by me - supporting placing Caltrain's 1/8 cent sales tax measure on the ballots in our three counties. This note was written in full accordance with city council and city policies, including our [2020 legislative priorities](#) and our council [advocacy guidelines](#). The intent was to encourage each agency to place the measure on the ballot so that voters could decide on the measure. The Palo Alto City Council and others can still take a position on that measure.

In short, the letter is not contrary to my authority as Mayor; my colleague the Vice Mayor just disagrees with the substance of the letter and is using process to dispute that. It's a pattern I've seen before, and it undermines the credibility our city has. Maybe that's the purpose.

On the substance of the measure, of course there are issues with governance, ridership during COVID-19, and the regressive nature of a sales tax. But the focus on governance and process issues that the Vice Mayor raises - while some of them valid - is really just a road to nowhere, a do-nothing approach. My city and I support regional transit, and Caltrain is a vital part of our transportation network. I have a hard time imagining our three counties without robust Caltrain service.

I'm disappointed to air Palo Alto's dirty laundry in a letter like this. Personally, it's become tiresome and predictable to continuously have the Vice Mayor run interference on the city's business with which he disagrees. I hope you all have colleagues who work in partnership and in service of your communities as you discuss and decide on the region's transportation future.

My Best Regards,
Adrian Fine
Palo Alto Mayor

Adrian Fine
Mayor, City of Palo Alto
adrian.fine@cityofpaloalto.org

Cc:
Palo Alto City Council

From: Tom DuBois
To: Norman.Yee@sfgov.org
Cc: [City Council](#)
Subject: Caltrain 1/8-cent Sales Tax Ballot Measure Urgency Ordinance
Date: Monday, July 20, 2020 5:24:56 PM

CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

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,

Regarding the July 20 letter to you from Mayor Adrian Fine of Palo Alto, I'd like to clarify that neither the City of Palo Alto nor the City Council has any position on the proposed Caltrain sales tax increase. Despite its claims, the letter represents the position of Mayor Fine individually and does not carry any more weight than the position of any other member of our City Council. If it is represented to be more than an individual position, then the letter would be contrary to the authority of the mayor under our city charter.

Speaking on my own behalf, I strongly support a modernized, electrified Caltrain and want to find solutions to ensure its long term success, including potential improvements to its governing structure, and the most effective operational plan during the severe disruptions of the pandemic and beyond. I believe we need both stable funding for Caltrain and governance changes, but putting the tax on the ballot now is an issue that we, as a Council, have not yet discussed.

I recommend that the Caltrain board engage with the cities along the corridor to explore the best response to the impacts of the Covid19 emergency on their capital and strategic plans, and whether this presents an opportunity to accelerate Caltrain modernization and prepare Caltrain for greater success as we return to normal.

As a council member in the city with the second highest Caltrain ridership outside of San Francisco, I would welcome the opportunity to be more directly involved in the

governance and long term strategy planning for Caltrain.

Let's work together to find solutions for Caltrain that consider our current environment, appropriate funding sources, and sound, representative governance.

Sincerely,

Tom DuBois
Vice 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
Palo Alto City Council

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:

Larry Klein
Mayor

Nancy Smith
Vice Mayor

Gustav Larsson
Councilmember

Glenn Hendricks
Councilmember

Russ Melton
Councilmember

Michael S. Goldman
Councilmember

Mason Fong
Councilmember

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
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