

From: [Erin Fellers](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: San Mateo Letter of Support - Caltrain Sales Tax Measure
Date: Thursday, July 23, 2020 1:13:47 PM
Attachments: [San Mateo Letter of Support - Caltrain Sales Tax Measure \(1\).pdf](#)

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Per the instructions of Jay Yu, Engineering Manager - City of San Mateo, I've attached a Letter of Support for Caltrain's Sales Tax Measure to be sent to the addressee and copied parties. I've been advised to email the letter in lieu of printing, but please let me know if there is another preferred method of delivery.

Please kindly confirm that this message has been received.

Thank You,

Erin



Erin Fellers

Assistant to the City Clerk

City Clerk's Office

330 W. 20th Ave., San Mateo, CA 94403

650-522-7040 | efellers@cityofsanmateo.org

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CITY OF SAN MATEO

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San Mateo, CA 94403
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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

From: [Eduardo Gonzalez](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: Public Comment Agenda #36
Date: Monday, July 27, 2020 9:23:00 PM

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Good afternoon,

I am reaching out in regards to agenda item #36. Please approve a clean measure that would allow the Caltrain board to make this decision. CalTrain has been working on making sure equity is being talked about and addressed to diversify and increase riders across the corridor. As a non-profit that partners with young people and advocates for equitable public transportation opportunities, we want to be sure that equity conversations are not left out when CalTrain is considering this sales tax.

Thank you for your time and consideration.

--

Eduardo "Lalo" Gonzalez

Program Manager

San Mateo County

Youth Leadership Institute

he/him/they/them



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■ 1670 South Amphlett Blvd. Suite #250 San Mateo

From: sfrobink@aol.com
To: [Board of Supervisors, \(BOS\)](#)
Subject: re 7/28 bos meeting Caltrain agenda item - put Caltrain tax on the ballot
Date: Tuesday, July 28, 2020 1:00:56 AM

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To whom it concerns -

I looked at the agenda for the July 28 board meeting. I think it means you're holding an actual hearing at 3pm on the Caltrain 1/8 sales tax item for the November election, but I'm not sure.

If you are holding a hearing, I'm scheduled at that time and cannot be present, I am writing tonite to say I want you to put the sales tax measure on the November ballot!!!

So many of us depend on taking Caltrain, whether for work, for necessary travel reasons, for airport trips, for attending school, for going to sports events, for just going places, for family trips, for holiday travel, etc.

I talk with people riding in wheelchairs who depend upon it for travel.

I take the train to see my family who lives down the peninsula. I get to lie down on the train per special arrangement due to being disabled. Caltrain personnel has always worked well with me. The Samtrans bus is too bouncy for me and I will get hurt if forced to ride it in lieu of a train.

I think Caltrain runs the train system really well. The conductors are always responsible, courteous and friendly. The trains leave on time. If there is a train delay, they always let us know via signage. They are working on electrifying the system to eliminate diesel engines. They have equity proposals.

For the reasons that the train is needed by so many of us and that they are a model agency re public operations, we need this measure on the ballot!! I think it's polling with high support.

Thanks -

Robin Krop
Caltrain rider

From: [Bill Hough](#)
To: [Board of Supervisors, \(BOS\)](#)
Subject: public comment on items 36 and 37 Board of Supervisors agenda 7/28/2020
Date: Tuesday, July 28, 2020 9:17:14 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Despite the economic devastation caused by COVID-19, Caltrain is busy pushing a sales tax increase. This tax is inappropriate for these difficult times and also fails to account for the fact that voters have approved many tax and fee increases for transportation over the last decade.

This proposal does not take into account the fact that residents are taking an economic hit from the never-ending lockdowns. Recommending a sales tax increase during these difficult times is simply tone deaf. Since the shutdowns began, the City and County government has shown little sympathy to residents who have been ruined financially.

Increasing sales taxes is especially bad for people of modest means, who must pay the greatest percentage of their income in these regressive taxes. A better idea is to do a top-to-bottom review of San Francisco's spending and figure out how The City can participate in the sacrifices demanded of normal residents. And if you feel Caltrain must have more money despite increased working from home, the solution is diverting existing funds from the overpriced BART extension to San Jose (eliminate the Santa Clara portion and/or expensive tunneling alternatives) and/or high speed rail. Better yet, raise taxes on the rich tech companies that are responsible for the congestion problem. Either way, stop the sales tax increases.

Sincerely,
William Hough



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