

1 [Supporting a New Organizational Form to Support the Future of Caltrain]

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3 **Resolution supporting a strengthened independent agency to lead the next generation**
4 **of regionally significant projects and endeavors towards a future Caltrain/High Speed**
5 **Rail corridor between San Francisco and Gilroy.**

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7 WHEREAS, Caltrain ridership has grown substantially over time and demand far
8 outstrips Caltrain’s current ability to supply service; and

9 WHEREAS, Peninsula corridor freeways are congested and the economic needs of the
10 region will require more and better Caltrain service; and

11 WHEREAS, Caltrain is in a vital position to help meet State, regional and local
12 economic and greenhouse gas emission reduction goals; and

13 WHEREAS, The regional housing crisis emphasizes the need for Caltrain to do its part
14 to steward development and adopt appropriate service expansion and Transit Oriented
15 Development policies to guide investment; and

16 WHEREAS, The Peninsula Corridor Electrification Project is the first in a series of
17 substantial capital investments to modernize the rail system and help it meet future demand;
18 and

19 WHEREAS, Caltrain lacks a dedicated revenue source, causing it to rely on
20 contributions from partner agencies under the Joint Powers Agreement; and

21 WHEREAS, This provides an unreliable basis to maintain, improve and operate the rail
22 service; and

23 WHEREAS, The aforementioned provides an impetus for Caltrain to undertake its
24 current strategic Business Plan effort; and

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1 WHEREAS, Caltrain has committed to share the corridor with California High Speed
2 Rail as part of a blended system; and

3 WHEREAS, Implementation and operations will require close coordination between
4 Caltrain and High Speed Rail; and

5 WHEREAS, The Caltrain Downtown Rail Extension is a regional priority and creates
6 opportunity for Caltrain to expand its service to downtown San Francisco, the BART/Muni
7 Metro corridor, and thousands more jobs; and

8 WHEREAS, Future blended Caltrain/High Speed Rail service will require additional
9 significant capital investments such as grade-separations and a future Diridon transit station in
10 San Jose; and

11 WHEREAS, Extending electrification to Gilroy will depend on close collaboration with
12 High Speed Rail, Santa Clara Valley Transportation Authority, cities and Santa Clara County;
13 and

14 WHEREAS, The Second Transbay Tunnel, extension to Salinas, and HSR south/east
15 from Gilroy present opportunities to develop connections to many other parts of the state as
16 envisioned by the California State Rail Plan; and

17 WHEREAS, Future service levels envisioned by the Caltrain Business Plan effort
18 currently under development will require a significant increase in staff capacity and financial
19 resources to realize; and

20 WHEREAS, Caltrain intends to bring forth organizational recommendations as part of
21 the Business Plan to support its ability to deliver and operate its future service vision; and

22 WHEREAS, Caltrain anticipates substantial operating budget shortfalls beginning in
23 fiscal year 2021; and

24 WHEREAS, Caltrain is contemplating placing a dedicated revenue measure before the
25 voters in 2020; now, therefore, be it

1 RESOLVED, That the City and County of San Francisco supports a strengthened,
2 independent Caltrain agency with the capacity to lead the next generation of regionally
3 significant projects and endeavors for the benefit of Caltrain district communities and the San
4 Francisco Bay Area; and

5 FURTHER RESOLVED, That the City and County of San Francisco supports a process
6 to determine the appropriate agency and governance framework to lead the next generation
7 of regionally significant projects and endeavors in the rail corridor between San Francisco and
8 Gilroy, for the benefit of the communities along the corridor and for the benefit of the Bay
9 Area.

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