

Congress of the United States
Washington, DC 20510

December 7, 2023

Mr. Andrew Fremier, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, California 94105-2066

Dear Mr. Fremier,

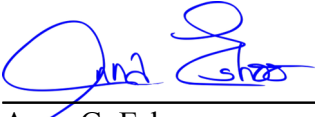
Caltrain is the spine of the Peninsula's transportation system, with a positive brand and the highest customer satisfaction among major transit systems in the Bay Area. It is already one of the most efficient railroads in the country and will be fully electrified between San Jose and San Francisco next year, bringing world-class service through faster, quieter, and cleaner trains to communities on the Peninsula and in the South Bay. Caltrain is a competent agency, accountable to taxpayers, and in return, residents have chosen to raise their taxes to invest in it.

Given Caltrain's record of success, we are concerned that proposals to merge Caltrain with other transit agencies would impose significant upfront costs and provide no clear benefits for our constituents who ride Caltrain. If the goal of consolidation is seamless travel across multiple modes of transit, many of these benefits can be realized through greater cooperation between existing agencies. Caltrain currently has intermodal rail connections with VTA Light Rail at three stations; Amtrak at one station; Capitol Corridor and ACE commuter rail at two stations; MUNI Light Rail at 4th and King Street Station; and BART at Millbrae Station, with additional connections planned at Santa Clara and Diridon Stations. Caltrain and BART already use the same fare card and coordinate schedules to reduce wait times for riders transferring at Millbrae. These efforts can and should continue under Caltrain's current structure.

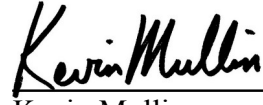
We are unconvinced that consolidating Caltrain with another agency will bring benefits that cannot be achieved under its current structure. Due to their different track gauges, Caltrain and BART physically cannot run their trains on the other's tracks, meaning the two systems will always remain physically separate even if placed under a single operator. The need for distinct trainsets for each system also limits potential efficiencies and cost saving in procurement and operator training. While potential cost savings are nebulous, there are clear upfront costs in harmonizing the agencies' divergent governance structures, labor agreements, and sources of tax revenue under a consolidated agency. These efforts would require significant time and attention from both agencies' senior staff and political leadership at a time when Caltrain must remain laser-focused on delivering electrified service beginning next year.

In any discussion of Caltrain, the needs of its riders must come first. We are 100 percent opposed to consolidation because it fails to meet this standard, providing no tangible improvements to the rider experience and no benefits to communities on the Caltrain corridor. It is a solution in search of a problem for an agency with a bright future and a clear path forward for improving the mobility needs of the communities it serves.

Sincerely,



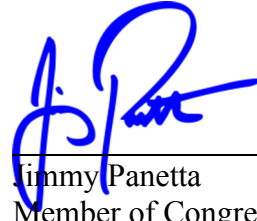
Anna G. Eshoo
Member of Congress



Kevin Mullin
Member of Congress



Zoe Lofgren
Member of Congress



Jimmy Panetta
Member of Congress

CAPITOL OFFICE
1021 O STREET
SUITE 7250
SACRAMENTO, CA 95814
(916) 651-4013

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

SENATOR.BECKER@SENATE.CA.GOV
WWW.SENATE.CA.GOV/BECKER

California State Senate

SENATOR
JOSH BECKER

THIRTEENTH SENATE DISTRICT



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December 7th, 2023

Andrew Fremier
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Concerns on Near Term Consolidation of Caltrain and BART

Dear Director Fremier,

I write to express my concern over the recent discussions on near term consolidation of Caltrain and Bay Area Rapid Transit (BART). As you know, I authored legislation, the Seamless Bay Area Act (SB 917, 2021), advocating for fare and schedule integration, regional coordination, increased passenger safety, and improved wayfinding for all systems, not just Caltrain and BART.

Bay Area transit agencies are doing work to transform their service and provide a more seamless experience, and I appreciate all the current efforts to keep transit strong and I look forward to continuing to work with you on those efforts. Programs like the Clipper BayPass Transit Pass Pilot show the capacity for regional coordination on integrating fares. I am supportive of looking at all ways to increase coordination and network integration, however now is a particularly inopportune time to look at consolidation of Caltrain and BART.

Caltrain is currently in the process of preparing to introduce a fully electrified corridor between San Francisco and San Jose in the next year. Additionally, their recent governance review with San Mateo County Transit District and resulting negotiated solution among the transportation agency's contributing counties has created the opportunities for agency stability in retention efforts and their work on delivery for capital projects such as the Portal and Diridon Station.

Because of this, I would not be supportive to look at the consolidation of these two transit agencies at this time.

We have a lot on our plate as we look to place a measure on the ballot and that will also include coordination. While long term consolidation is achievable, I feel it is important we consider the proper timing of establishing coordination and integration across the different transit networks all across the Bay Area, not just Caltrain and BART.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Becker". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Josh Becker
Senator, 13th District



Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

December 1, 2023

Re: Regional Ballot Measure for Public Transportation (Dec. 8 Joint ABAG/MTC Legislation Committee, Dec 20 MTC Meeting)

Dear MTC Commissioners:

Thank you for moving forward with authorizing legislation for a new regional transportation measure. That measure will improve transit service throughout the Bay Area, reduce traffic and greenhouse gas emissions, and increase access to opportunity and high-quality green jobs. We are grateful to MTC staff for working with Voices for Public Transportation Coalition to include progressive revenue options, including exploring a per-square-foot parcel tax, and rider-first expenditure priorities. **As you move forward with authorizing legislation, we ask that you continue to prioritize progressive revenue sources and ensure that they raise the funding we need to stabilize, expand, and improve transit service throughout the region — at least \$2 billion annually.**

As a coalition of more than fifty organizations, including labor, transit rider, community-based, and equity advocacy groups with members who live, work, and travel in the Bay Area, we know that our transportation system is essential for the health and wellness of our communities, environment, and economy. **The regional measure must move our transit service from the “survive” stage we are in today to the “thrive” stage our region needs,** rather than just preserving the status quo. Upwards of \$700 million is needed annually by fiscal year 2026 simply to maintain existing transit service, and costs will increase through 2030. Providing a level of service on a par with the Toronto region would require a 55% increase over pre-COVID transit service levels. This would require an additional ~\$686 million in operating funding above restoring the 2019 service¹. Thus **a new regional transportation measure needs to raise at least \$2 billion annually with \$1.5 billion for transit operations** if it is to transform our network.

¹<https://www.seamlessbayarea.org/blog/2020/9/21/new-report-shows-importance-of-restoring-and-expanding-transit-service-post-pandemic>

We don't support the inclusion of projects that increase roadway capacity in any of the funding categories.

In addition to ensuring equitable and adequate expenditures, **a transformative measure must be funded progressively**. Proposed options such as an income tax, a payroll tax, a graduated parcel tax and a VMT tax should each be structured to ensure that the burden of paying for improved transportation options does not fall most heavily on those with the least resources.

Voices for Public Transportation's vision is that residents - regardless of race, class, gender, sexual orientation, age, or ability - enjoy accessible transportation options that reliably, affordably, and conveniently get us where we need to go around the region. We have the power to do this by passing a game-changing regional funding measure that will enhance our freedom of movement, while at the same time creating good-paying green union jobs, and contributing to a clean and healthy environment by reducing car trips, carbon emissions, and particulate pollution.

We appreciate the opportunity to weigh in on this important process. Voices for Public Transportation stands ready to continue to partner with you in crafting and passing the best regional transportation measure possible.

On behalf of the Voices for Public Transportation Coalition, thank you for your consideration.

Sincerely,



Zack Deutsch-Gross
Policy Director
Amy Thomson
Transportation Policy and Programs
Manager
Transform



Mary Lim, J.D.
Executive Director
Genesis



Bob Allen
Policy & Advocacy Campaign Director
Urban Habitat



Silicon Valley
Independent Living Center
*a disability justice organization
that creates fully inclusive communities*

Sheri Burns
Executive Director
Silicon Valley Independent Living Center



Richard Marcantonio
Managing Attorney
Laurel Paget-Seekins
Senior Policy Advocate, Transportation
Public Advocates Inc.



**FRIENDS
OF
CALTRAIN**

Adina Levin
Executive Director
Friends of Caltrain



Dylan Fabris
Community & Policy Manager
San Francisco Transit Riders



Ian Griffiths
Policy Director
Seamless Bay Area



David Lewis
Executive Director
Save the Bay



Sarah Gibbs
SEED Intern
VIDA at De Anza College



Michael Gliksohn
Treasurer
Richmond Progressive Alliance



Christopher White
Interim Executive Director
San Francisco Bicycle Coalition



East Bay Housing Organizations

Jeffrey Levin
Senior Director of Policy
East Bay Housing Organizations



Josh Hawn
President
Common Ground California



Nick Peterson
Founding Member
Albany Climate Action Coalition



Stephen Birdlebough
Chair, Transportation and Land-Use
Coalition of Sonoma County



Laura Neish
Executive Director
350 Bay Area



Resisting fossil fuels. Working for climate justice.

Jean Tepperman
Co-Coordinator
Sunflower Alliance



James Burch
Deputy Director
Anti Police-Terror Project

cc: Andrew Framier, Rebecca Long and Dave Vautin



December 8, 2023

Re: MTC Legislation Committee Item 3b: Regional Transportation Revenue Measure Updates

Chair Canepa and Committee Members,

The success of transit is an issue of great importance to SPUR. A robust and thriving transit system is essential to our region- providing mobility to our residents, supporting housing and compact development, providing critical access to disadvantaged communities and helping us address our climate goals. While our transit system has weathered the worst of the pandemic, it will need new regional funding to sustain its existing operations and to transform and improve for a new generation of riders. To that end, SPUR has engaged closely with the Metropolitan Transportation Commission and the region's transit operators over the last several years both to advocate for needed funding and to help shape the system's transformation. In 2021 and 2022 I participated as the Vice Chair of the Regional Network Management Business Case Advisory Group and over the course of the last year SPUR played a leading role in securing needed operating funds as part of the FY23-24 state budget.

SPUR supports the Commission's efforts to secure durable, long-term funding for Bay Area transit operations and we are excited to see work on enabling legislation for a potential funding measure advance. We are broadly supportive of the direction MTC staff has taken in developing input to such legislation and we specifically concur with staff's prior recommendations that legislation maintain strategic flexibility with regard to key issues like expenditure plan details, revenue source, geography and timing. SPUR also supports the concept, discussed in the summary sheet attachment for item 3b, of expanding the power and authority of the Regional Network Management structure in conjunction with the passage of a regional measure.

While we are broadly supportive of the approach staff has outlined with regard to the development of enabling legislation for a regional measure, we would like to emphasize two specific points of caution:

First, SPUR does not support efforts to tie transit operator consolidation or specific consolidation studies to a regional measure at this time. As referenced in the staff memo, consolidation of transit operators has long been a topic of discussion and interest in the region and we agree that there are many potential advantages that could come from advancing the full or partial integration of some of the Bay Area's 27 operators. Nonetheless, consolidation is also a highly complex and politicized issue that will require patience, nuance and collaboration to study and advance in a manner that achieves the best public outcomes. SPUR believes that tying this issue explicitly to a regional measure is a sure way to create conflict and division within the region at a time when we can least afford to do so.

Instead, we encourage MTC and transit operators to use the next several years to make good on their existing commitments and focus on delivering the ambitious program of customer improvements identified in the Transformation Action Plan. Right now, customers and the region need MTC and transit operators to provide clean, safe and reliable service and to work together through the newly established Regional Network Management structure to deliver tangible changes like a regional wayfinding pilot, an expanded Clipper BayPass program, new transit priority infrastructure and coordinated schedules and transfers at major hubs.

Second, we strongly encourage MTC and transit operators to begin developing a fallback plan to address anticipated shortfalls in the event that a regional funding measure is simply not viable in 2026. While SPUR is highly supportive of advancing enabling legislation for a measure, recent polling conducted by MTC shows that only 51-55% of Bay Area voters would support such a measure if placed on the ballot today. There is much the region can do to build voter support for transit in advance of 2026, but the polling also makes it clear that the lack of support for a measure is significantly influenced by larger economic and societal factors that are unrelated to transportation and outside of what a campaign could reasonably expect to influence.

We hope that voter sentiment will be different in 2026, but we also need to have a plan for how we keep transit running if a measure is fundamentally not viable at the polls.

Thank you for your ongoing work to support and improve our transportation system. We look forward to continuing our work together on this critical issue.

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'A' followed by a horizontal line extending to the right.

Alicia John-Baptiste
President and CEO, SPUR



December 7, 2023

Hon. Chair Alfredo Pedroza
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Hon. Chair David Canepa
Joint MTC ABAG Legislation Committee
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Chair Pedroza and Chair Canepa:

We are writing today to express our concern regarding proposals to consolidate Caltrain with other transit agencies. MTC's recent and sudden efforts related to this concept, including conducting polling related to this issue without even consulting Caltrain leadership, lacks transparency and broad stakeholder engagement. This entire subject is disruptive, distracting, and divisive.

Efforts are underway to define and build support for a 2026 regional transportation funding measure which would provide agencies with sustained financial support. The regional measure will require near unanimous consensus among stakeholders to fund campaign activities, recruit volunteers to conduct voter outreach, and attract high profile endorsements as part of a comprehensive campaign to gain approval from voters. It will take a strong and unified coalition, committed to benefitting all transit agencies in the Bay Area and devising pragmatic, sustainable solutions to address rider concerns.

Caltrain is also nearing an exciting transformation. Next year, the agency will launch a fully electrified zero-emission commuter rail service between San Francisco and San Jose. Public, private, business, transit, and non-profit sector leaders have worked together to advance Caltrain Electrification, which will increase frequency, improve speed and reliability, and reduce noise and air pollution impacts on local communities.

Our priority lies in uniting our efforts towards ongoing recovery initiatives and effectively implementing the recommendations detailed in the Transit Recovery Task Force. We are confident that this is the best approach to fostering a cohesive and impactful passenger experience throughout the region's transit systems.

Thus, we ask MTC leaders and staff to prioritize the establishment of a Regional Network Manager and focus on their commitment to supporting state efforts related to SB 125 and the Transit Recovery Task Force. These, and other existing policies, programs, and solutions have the potential for meaningful improvements to transit agency operations and the passenger experience.

We are not supportive of Caltrain consolidation with another agency, as it would impose significant upfront costs and provide no clear benefits for Caltrain riders. This distraction could impede progress at a time when our focus should be on advancing recovery efforts and fulfilling the promise of electrification.

Thank you,

Nadia Naik, Co-Founder, Californians Advocating for Responsible Rail Design (CARRD)
Amy Buckmaster, President & CEO, Chamber San Mateo County
Rosanne Foust, President & CEO, San Mateo County Economic Development Association (SAMCEDA)

December 8, 2023

CC: MTC Commission and Andy Fremier, Executive Director, MTC
Caltrain Joint Powers Board and Michelle Bouchard, Executive Director, Caltrain
SamTrans Board and April Chan, General Manager & CEO, SamTrans
VTA Board and Carolyn Gonot, General Manager & CEO, VTA
Sean Elsbernd, Chief of Staff, Office of Mayor London Breed, Jeffrey Tumlin, Director of Transportation,
SFMTA, and Tilly Chang, Executive Director, SFCTA



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December 7, 2023

Alfredo Pedroza
Chair, Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

On behalf of the San Mateo County Transit District ("District" or "SamTrans"), the managing agency and a key funding partner of the Peninsula Corridor Joint Powers Board ("Caltrain"), we are writing to express our concerns about any efforts to consolidate Caltrain and BART.

The District has been the managing agency for Caltrain for the past 32 years, and the shared services model we employ to support the operations of SamTrans and Caltrain provide efficiencies for both agencies. The District provides shared services to Caltrain for human resources, contracts and procurement, technology, budgets, communications, grants, and more.

As you may know, the SamTrans, VTA, City & County San Francisco and Caltrain Boards finalized a new governance agreement for Caltrain in 2022. Since that time, we have been working through steps to implement the governance agreement in a deliberate, collaborative way. Negotiation and implementation of the agreement has taken substantial time and effort for all parties, as well as significant financial investment. This is not the time to open up a new governance discussion involving Caltrain. Any envisioned efficiencies that could result from a Caltrain and BART consolidation will take *actual* efficiencies away from the current SamTrans and Caltrain model.

MTC has not discussed a potential Caltrain-BART consolidation with us. Nonetheless, we want to go on record now with our initial view that such reorganization would not be beneficial for the District or for San Mateo County taxpayers. As a reminder, San Mateo County taxpayers already pay a portion of San Mateo Measure A sales tax proceeds to BART. In addition, SamTrans participated in funding the BART extension to SFO, contributing hundreds of millions of dollars in capital costs for that project.

The District is actively engaged with MTC in the ongoing efforts to implement the regional Transit Transformation Action Plan. We participate in Clipper START, regional wayfinding and signage standardization, and free and reduced transfer programs, and we are taking a leadership role on the new Regional Network Management Council. We expect MTC to


consult us directly if consolidation of Caltrain with another agency is being seriously considered.

We care first and foremost about delivering quality services to our customers and residents of San Mateo County. At present, we do not believe this community would benefit – and, in fact, would be harmed – by a Caltrain-BART consolidation.

Sincerely,

A handwritten signature in black ink that reads "Josh Powell". The signature is stylized with a large, looped "J" and "P".

Josh Powell
Chair, SamTrans Board of Directors

A handwritten signature in blue ink that reads "April Chan". The signature is written in a cursive, flowing style.

April Chan
General Manager/CEO, SamTrans

Cc: Chair, Joint MTC ABAG Legislative Committee
San Mateo County Transit District Board of Directors
San Mateo County Transit District State Legislative Delegation



Dec 7, 2023

Joint MTC ABAG Legislation Committee, Dec. 8th Meeting
Agenda Item 3B: Regional Transportation Measure Update

Honorable Committee Members,

We are strongly supportive of advancing a regional transportation funding measure, including passing enabling legislation in 2024. Our region must identify new funding for transit to avoid catastrophic service cuts, and additional state and/or federal funding is likely to be extremely difficult in the coming years. Passing enabling legislation in 2024 is therefore the most prudent step our region can take, and doing so does not obligate the region to put a measure on the ballot if for some reason other sources of funding become available.

We are also strongly supportive of pairing 2024 enabling legislation with long discussed reforms to create a seamlessly integrated transit system with coordinated fares, schedules, service, and identity - and show the public we are serious about and have feasible plan to deliver a transformed system. Overall, we believe the staff report outlining the importance of and opportunities to strengthen network management is excellent.

We support enabling legislation for a regional measure that includes strengthened network management, with four specific key reforms:

- **Establish MTC as an Empowered Network Manager, capable of tying funding with compliance with regional standards and plans**
- **Independent appointed experts guiding network management & allocations**
- **Involving diversity of transit riders in decision-making**
- **Dedicated staff division leveraging agency staff resources from across the region**

In parallel to enabling legislation, we strongly encourage the Commission to **take up next steps toward an integrated regional rail system**, including developing a clear plan for integrated service & fares, and steps towards establishing the appropriate regional decision-making, capacity, and project delivery expertise to realize a world class connected rail system.

Establish MTC as an Empowered Network Manager, capable of tying funding with compliance with regional standards and plans

The existing network management structure being stood up is a step in the right direction to promote conversation about important regional policies, but lacks sufficient authority to implement policies quickly, even when funding is available. As the staff reports, the status quo is a "consensus based model". The structure requires that any regional program that is fully funded and consistent with adopted policies - such introducing free and reduced priced transfers - must still be approved by 27 independent agency boards to move forward. This requirement

has hampered the development of sufficiently ambitious plans and policies, and has slowed down progress of our region's most urgent initiatives. Nearly four years since the onset of the pandemic, and over two years since the completion of the Transformation Action Plan, the transit riding public sees far too little evidence of change. The solution isn't just better communicating about all of the behind-the-scenes coordination going on - it's actually speeding up the decision making and deployment of programs. A regional measure must be combined with streamlined decision-making for regional initiatives - when MTC has funding for initiative, it needs to be able to tie funding to compliance with regional standards and plans.

Independent appointed experts guiding network management and allocations

For MTC *to be effective* and *trusted* to make the right decisions - by the public and by transit operators - it is critical to acknowledge both what MTC has historically been effective at doing, and what has been less effective at doing.

MTC does not operate or plan transit service. Yet, to become an effective network manager and hold transit agencies in the region to standards, MTC must rapidly develop more capacity and expertise than it currently has. In allocating funding for transit operations, and tying specific policy requirements to such funding, MTC must be guided by data and outcomes, and the best interests of riders and the public.

To be accountable to the public, elected officials are ultimately responsible for policy and funding decisions. The Commission is the body that makes the most sense to be ultimately accountable for Bay Area transit.

To guide the Commission to make decisions that center riders and focus on outcomes, we believe **independent appointed experts** should be formally incorporated into network management policymaking. This recommendation is based on research of effective network managers in other regions and studying the unique history of our region. Especially as MTC seeks to build capacity doing something it has never done before, appointed experts can substantially improve MTC's policymaking, improve public confidence, minimize bureaucracy and speed up implementation. Experts should be independent of any specific transit agency or county, and should hail from a range of relevant backgrounds, including transportation operations, customer experience, labor, construction, finance, legal, and other disciplines.

The governance of numerous effective network managers balance appointed experts with elected officials:

- Greater Vancouver's TransLink, which has an upper tier board of regional Mayors, and a lower tier Board of Directors appointed from a range of professional backgrounds
- TriMet in Portland, which has seven appointed directors
- Transport for London is chaired by the Mayor of London but has a board of directors made up from a range of professional backgrounds.

Involving diversity of transit riders in decision-making

Experts and elected officials alike should focus on the needs of transit customers in decision-making, and recognize that there are many different types of transit riders, and each rider has a diversity of different travel needs. Any network management structure should include a clear forum for customer input into decision-making. We support retaining the Customer Advisory Committee component of the recently stood up network management structure.

Dedicated staff division leveraging staff resources from across the region

Becoming an effective network manager will require that MTC appropriately staff and lead network management functions. A [recent webinar led by Seamless Bay Area](#) with a representative of EMTA (<https://www.emta.com/>), the European network of 34 network managers, indicated that, among EMTA's 34 members across Europe, reinforced the importance of having an appropriately staffed central coordinating division focused entirely on transit.

Many staff already work on regional transit issues in the Bay Area, but aren't organized in a way that services the regional network, reducing effectiveness and efficiency.

Enabling legislation should support establishment of the dedicated staff capacity for network management as a distinct division of MTC, enabling MTC to, where appropriate, enter into agreements with transit agencies to have existing agency focus on regional initiatives. Existing resources can get more done more quickly by being organized to focus together on coordination initiatives. Staff capacity can be further enhanced with additional funding from a regional measure.

In parallel to enabling legislation: Take up next steps toward an integrated regional rail system to establish regional rail decision-making and capacity

The 2007 Regional Rail Study and 2023 Rail Partnership study highlighted shortcomings of the Bay Area's rail system, clear goals for integration, and concrete next steps for improvement. It's time to move forward with these initiatives swiftly. There should be an integrated fare and service vision for Bay Area rail authorities, and concrete steps toward establishing regional decision-making and expanded regional capacity for large rail capital projects.

Regards,



Ian Griffiths
Policy Director, Seamless Bay Area



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December 7, 2023

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

Andrew Fremier, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Principles for Regional Measure

Dear Director Fremier,

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), we write to offer the position and perspective of the agency to inform your process going forward regarding shaping a regional measure for transit funding and the authorizing legislation related to that effort.

First, Caltrain deeply supports and continues to work toward better regional coordination and integration to improve the rider experience, including enhancing service frequency, schedule coordination, fare integration, seamless payment options, consistent signage, and communication efforts. Caltrain is supportive of the Regional Network Management process being led at Metropolitan Transportation Commission (MTC) and is committed to recommendations in the Transit Transformation Action Plan. We are also scoping a fare integration study with BART, and are engaged in other endeavors to improve rider experience and increase the ease of using transit in the Bay Area.

Any regional transit measure should first and foremost seek to improve the delivery of transit service and improve the rider experience and transit options for the voters. Unfortunately, MTC's recent conversations and polling regarding consolidation of specific transit agencies has detracted from the focus on improving the customer experience. We are also concerned about the lack of communication with the Caltrain Board regarding the consolidation of Caltrain and BART as any part of a regional measure, either in authorizing legislation or more generally. Consideration of consolidation as part of a regional measure is premature and threatens to hinder the real goals that we need to support around rider experience.

We want to make it clear that Caltrain opposes structural consolidation of Caltrain and BART. Furthermore, any discussion of a future consolidation of Caltrain with any other transit agency in connection with a regional measure should require the express support of the Caltrain Board and involve all three Caltrain member agencies as part of the discussion. Additionally, any analysis of the consolidation of Caltrain with another agency must include Caltrain representation and that analysis should focus on whether consolidation results in benefits for Caltrain riders and enhances the financial sustainability of the agency. Finally, voters in the three counties that passed Measure RR to fund Caltrain into the future deserve to be recognized and any consolidation regarding Caltrain must be subject to voter approval.

We would like to re-focus our attention on building a sustainable and positive transit future for the Bay

Area. We request that in your discussions leading up to authorizing legislation and the goals and purpose of a regional measure, you communicate with both the Caltrain Board and Caltrain's member agencies in San Francisco, San Mateo, and Santa Clara counties.

It is also important to note that the state is developing a Transit Transformation Task Force as part of SB 125 to look at a number of issues to improve transit delivery, rider experience, and accountability, including the consolidation of transit agencies. MTC should be mindful of that effort and not be overly prescriptive in its work on a regional measure in order to enable the region to benefit from that state level work.

Thank you for your attention to this matter and please do not hesitate to follow up with the Board as we welcome greater lines of communication between operators and our partners at MTC.

Sincerely,

Caltrain Board of Directors

Cc: Commissioners of the Metropolitan Transportation Commission