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December 7, 2023

Janice Li, Board President
San Francisco Bay Area Rapid Transit District
2150 Webster Street
Oakland CA 94612.

Dear Board President Li:

Consistent with the commitment that I made earlier this year on behalf of the JPB Board and Caltrain in our Rail Partnership meeting on March 3, 2023, and in our subsequent coffee meeting on March 24, I am writing to propose that our two agencies recommit to providing customer-facing improvements between BART and Caltrain, focusing on the schedules and fares that have the most direct impact on customer experience. There is more we can do together, if the commitment to improvements is real.

As you know, Caltrain's electrified service plan will increase service on weekends, at stations throughout the corridor and reduce overall travel times. This new schedule will launch in September of 2024. With BART planning a new schedule in August of 2024, there is an opportunity for improvements to transfers at Millbrae and additional potential to reduce transfer times. We should take advantage of the window between now and August to work together to make this happen.

Caltrain is prepared to take the next step by offering a proposal of options for BART and Caltrain to improve transfer times across our systems that could potentially be implemented in Fall 2024. Understandably, there may be trade-offs for both systems and we should document what solution would be the best option for riders.

We can also continue work on the progress we and the region have made on fare integration. Caltrain and BART are nearly finishing scoping an integrated fare study and we should commit to a timely completion of the work. Clipper 2.0 roll out will be a key data source for this study and we should continue to encourage the Metropolitan Transportation Commission to expedite that urgently-needed next generation of Clipper.

Finally, we should articulate a vision for our rail systems that could provide high frequency well matched services. With Electrification, Caltrain has the capability to run trains every 10 minutes at high-frequency stations during peak hours. Let's jointly describe the resources that would be needed to provide at least that level of service for Caltrain and more ambitious service for BART. Even if we don't have the resources today, we can describe what could be possible in the future. Caltrain has done vision work through the Caltrain Business Plan and we are open to doing visioning work with BART.

If BART is willing to engage in this effort, I propose that our two agencies agree to come up with a plan we can commit to by July 2024, if not sooner, and we jointly report progress on a regular basis

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throughout the life of the effort. This transparency will ensure that the region and its riders can be confident we are making progress towards a joint vision.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Gee", with a long horizontal flourish extending to the right.

Jeff Gee
Chair
Caltrain Board of Directors