

September 9, 2024

Metropolitan Transportation Commission (MTC)  
375 Beale Street, Suite 800  
San Francisco, CA 94105

**RE: City of San José's Comments on Draft Transit 2050+ Plan**

Dear MTC Staff,

The City of San José appreciates the opportunity to comment on MTC's Draft Transit 2050+ Plan ("Transit 2050+"). San José, as the largest city in Santa Clara County and the San Francisco Bay Area, supports creating a better regionwide public transit system. The City has set ambitious goals for mode shift, including transit first prioritization and transportation demand management. This letter's comments seek to better align Transit 2050+ with our City's transportation goals.

**Prioritize the San José Diridon Station to Airport Connector**

The San José Diridon Station to Airport Connector (Airport Connector) would provide quick, reliable, transit service connecting Diridon Station and San José Mineta International Airport, two major regional transportation hubs. The Airport Connector will use automated electric transit vehicles on a new dedicated guideway. The City has already entered into a pre-development agreement (PDA) process for project development and a design-build-finance-operate-maintain (DBFOM) Agreement for construction with San José Connection Partners, including Glydways and Plenary. Based on design and cost estimating to date, the Connector's transit technology can provide many of the transit services done by automated people movers or light rail systems at less than half of their construction cost. The Connector will prove out the technology for potential use in other projects across the Bay Area and the country.

Currently, Transit 2050+ categorizes the Airport Connector as a "fiscally unconstrained project" which are considered concepts for further exploration but does not commit to regional investment. While the plan acknowledges the existence of the project, it underrepresents the immense regional value and progress that the project has made including the procurement of our private partner, development of conceptual design for an initial study alignment, and a comprehensive feasibility report. The project is currently applying for environmental and design funding from Federal and State sources. Now is the time this project needs to be recognized in the regional transit investment blueprint for it to succeed.

The Airport Connector serves as a regional opportunity to significantly enhance multimodal connections and facilitate service integration between the two great rail and air hubs in the Capital of Silicon Valley. MTC has historically invested in airport connector projects such as the 2014 BART

Oakland Airport Connector project, which received 30% of its full cost from regional funds.<sup>1</sup> It would be appropriate then that MTC also ensures that Transit 2050+ reflects the priority and need for regional investment on this transformative project in San José.

The City strongly recommends that MTC move the Airport Connector project from the Fiscally Unconstrained Project to the Long-Term Priority category in Transit 2050+ or add it to a categorical element.

### **Ensure Diridon Station is Programmed for Near-Term Investment**

Diridon Station is already the primary transit station in the south San Francisco Bay Area. It serves Caltrain, Capitol Corridor, Altamont Corridor Express, and Amtrak passenger rail, as well as Santa Clara Valley Transportation Authority (VTA) light rail and bus services. In the future, Diridon Station will also be home to California High-Speed Rail, BART and the proposed Airport Connector service, in addition to expanded service for Caltrain, Capitol Corridor, and Altamont Corridor Express. With these new transit and rail connections, Diridon Station is expected to become one of the busiest passenger rail stations in the western United States.

To effectively accommodate planned activity and future service needs, Diridon Station must be reconfigured, expanded, and upgraded to provide adequate capacity, functionality, and seamless interconnectivity for passengers.

Recognizing this once-in-a-generation opportunity, the California High-Speed Rail Authority, Caltrain, the City of San José, MTC, and VTA, collectively referred to as the (Partner Agencies), are working together on the Diridon Station project. The collaborative effort among the Partner Agencies was memorialized through a cooperative agreement executed in August 2020. Through this effort, the Partner Agencies aim to transform a small and aging station facility – one primarily accessed by car and with 17,000 riders per day – into a modern and efficient multimodal transportation hub serving over 100,000 riders per day by 2040.

We understand that MTC intends to include funding for Diridon Station in a programmatic category under Transit 2050+. We appreciate this intention, given the Station’s regional and statewide significance, and request that this programmatic funding be clarified in the plan.

Once again, thank you for the opportunity to provide comments on this groundbreaking regional plan. For any inquiries regarding our comments, please reach out to Ramses Madou at [ramses.madou@sanjoseca.gov](mailto:ramses.madou@sanjoseca.gov). Thank you for your consideration.

Sincerely,



John Ristow, Director  
Department of Transportation

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<sup>1</sup> Alameda CTC, Project Fact Sheet [https://www.alamedactc.org/wp-content/uploads/2018/12/ACTIA6030\\_BARTOaklandAirportConnector\\_factsheet.pdf](https://www.alamedactc.org/wp-content/uploads/2018/12/ACTIA6030_BARTOaklandAirportConnector_factsheet.pdf)

September 11, 2024

To: Metropolitan Transportation Commission Planning Committee

Subject: Planning Committee Agenda Item 9a Transit 2050+ Draft Project Performance and Draft Network

Planning Committee Members:

The City of Berkeley Parks, Recreation and Waterfront Department is responsible for the City of Berkeley's management of the WETA Berkeley-San Francisco Ferry Service Expansion Project (ID 2602), "Project". I am writing on behalf of the City of Berkeley (City) to express our concern regarding the exclusion of the Berkeley Ferry Service from the draft of the Regional Transportation Plan, Plan Bay Area 2050+, being presented to the Planning Committee on September 13, 2024.

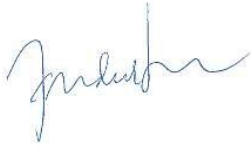
At the Regional Network Management Council Meeting on July 22, MTC staff presented a draft of Plan Bay Area 2050+ that did not include the Berkeley Ferry Service, a project that has historically been included in previous versions of Plan Bay Area, has secured over eleven million in funding, and is currently under environmental review. On July 9, 2024, the City submitted a letter to MTC with comments and questions on the draft Project Performance and Network (attached). Although the receipt of the letter was acknowledged, the City has received no response to the questions raised in this letter. Along with several other organizations, the City of Berkeley has requested that MTC include this project in the next draft since the project is not duplicative of other transit service and is cost effective – the two reasons that a project can be excluded from Plan Bay Area 2050+.

We understand that this is not the final draft and continue to urge MTC to include the Berkeley Ferry Service in the next and final draft that it expects to take to the MTC Commission in December.

Excluding the Berkeley Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Berkeley ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. Additionally, the Draft Plan Bay Area 2050+ currently has a three-point Greenhouse Gas gap that must be closed by advancing climate-friendly investments in the final phase. The Berkeley Ferry terminal is being designed to serve an all-electric, zero-emission ferry. This will be the first ferry terminal purposely built solely for electric service in the San Francisco Bay.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "F. Scott Ferris".

F. Scott Ferris

Director, Parks, Recreation and Waterfront Department

Attachment: July 9, 2024 letter from City of Berkeley; Subject: City of Berkeley response to the Transit 2050 and Plan Bay Area 2050+ Draft Project Performance & Draft Transit Network

CC: Seamus Murphy, WETA Executive Director  
Lauren Gularte, WETA Government & Regulatory Affairs Manager  
Michael Gougherty, WETA Director of Planning  
Kristen Villanueva, ACTC Director of Planning  
Kara Vuicich, MTC Transit 2050+ Co-Project Manager



Office of the Director, Parks, Recreation & Waterfront

July 9, 2024

Kara Vuicich  
Transit 2050+ Co-Project Manager  
Metropolitan Transportation Commission  
[kvuicich@bayareametro.gov](mailto:kvuicich@bayareametro.gov)

Kristen Villanueva  
Director of Planning  
Alameda County Transportation Commission  
[kvillanueva@alamedactc.org](mailto:kvillanueva@alamedactc.org)

Subject: City of Berkeley response to the Transit 2050+ and Plan Bay Area 2050+: Draft Project Performance & Draft Transit Network related to the WETA Berkeley-San Francisco Ferry Service Expansion Project (ID 2602)

Ms. Vuicich and Ms. Villanueva:

I am responding to the Transit 2050+ and Plan Bay Area 2050+: Draft Project Performance and Network and Draft Project Performance Findings (Draft) as it relates to the WETA Berkeley-San Francisco Ferry Service Expansion Project (ID 2602). The Parks, Recreation and Waterfront Department is responsible for the City of Berkeley's management of this project. We have reviewed and are concerned about the re-classification of the Berkeley-San Francisco Ferry Service Expansion Project from a Near-Term project to a 'Vision' project. Please find herein our comments and questions regarding the Draft and its implications:

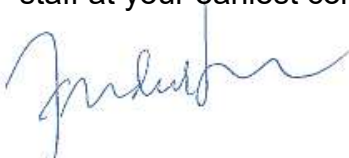
1. We are trying to understand why projects with lower benefit/cost ratios and less equity advancement were prioritized over the WETA Berkeley-San Francisco Ferry Service Expansion Project. **Therefore, we are asking for a priority ranked list of all 54 projects analyzed, including all relevant quantitative scoring criteria.**
2. In the Plan Bay Area 2050 Performance Report, the WETA Berkeley-San Francisco Ferry Service Expansion Project was found to advance equity under the "Rising Tides Falling Fortunes" scenario; in the 2050+ Draft Project Performance Table the Project was found to challenge equity under this same scenario. **What change in the input factors or methodology explains this significant change?**
3. Identified Gap: **Please explain why the WETA Berkeley-San Francisco Ferry Service Expansion Project does not serve an identified Gap.** MTC has identified the link between the East Bay and San Francisco as a service/capacity gap for peak and non-peak periods. Providing a new alternative means of transportation between Berkeley and San Francisco would directly reduce the existing demand between both the Berkeley-Downtown Oakland and Downtown Oakland-Downtown San Francisco links. The proposed Berkeley-San Francisco Ferry Service has been described as the 'missing link' in the San Francisco Bay ferry system, and was included as Tier 1 Project in the recently adopted WETA 2050 Service Vision and Expansion Policy. The Alameda

County Community-Based Transportation Plan 2020 identified the Berkeley-SF Ferry as a priority project that will increase access within and to the CBTP study area or otherwise protect the community from goods movement impacts (p.7-13).

4. Capital Funding: **What is the methodology for determining the shovel-readiness of the Project given the long-range planning horizon?** The WETA Berkeley-San Francisco Ferry Service Expansion Project has secured 100% of design and environmental phase funding (\$11.1M), and anticipates having bid-ready, permitted Project plans in spring, 2027. Was this existing funding considered in the Capital Funding analysis?
5. The Draft notes that the Plan currently has a three-point GHG gap that must be closed. The Berkeley-San Francisco Ferry Service Expansion Project is for an entirely electric, zero-emission ferry service. This would be the first purpose-built electric ferry terminal in the entire Bay Area.
  - a. **Was this aspect of the Project considered in the Benefit-Cost Ratio calculations for the 'Clean and Green' scenario?**
  - b. **Was this aspect of the Project considered in the overall priority ranking of projects?**
6. Will 'Vision' Projects be included in future (2026 and beyond) MTC Transportation Improvement Program Project lists, which is required in order for them to be eligible to compete for federal funding in future years?
7. **Please confirm the timeline for the 'next steps'.** At this time, does MTC plan to present the Draft Project Performance findings to RNM on July 22nd and MTC Policy Advisory Council on July 23rd?

The City understands that the fiscally-constrained Transit 2050+ Network must make difficult decisions regarding prioritization of new transportation projects. The WETA Berkeley-San Francisco Ferry Service Expansion Project would provide a new zero-emission transportation link in the diverse and underserved West Berkeley area. Design and environmental permitting for this Project is fully funded and underway, and the Project has the 8th best benefit/cost ratios of the 54 projects considered. The Project is expected to be fully permitted and bid-ready in in 2027. We urge you to reconsider excluding this critical project from the Draft Network.

Given MTC's plan to release this information publicly in advance of the July RNM Council meeting, we would like to request an opportunity for City staff to review these issues with MTC staff at your earliest convenience. Please contact me at [sferris@berkeleyca.gov](mailto:sferris@berkeleyca.gov)



F. Scott Ferris  
Director, Parks, Recreation, and Waterfront Department



# PORT OF REDWOOD CITY

*Serving Silicon Valley*

**Port Commissioners**  
Chu Chang  
Mike Claire  
Dani Gasparini  
Stan Maupin  
Nancy C. Radcliffe

September 11, 2024

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Subject: Planning Committee Agenda Item 9a Transit 2050+: Draft Project Performance and Draft Network

Planning Committee Members:

I am writing on behalf of the Port of Redwood City to express our concern regarding the exclusion of the Redwood City Ferry Service from the draft of the Regional Transportation Plan, Plan Bay Area 2050+, being presented to the Planning Committee on September 13, 2024. MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

At the Regional Network Management Council Meeting on July 22, MTC staff presented a draft of Plan Bay Area 2050+ that did not include the Redwood City Ferry Service, a project that has historically been included in previous versions of Plan Bay Area, has secured tens of millions in funding, and is currently under environmental review. Along with several other organizations, the Port of Redwood City provided a letter (see attachment A) and comments at the Regional Network Management Council meeting in July, voicing our concerns about the exclusion of the Redwood City Ferry Service and requested that MTC to include this project in the next draft since the project is not duplicative of other transit service and is cost effective – the two reasons that a project can be excluded from Plan Bay Area 2050+.

We understand that this is not the final draft and continue to urge MTC to include the Redwood City Ferry Service in the next and final draft that it expects to take to the MTC Commission in December.

As we stated in our previous letter, excluding the Redwood City Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for “ferry only” funding to support the Redwood City ferry service if it is not included in the region’s transportation plan. This includes federal funds that can be leveraged for the region.

The Redwood City Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Committee to include the Redwood City Ferry Service in the next and final draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,



Kristine A. Zortman  
Executive Director

675 Seaport Boulevard, Redwood City, CA 94063 | 650-306-4150 | [info@redwoodcityport.com](mailto:info@redwoodcityport.com)

**Planning Committee**  
**September 13, 2024**

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**Public Comment Received**  
**Agenda Item 9a**



# PORT OF REDWOOD CITY

*Serving Silicon Valley*

**Port Commissioners**  
Richard S. Claire  
Ralph A. Garcia, Jr.  
Lorianna Kastrop  
Stan Maupin  
Nancy C. Radcliffe

July 19, 2024

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service in Plan Bay Area 2050+

Honorable Commissioners,

I am writing on behalf of the Port of Redwood City to express our disagreement with the exclusion of the Redwood City Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. This oversight is a critical detriment to the emergency preparedness of the region, as the Port serves as a FEMA Federal Staging Area for the entire south San Francisco Bay, from which the ferry service will facilitate the deployment of first responders and resources after a catastrophic event. As you know, MTC is developing this comprehensive, financially constrained plan, which lays out a \$1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Plan Bay Area 2050+ integrates strategies for transportation, housing, the economy, and the environment to guide the region toward an affordable, connected, diverse, healthy, and vibrant future by 2050.

It has come to our attention that the current draft, which will be presented to the Regional Network Management Council on Monday, July 22, does not include the Redwood City Ferry Service—a project that has historically been included in previous versions of Plan Bay Area, has secured tens of millions in funding, and is currently under environmental review. Projects can be excluded from Plan Bay Area if it is duplicative of other transit or is not cost effective. Neither of these are the case for the Redwood Ferry Service project. The exclusion of this project is an oversight, and we urge this Council to ensure that the Redwood Ferry Service project is included in the next draft of this document.

The Redwood City Ferry service is not a duplicative proposed transit service. Both the Redwood Ferry Service Business and Feasibility Plans evaluated two versions of the Redwood City Ferry service, including one from Oakland to Redwood City which provides a new transit link between the East Bay and Redwood City. No other transit agency currently operates or has plans to develop a direct transit link between these two locations. The Redwood City ferry service creates an opportunity for workers in the East Bay to seek employment with large businesses on the peninsula near the proposed ferry terminal. This is not currently feasible by public transit and is now an extremely long and difficult commute by single occupancy vehicles.

None of the other transit agencies provide unimpeded access from the South Bay to San Francisco, East Bay or North Bay in the event of a major earthquake or catastrophic event to facilitate provision of emergency supplies, services and first responders by water to impacted areas. The Port of Redwood City is a FEMA-designated staging area for Bay Area emergency services and hosts annual multi-agency preparedness drills. In addition, the Redwood City ferry service is critical to ensure equitable distribution of emergency services to South Bay residents.

675 Seaport Boulevard, Redwood City, CA 94063 | 650-306-4150 | [info@redwoodcityport.com](mailto:info@redwoodcityport.com)



## Attachment A

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar to other transit modes carrying passengers along important long-distance trips, many of which would otherwise be completed in cars adding to congestion and greenhouse gas emissions. In fact, it has the sixth lowest cost per passenger mile among the region's 20-plus transit operators.

We understand that Plan Bay Area 2050+ is fiscally constrained, however, the Redwood City Ferry Service will be funded with sources that can only be used for ferry transit projects and will not take away funding from other projects in the region. These specific funding sources include \$15 million from San Mateo County Measure A specifically for the Redwood Ferry Service project, an allocation of SF Bay Ferry's Regional Measure 3 capital funds and potential funding from federal ferry programs including the Federal Transit Administration (FTA) Passenger Ferry Grant Program, the FTA Electric/Low Emission Ferry Program, and the Federal Highway Administration Ferry Boat Program. All of these federal ferry programs, which can only be used on eligible public ferry projects, require that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan.

Excluding the Redwood City Ferry service from Plan Bay Area 2050+ reduces the amount of funding coming to the region and reduces mode shift to transit. SF Bay Ferry will not be able to apply for "ferry only" funding to support the Redwood City ferry service if it is not included in the region's transportation plan. This includes federal funds that can be leveraged for the region. In terms of mode shift, SF Bay Ferry was the fastest-growing transit system in the region prior to the pandemic and has been the fastest to recover. As of July 2024, SF Bay Ferry is carrying nearly 90% of its pre-pandemic riders. People are choosing to ride the ferry for a variety of reasons. SF Bay Ferry has aligned its fares with other transit modes, becoming a travel mode of choice for riders from all income categories. It also has the highest customer satisfaction rating of any transit system in the country and was the first transit operator in the region to fully restore service following the pandemic, making equity-focused, ridership-incentivizing changes that many other operators have since adopted.

The Redwood City Ferry Service will be a vital component of our regional transportation infrastructure, providing essential transit links, enhancing emergency response capabilities, and leveraging dedicated funding sources that benefit the entire Bay Area. We urge this Council to include the Redwood City Ferry Service in the next draft of Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,



Lorianna Kastrop  
Board Chair

**Commission Chair**

Councilmember John J. Bauters  
City of Emeryville

**Commission Vice Chair**

Supervisor David Haubert, District 1

**Alameda County**

Supervisor Elisa Márquez, District 2  
Supervisor Lena Tam, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**AC Transit**

President Joel B. Young

**BART**

Director Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezy Ashcraft

**City of Albany**

Councilmember Preston Jordan

**City of Berkeley**

Councilmember Terry Taplin

**City of Dublin**

Mayor Michael McCorriston

**City of Fremont**

Mayor Lily Mei

**City of Hayward**

Mayor Mark Salinas

**City of Livermore**

Mayor John Marchand

**City of Newark**

Councilmember Luis Freitas

**City of Oakland**

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Carroll Fife

**City of Piedmont**

Mayor Jen Cavanaugh

**City of Pleasanton**

Mayor Karla Brown

**City of San Leandro**

Mayor Juan González, III

**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

September 12, 2024

**MTC Planning Committee**

375 Beale Street  
San Francisco, CA 94105

Dear MTC Planning Committee:

The Alameda County Transportation Commission (Alameda CTC) appreciates this opportunity to provide comments on MTC’s Draft Transit 2050+ Plan. Alameda CTC is strongly committed to supporting transit and we acknowledge the challenges of meeting needs across the entire region in a fiscally-constrained plan. Transit is a critical part of the transportation system in Alameda County, providing sustainable mobility and access to opportunity for residents throughout the county, and in particular to our equity priority and transit dependent communities. We appreciate that several transit projects serving Alameda County, including many of which Alameda CTC is a partner on, are included in the draft Transit 2050+ recommendations.

We are writing to reiterate comments sent to your staff on the draft Transit 2050+ recommendations and shared in staff meetings in June that have not been incorporated in the proposed network. We are concerned that a number of unaddressed recommendations are for projects led by agencies outside of the Project Management Team, leaving an unclear path and process for these projects to be included in the final plan. A summary of key comments sent in on July 1, 2024, is included below. We urge you to consider these changes for the final Transit 2050+ network.

**WETA Berkeley Ferry**

We recommend including the WETA Berkeley Ferry in the fiscally-constrained Regional Transportation Plan. It is currently in the “vision” list, which severely limits its ability to advance toward completion before the next regional plan is adopted.

The WETA Berkeley Ferry would provide a new zero-emission transportation link in the diverse and underserved West Berkeley area. According to MTC’s own assessment, this project has the 8th best benefit/cost ratios of the over 50 projects considered, and MTC has identified the link between the East Bay and San Francisco as a service/capacity gap for this highly congested transbay corridor.

The Project is expected to be fully permitted and bid-ready as early as 2027, well before the next regional transportation plan is adopted. Shovel-readiness has been noted by MTC staff as a factor for being in this regional plan. The WETA

Berkeley Ferry Project has secured 100% of design and environmental phase funding (\$11.1M), including money from Regional Measure 3 (RM3) allocated in July, and Alameda CTC Measure BB funds. Projects much be in the fiscally-constrained plan to complete the environmental process, so not including the project in Plan Bay Area 2050+ would have significant impacts on the project's ability to advance.

Projects typically must be in the fiscally-constrained Regional Transportation Plan in order to compete for many regional, state and federal funds. In addition, projects must be included in the adopted Regional Transportation Plan to receive funding from RM3. With significant funding already identified and explicitly tied to WETA expansion projects in RM3, excluding this project places it in jeopardy of not being able to advance through major project milestones and not being eligible for competitive grants, many of which are specific to ferry services.

### **Interregional Rail Projects**

Specifically, regarding interregional rail investments, we would like to note that many projects across the recommended network categories or not recommended for the fiscally-constrained plan are in various stages of project development. In particular, ACE Frequency, Valley Link, and South Bay Connect all have existing environmental processes and timelines that should be taken into consideration for the final recommendations to ensure projects are able to continue to advance along project development and delivery milestones. We appreciate that MTC staff committed during meetings this summer to making technical amendments to PBA 2050+ if projects can advance more quickly than their 'bin assignment' would suggest in order to not delay projects.

### **AC Transit Rapid Network**

We continue to encourage MTC to work with AC Transit to identify elements of the AC Transit Rapid Network that can advance in the near-term to provide high-quality transit service and support climate and equity goals. Our understanding is that MTC is working with AC Transit to refine that recommendation for inclusion in the final plan.

Again, we appreciate the opportunity to comment and look forward to working with MTC and our partner transit agencies to refine the recommendations. A high quality and connected transit system is vital for Alameda County and has been prioritized in our local transportation plans and funding. We are committed to supporting the advancement of these projects that create critical transit connections in our county, the region, and Northern California megaregion.

Sincerely,



Carolyn Clevenger  
Deputy Executive Director of Planning and Policy  
Alameda County Transportation Commission

September 12, 2024

Metropolitan Transportation Commission (MTC)  
375 Beale Street, Suite 800  
San Francisco, CA 94105

RE: Transbay Joint Powers Authority's Comments on the Transit 2050+: Draft Project Performance and Draft Network

Dear MTC Staff,

Thank you for the opportunity to provide comments on the Transit 2050+: Draft Project Performance and Draft Network plan. We appreciate your comprehensive performance review of existing and future transit projects for a more integrated, improved and efficient Bay Area transportation system that will provide greater transit benefits by improving customer experience, transit frequency and connectivity along with speed and reliability. As the Joint Powers Agency (composed of local, regional and state members) charged with delivering The Portal, a transformative infrastructure investment of local and federal importance, we seek to provide insight on our project's benefits that are not quite apparent in the assessment results.

- While we appreciate being listed as a long-term fiscally-constrained project, projects under this category fall under an opening year of 2036 to 2050. The Portal has an expected revenue service date of 2033 with the latest date of service as 2035.
- The completed multimodal Salesforce Transit Center (the Center) and the neighborhood that has been created because of the Transbay Project reflects a successful transit-oriented neighborhood surrounded by mixed-used development, including millions of square feet of commercial space and over 4,000 residential units with 35% affordable housing.
- The Portal's two future stations (4<sup>th</sup> and Townsend and the two-level basement already built in the Center) are within equity priority communities along with the bus service connections from the East Bay.
- When delivered, The Portal will connect eight (8) transit bus systems to Caltrain's 77-mile electrified system and to California High Speed Rail's system, which is estimated to serve over 90,000 average daily riders and connect the Bay Area and State of California with electrified rail.
- In the next cycle review we believe a different lens of review assessment should be applied to major rail projects to adequately reflect their diverse benefits when compared to other transit systems.

In May, The Portal received a federal commitment of \$3.38 billion from the Federal Transit Administration's (FTA's) Capital Investment Grants program when it was advanced into the Engineering phase of the federal grantmaking process. We appreciate MTC's continued support and prioritization of The Portal to ensure we can leverage funding from all levels of government as we seek our last remaining matching funds to sign a Full Funding Grant Agreement with the FTA in 2027.

Thank you for your consideration.

Best,



Adam Van de Water  
Transbay Joint Powers Authority