

Mayor Jeff Gee
Vice Mayor Lissette Espinoza-Garnica

Council Members
Alicia C. Aguirre
Kaia Eakin
Diane Howard
Elmer Martinez Saballos
Chris Sturken



1017 MIDDLEFIELD ROAD
Redwood City, California 94063
Telephone (650) 780-7220
www.redwoodcity.org

December 2, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Terminal and Service Project in the final version of Plan Bay Area 2050+

MTC Planning Committee Members and Regional Network Management Council Members:

I am writing on behalf of the City Council of Redwood City to express our concern regarding exclusion of the Redwood City Ferry Terminal and Service Project from the Regional Transportation Plan, Plan Bay Area 2050+, which will be presented to the Planning Committee and the Regional Network Management Council on December 13, and December 16 respectively. **We urge the Planning Committee and the Regional Network Management Council to reconsider this decision and require that the Redwood City Ferry Terminal and Service Project remain in the final version of the plan.**

The Redwood City Ferry Terminal and Service Project fills a missing link in the regional transit system by providing a direct transit connection between the east bay and Redwood City and central and south San Mateo County, allowing Bay Area residents to access a broader job market and resources.

The Redwood City Ferry Terminal and Service Project has been included in previous versions of Plan Bay Area. The Project is currently under environmental review which is scheduled to be complete in January 2026 with engineering design and construction starting soon after. The City has planned and invested in first-last mile connection projects to the future Ferry Terminal and actively seeks funding to upgrade multi-modal connections to this important future destination. Additionally, the City recently applied for a Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail grant program to enhance Bay Trail connections to the ferry site.

Based on staff level discussions, the Redwood City Ferry Terminal and Service Project has been removed from the list of projects in order to “balance” this financially constrained plan. This project is partially funded with federal and regional funding sources that are only available to ferry projects (“ferry only funding”). While the project currently has some level of funding through the San Mateo County

Transportation Authority and a state budget earmark, the project needs funding from the Federal Transit Administration's (FTA) Passenger Ferry Grant Program to close the gaps and to be fully funded. FTA's Passenger Ferry Grant Program requires that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan. Please note that all of the above-mentioned funds can only be used to fund ferry projects and cannot be used to support other projects in Plan Bay Area 2050+.

Removing the Redwood City Ferry Terminal and Service Project from the list of fiscally constrained projects prevents us from seeking federal funding allocated to ferry-only projects and reduces the amount of federal funding the region can secure.

The Redwood City Ferry Terminal and Service Project will be a vital component of our regional transportation infrastructure, providing an essential east-west transit link, connecting Bay Area communities with more jobs and resources and leveraging dedicated ferry-only federal funding sources that benefit the entire Bay Area. **We urge this Committee and Council to require that the Redwood City Ferry Terminal and Service Project remain in the final version Plan Bay Area 2050+.**

Thank you for your consideration. If you have any questions, please contact our Engineering and Transportation Director, Tanisha Werner at (650) 780-7370 or twerner@redwoodcity.org.

Sincerely,



Jeff Gee
Mayor, City of Redwood City

December 3, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service and Terminal Project in the final version of Plan Bay Area 2050+

MTC Planning Committee Members and Regional Network Management Council Members:

San Francisco Bay Ferry is writing to express our concern regarding the continued exclusion of the Redwood City Ferry Terminal and Service Project from the Regional Transportation Plan, Plan Bay Area 2050+, which will be presented to the Planning Committee and the Regional Network Management Council on December 13, and December 16 respectively. Along with a coalition of more than ten other organizations whose letters are attached, we urge the Planning Committee and the Regional Network Management Council to reconsider this decision and require that the Redwood City Ferry Terminal and Service Project remain in the final version of the plan.

The Redwood City Ferry Terminal and Service Project has been included in previous versions of Plan Bay Area, has secured tens of millions in funding and is currently under environmental review which is scheduled to be complete in January 2026 with construction starting soon after.

Based on staff level discussions, the Redwood City Ferry Terminal and Service Project has been removed from the list of projects in order to “balance” this financially constrained plan. The Redwood City Ferry Service and Terminal Project is funded with federal and regional funding sources that are **only** available to ferry projects (“ferry only funding”) and fills a missing link in the regional transit system by providing the only direct transit connection between the east bay and the growing employment center in and around Redwood City, allowing residents from Oakland, Alameda and other east bay cities to access high paying, technology based jobs.

The funding plan for the Redwood City Ferry Service and Terminal Project includes \$15M specifically dedicated to this project from the San Mateo County Transportation Authority, a \$5M state budget earmark, an allocation of SF Bay Ferry’s Regional Measure 3 capital funds and expected funding from the Federal Transit Administration’s (FTA) Passenger Ferry Grant Program. All of these funds can only be used to fund ferry projects and cannot be used to support other projects in Plan Bay Area 2050+.

Additionally, FTA’s Passenger Ferry Grant Program requires that proposed projects are included in the Metropolitan Planning Organization’s Regional Transportation Plan. Removing the Redwood City Ferry Service and Terminal Project from the list of fiscally constrained projects does not make room for other projects and does not detract any funding from any other projects. Instead, it prevents SF Bay Ferry from seeking **ferry only** federal funding and reduces the amount of federal funding the region can secure. MTC should be looking for ways to increase the capacity of funding instead of taking actions to reduce it.

The Redwood City Ferry Terminal and Service Project will be a vital component of our regional transportation infrastructure, providing an essential east west transit link connecting disadvantaged communities with high paying jobs and leveraging dedicated ferry only funding sources that benefit the entire Bay Area. We urge this Committee and Council to require that the Redwood City Ferry Service and Terminal Project remain in the final version Plan Bay Area 2050+.

Thank you for your consideration. If you have any questions, please contact Lauren Gularte at gularte@watertransit.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Seamus Murphy', with a stylized flourish at the end.

Seamus Murphy
Executive Director

KEVIN MULLIN
15TH DISTRICT, CALIFORNIA

1528 SOUTH EL CAMINO REAL
SUITE 307
SAN MATEO, CA 94402
(650) 342-0300

1404 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0515
(202) 225-3531

kevinmullin.house.gov
Twitter.com/RepKevinMullin
Facebook.com/CongressmanKevinMullin
Instagram.com/repkevinmullin

Congress of the United States
House of Representatives
Washington, DC 20515-0515

COMMITTEE ON NATURAL RESOURCES
SUBCOMMITTEE ON ENERGY AND MINERAL RESOURCES
SUBCOMMITTEE ON WATER, WILDLIFE, AND FISHERIES

COMMITTEE ON SCIENCE, SPACE,
AND TECHNOLOGY
SUBCOMMITTEE ON RESEARCH AND TECHNOLOGY
SUBCOMMITTEE ON INVESTIGATIONS AND OVERSIGHT

November 26, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service and Terminal Project in the final version of Plan Bay Area 2050+

MTC Planning Committee Members and Regional Network Management Council Members:

I write to express my deep concern about the continued exclusion of the Redwood City Ferry Terminal and Service Project from the Regional Transportation Plan, Plan Bay Area 2050+, which will be presented to the Planning Committee and the Regional Network Management Council on December 13, and December 16 respectively.

In 2021, while serving in the California State Assembly, I obtained funding in the amount of \$5M as a Members Request for the City of Redwood City to support the construction of the ferry terminal. During the negotiations in the State Legislature which led to the ballot initiative for RM 3, Assemblymember Marc Berman, then-State Senator Jerry Hill, and I specifically advocated for designated funding for expanded ferry service. And during my time on the South San Francisco City Council I was a staunch advocate for the South San Francisco Terminal.

Completing Redwood City Ferry Terminal is crucial for San Mateo County and the region. The Project has been included in previous versions of Plan Bay Area, has secured tens of millions in funding and is currently under environmental review which is scheduled to be complete in January 2026, with construction starting soon after.

Based on staff level discussions, the Redwood City Ferry Terminal and Service Project has been removed from the list of projects to “balance” this financially constrained plan. The Redwood City Ferry Service and Terminal Project is funded with federal and regional funding sources that are **only** available to ferry projects (“ferry only funding”) and fills a missing link in the regional transit system by providing the only direct transit connection between the east bay and the growing employment center in and around Redwood City, allowing residents from Oakland, Alameda and other east bay cities to access high paying, technology based jobs.

PRINTED ON RECYCLED PAPER

The funding plan for the Redwood City Ferry Service and Terminal Project includes \$15M specifically dedicated to this project from the San Mateo County Transportation Authority, the aforementioned \$5M state budget earmark, an allocation of SF Bay Ferry's Regional Measure 3 capital funds and expected funding from the Federal Transit Administration's (FTA) Passenger Ferry Grant Program. All these funds can only be used to fund ferry projects and cannot be used to support other projects in Plan Bay Area 2050+.

Additionally, FTA's Passenger Ferry Grant Program requires that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan. Removing the Redwood City Ferry Service and Terminal Project from the list of fiscally constrained projects does not make room for other projects and does not detract any funding from any other projects. Instead, it prevents SF Bay Ferry from seeking *ferry only* federal funding and reduces the amount of federal funding the region can secure. MTC should be looking for ways to increase the capacity of funding instead of taking actions to reduce it.

The Redwood City Ferry Terminal and Service Project will be a vital component of our regional transportation infrastructure, providing an essential east west transit link connecting disadvantaged communities with high paying jobs and leveraging dedicated ferry only funding sources that benefit the entire Bay Area. I respectfully request that the Planning Committee and the Regional Network Management Council reconsider this decision and require that the Redwood City Ferry Terminal and Service Project remain in the final version of the plan.

Thank you for your consideration.

Sincerely,



KEVIN MULLIN
Member of Congress

KM:mr



November 27, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Inclusion of Redwood City Ferry Service and Terminal Project in the final version of Plan Bay Area 2050+

MTC Planning Committee Members and Regional Network Management Council Members:

It has come to my attention that the Redwood City Ferry Service has been excluded from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. I urge the Planning Committee and the Regional Network Management Council to require that the Redwood City Ferry Terminal and Service Project remain in the final version of the plan.

The Redwood City Ferry Terminal Project

The Redwood City Ferry Terminal Project is a plan to create public ferry service to the mid-peninsula with Redwood City representing the southernmost hub for the San Francisco Bay Ferry system. This service will provide a transportation alternative connecting the mid-peninsula to San Francisco and the East Bay. The project fills a missing link in the regional transit system by providing the only direct transit connection between the east bay and the growing employment center in and around Redwood City, allowing residents from Oakland, Alameda and other east bay cities to access high paying, technology based jobs. **No other transit agency currently operates or has plans to develop a direct transit link between these two locations.**

The project, which has historically been included in previous versions of Plan Bay Area, is currently under environmental review, which is scheduled to be completed in January 2026.

Negative Consequences for Federal & Regional Funding if Excluded

The Federal Transit Administration (FTA) Passenger Ferry Grant Program requires proposed projects to be included in the Metropolitan Planning Organization's Regional Transportation Plan. Removing the Redwood City Ferry Service and Terminal Project from the list of fiscally constrained projects does not have the intended effect of supporting other projects, as the funding available is for **ferry only projects**. Instead, the exclusion has the opposite effect of

impeding SF Bay Ferry from seeking ferry only federal funding which ultimately reduces the amount of federal funding the region can secure.

The Redwood City Ferry Terminal and Service Project will be a vital component of our regional transportation infrastructure, providing an essential east west transit link connecting disadvantaged communities with high paying jobs and leveraging dedicated ferry only funding sources that benefit the entire Bay Area.

I urge this Committee and Council to include the Redwood City Ferry Service and Terminal Project in the final version Plan Bay Area 2050+.

Sincerely,

A handwritten signature in black ink, appearing to read 'Diane Papan', with a stylized flourish at the end.

Diane Papan
Assemblymember, 21st District



PORT OF REDWOOD CITY

Serving Silicon Valley

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

November 26, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service and Terminal Project in the final version of Plan Bay Area 2050+

MTC Planning Committee Members and Regional Network Management Council Members:

I am writing on behalf of Port of Redwood City (Port) to express our concern regarding the exclusion of the Redwood City Ferry Service from the current draft of the Regional Transportation Plan, Plan Bay Area 2050+. This oversight is critical in the emergency preparedness of the region. The Port serves as a FEMA Federal Staging Area for the entire south San Francisco Bay, which the ferry service will facilitate the deployment of first responders and resources after a catastrophic event. We urge the Planning Committee and the Regional Network Management Council to reconsider this decision and require that the Redwood City Ferry Terminal and Service Project remain in the final version of the plan.

Additionally, the Redwood City Ferry Terminal and Service Project has been included in previous versions of Plan Bay Area, has secured tens of millions in funding and is currently under environmental review which is scheduled to be completed in January 2026 with construction starting soon after.

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.

From a cost-efficiency standpoint, SF Bay Ferry operates at a cost per passenger mile similar with 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.

Finally, there is currently no passenger ferry service anywhere in the South Bay. Establishing a ferry service in this area is critical to ensure the equitable distribution of emergency services. The Redwood City Ferry service enhances emergency preparedness by enabling the movement of first responders and supplies by water after a catastrophic event.

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,



Kristine A. Zortman
Executive Director

675 Seaport Boulevard, Redwood City, CA 94063 | 650-306-4150 | info@redwoodcityport.com

Mayor Jeff Gee
Vice Mayor Lissette Espinoza-Garnica

Council Members
Alicia C. Aguirre
Kaia Eakin
Diane Howard
Elmer Martinez Saballos
Chris Sturken



1017 MIDDLEFIELD ROAD
Redwood City, California 94063
Telephone (650) 780-7220
www.redwoodcity.org

December 2, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Terminal and Service Project in the final version of Plan Bay Area 2050+

MTC Planning Committee Members and Regional Network Management Council Members:

I am writing on behalf of the City Council of Redwood City to express our concern regarding exclusion of the Redwood City Ferry Terminal and Service Project from the Regional Transportation Plan, Plan Bay Area 2050+, which will be presented to the Planning Committee and the Regional Network Management Council on December 13, and December 16 respectively. **We urge the Planning Committee and the Regional Network Management Council to reconsider this decision and require that the Redwood City Ferry Terminal and Service Project remain in the final version of the plan.**

The Redwood City Ferry Terminal and Service Project fills a missing link in the regional transit system by providing a direct transit connection between the east bay and Redwood City and central and south San Mateo County, allowing Bay Area residents to access a broader job market and resources.

The Redwood City Ferry Terminal and Service Project has been included in previous versions of Plan Bay Area. The Project is currently under environmental review which is scheduled to be complete in January 2026 with engineering design and construction starting soon after. The City has planned and invested in first-last mile connection projects to the future Ferry Terminal and actively seeks funding to upgrade multi-modal connections to this important future destination. Additionally, the City recently applied for a Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail grant program to enhance Bay Trail connections to the ferry site.

Based on staff level discussions, the Redwood City Ferry Terminal and Service Project has been removed from the list of projects in order to “balance” this financially constrained plan. This project is partially funded with federal and regional funding sources that are only available to ferry projects (“ferry only funding”). While the project currently has some level of funding through the San Mateo County

Transportation Authority and a state budget earmark, the project needs funding from the Federal Transit Administration's (FTA) Passenger Ferry Grant Program to close the gaps and to be fully funded. FTA's Passenger Ferry Grant Program requires that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan. Please note that all of the above-mentioned funds can only be used to fund ferry projects and cannot be used to support other projects in Plan Bay Area 2050+.

Removing the Redwood City Ferry Terminal and Service Project from the list of fiscally constrained projects prevents us from seeking federal funding allocated to ferry-only projects and reduces the amount of federal funding the region can secure.

The Redwood City Ferry Terminal and Service Project will be a vital component of our regional transportation infrastructure, providing an essential east-west transit link, connecting Bay Area communities with more jobs and resources and leveraging dedicated ferry-only federal funding sources that benefit the entire Bay Area. **We urge this Committee and Council to require that the Redwood City Ferry Terminal and Service Project remain in the final version Plan Bay Area 2050+.**

Thank you for your consideration. If you have any questions, please contact our Engineering and Transportation Director, Tanisha Werner at (650) 780-7370 or twerner@redwoodcity.org.

Sincerely,



Jeff Gee
Mayor, City of Redwood City



November 26, 2024

APRIL CHAN
EXECUTIVE DIRECTOR

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

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

MTC Planning Committee Members and Regional Network Management Council Members:

I am writing on behalf of the San Mateo County Transportation Authority (TA) to express our concern regarding the exclusion of the Redwood City Ferry Terminal and Service Project from the Regional Transportation Plan, Plan Bay Area 2050+, which will be presented to the Planning Committee and the Regional Network Management Council on December 13, and December 16 respectively. We urge the Planning Committee and the Regional Network Management Council to reconsider this decision and require that the Redwood City Ferry Terminal and Service Project and all other San Mateo County projects (including the SamTrans Dumbarton West Connector project, a proposed busway along the Peninsula side of the Dumbarton Rail Corridor) remain in the final version of the plan.

The Redwood City Ferry Terminal and Service Project, included in previous versions of Plan Bay Area, has secured tens of millions in funding and is currently under environmental review which is scheduled to be complete in January 2026 with construction starting soon after.

The Redwood City Ferry Service and Terminal Project is funded with federal and regional funding sources that are **only** available to ferry projects (“ferry only funding”) and fills a missing link in the regional transit system by providing the only direct transit connection between the East Bay and the growing employment center in and around Redwood City, allowing residents from the East Bay to access high paying, technology based jobs.

The funding plan for the Redwood City Ferry Service and Terminal Project includes \$15 million in TA funds specifically dedicated to Ferry investments in Redwood City, a \$5 million state budget earmark, an allocation of SF Bay Ferry’s Regional Measure 3 capital funds, and expected funding from the Federal Transit Administration’s (FTA) Passenger Ferry Grant Program. All these funds can only be used to fund ferry projects and cannot be used to support other projects in Plan Bay Area 2050+.

Additionally, FTA’s Passenger Ferry Grant Program requires that proposed projects are included in the Metropolitan Planning Organization’s Regional Transportation Plan. Removing the Redwood City

SAN MATEO COUNTY TRANSPORTATION DISTRICT

1250 San Carlos Avenue

San Carlos, CA 94070 (650) 508-6200

December 13, 2024

MTC Planning Committee and ABAG Administrative Committee

Public Comment Received
Agenda Item 7c

Ferry Service and Terminal Project from the list of fiscally constrained projects does not make room for other projects and does not detract any funding from any other projects. Instead, it prevents SF Bay Ferry from seeking **ferry only** federal funding and reduces the amount of federal funding the region can secure. MTC should be looking for ways to increase the capacity of funding instead of taking actions to reduce it.

The Redwood City Ferry Terminal and Service Project will be a vital component of our regional transportation infrastructure as it will provide an essential east west transit link, connecting disadvantaged communities with high paying jobs and leveraging dedicated **ferry only** funding sources that benefit the entire Bay Area.

We urge this Committee and Council to require that the Redwood City Ferry Service and Terminal Project and all other San Mateo County projects (including the SamTrans Dumbarton West Connector project) remain in the final version of Plan Bay Area 2050+.

Thank you for your consideration. If you have any questions, please contact TA Government and Community Affairs Director, Jessica Epstein at epsteinj@samtrans.com.

Sincerely,



April Chan
Executive Director
San Mateo County Transportation Authority

Cc: San Mateo County Transportation Authority Board of Directors



November 25, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management (RNM) Council
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Inclusion of Redwood City Ferry Terminal & Service Project in Final PBA 2050+

Dear MTC Planning Committee and RNM Council Members,

On behalf of the Bay Area Council, representing over 325 major employers across the Bay Area, I am writing to express our serious concern regarding the continued exclusion of the San Francisco Bay Ferry (SF Bay Ferry) Redwood City Ferry Terminal and Service Project from the final draft of Plan Bay Area 2050+ (PBA 2050+). This project has historically been included in previous versions of Plan Bay Area, has already secured tens of millions of dollars in funding, and is currently in the environmental review stage with construction set to begin in early 2026. The Redwood City Ferry service is a critical component of our region's transit network and should absolutely be included in the final version of this plan.

The Redwood City Ferry service fills a gap in our regional transit network by providing the only direct transit connection between the East Bay and growing employment centers in and around Redwood City, allowing residents from Oakland, Alameda and other East Bay communities to easily access high paying jobs on the peninsula. We understand that MTC staff has removed this project in an attempt to balance a financially constrained plan. However, the Redwood City Ferry project is funded with federal and regional funding sources that are **only** available to ferry projects ("ferry only funding") and thus is not taking money away from any other projects in this plan. In other words, there is no justifiable reason not to include it in the plan.

The residents of San Mateo County have repeatedly taxed themselves to develop this service over many years, and it would be irresponsible of our regional transportation agency to not allow them to finally deliver this service. This project has already raised \$15M of dedicated funds from the San Mateo County Transportation Authority, a \$5M state budget earmark, an allocation of the SF Bay Ferry's Regional Measure 3 capital funds and it is expected to receive funding from the Federal Transit Administration (FTA) Passenger Ferry Grant Program. **All of these funds can only be used to fund ferry projects and cannot be used to support other projects in PBA 2050+.**

Excluding this critical project from PBA 2050+ would reduce the total amount of federal funding coming to our region. The FTA's Passenger Ferry Grant Program requires that proposed projects are included in the Regional Transportation Plan, so removing Redwood City Ferry from the list will preclude SF Bay Ferry from seeking **ferry only** federal funding. Again, this funding would not detract from other projects, but if this project is not included in the plan then it would force federal funding to bypass our region. MTC should be looking for ways to increase the capacity of funding instead of taking actions to reduce it.

Moreover, excluding this project as a regional transit priority severely undermines our region's goal of shifting people to transit. SF Bay Ferry is an incredibly popular transit service; it was the fastest growing system prior to the pandemic and it was the first system to recover almost all of its pre-pandemic

ridership since then. In fact, it is the most highly rated transit agency in the country with a 98% customer satisfaction rating. We must expand this popular mode of transit to provide clean, comfortable, and convenient travel options that are a compelling alternative to driving if we are ever going to reach our ambitious climate goals. SF Bay Ferry currently operates the nation's cleanest high-speed, high-capacity ferry fleet, and has made tremendous progress towards launching the first zero emission ferry network in the country.

The Redwood City Ferry service is a vital component of our regional transportation infrastructure, providing an essential transit connection and leveraging dedicated funding sources that benefit the entire Bay Area. We strongly urge this Committee and Council to require that the Redwood City Ferry Service and Terminal Project remain in the final version of PBA 2050+.

Sincerely,



Emily Loper
Vice President of Public Policy
Bay Area Council

November 22, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service and Terminal Project in the final version of Plan Bay Area 2050+

MTC Planning Committee Members and Regional Network Management Council Members:

I am writing on behalf of The Bay Planning Coalition to express our concern regarding the continued exclusion of the Redwood City Ferry Terminal and Service Project from the Regional Transportation Plan, Plan Bay Area 2050+, which will be presented to the Planning Committee and the Regional Network Management Council on December 13, and December 16 respectively. We urge the Planning Committee and the Regional Network Management Council to reconsider this decision and require that the Redwood City Ferry Terminal and Service Project remain in the final version of the plan.

The Redwood City Ferry Terminal and Service Project has been included in previous versions of Plan Bay Area, has secured tens of millions in funding and is currently under environmental review which is scheduled to be complete in January 2026 with construction starting soon after.

Based on staff level discussions, the Redwood City Ferry Terminal and Service Project has been removed from the list of projects in order to “balance” this financially constrained plan. The Redwood City Ferry Service and Terminal Project is funded with federal and regional funding sources that are **only** available to ferry projects (“ferry only funding”) and fills a missing link in the regional transit system by providing the only direct transit connection between the east bay and the growing employment center in and around Redwood City, allowing residents from Oakland, Alameda and other east bay cities to access high paying, technology based jobs.

The funding plan for the Redwood City Ferry Service and Terminal Project includes \$15M specifically dedicated to this project from the San Mateo County Transportation Authority, a \$5M state budget earmark, an allocation of SF Bay Ferry’s Regional Measure 3 capital funds and expected funding from the Federal Transit Administration’s (FTA) Passenger Ferry Grant Program. All of these funds can only be used to fund ferry projects and cannot be used to support other projects in Plan Bay Area 2050+.

Additionally, FTA's Passenger Ferry Grant Program requires that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan. Removing the Redwood City Ferry Service and Terminal Project from the list of fiscally constrained projects does not make room for other projects and does not detract any funding from any other projects. Instead, it prevents SF Bay Ferry from seeking **ferry only** federal funding and reduces the amount of federal funding the region can secure. MTC should be looking for ways to increase the capacity of funding instead of taking actions to reduce it.

The Redwood City Ferry Terminal and Service Project will be a vital component of our regional transportation infrastructure, providing an essential east west transit link connecting disadvantaged communities with high paying jobs and leveraging dedicated ferry only funding sources that benefit the entire Bay Area. We urge this Committee and Council to require that the Redwood City Ferry Service and Terminal Project remain in the final version Plan Bay Area 2050+.

Thank you for your consideration. If you have any questions, please contact Cameron Carr at Cameron@bayplanningcoalition.org.

Sincerely,



Cameron Carr
Director of Policy & Chief Operating Officer
Bay Planning Coalition
cameron@bayplanningcoalition.org

November 22, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service and Terminal Project in the final version of Plan Bay Area 2050+

MTC Planning Committee Members and Regional Network Management Council Members:

I am writing on behalf of Chamber San Mateo County to express our concern regarding the continued exclusion of the Redwood City Ferry Terminal and Service Project from the Regional Transportation Plan, Plan Bay Area 2050+, which will be presented to the Planning Committee and the Regional Network Management Council on December 13, and December 16 respectively. We urge the Planning Committee and the Regional Network Management Council to reconsider this decision and require that the Redwood City Ferry Terminal and Service Project remain in the final version of the plan.

The Redwood City Ferry Terminal and Service Project has been included in previous versions of Plan Bay Area, has secured tens of millions in funding and is currently under environmental review which is scheduled to be complete in January 2026 with construction starting soon after.

Based on staff level discussions, the Redwood City Ferry Terminal and Service Project has been removed from the list of projects in order to “balance” this financially constrained plan. The Redwood City Ferry Service and Terminal Project is funded with federal and regional funding sources that are **only** available to ferry projects (“ferry only funding”) and fills a missing link in the regional transit system by providing the only direct transit connection between the east bay and the growing employment center in and around Redwood City, allowing residents from Oakland, Alameda and other east bay cities to access high paying, technology based jobs.

The funding plan for the Redwood City Ferry Service and Terminal Project includes \$15M specifically dedicated to this project from the San Mateo County Transportation Authority, a \$5M state budget earmark, an allocation of SF Bay Ferry’s Regional Measure 3 capital funds and expected funding from the Federal Transit Administration’s (FTA) Passenger Ferry Grant Program. All of these funds can only be used to fund ferry projects and cannot be used to support other projects in Plan Bay Area 2050+.

Additionally, FTA’s Passenger Ferry Grant Program requires that proposed projects are included in the Metropolitan Planning Organization’s Regional Transportation Plan. Removing the Redwood City Ferry Service and Terminal Project from the list of fiscally constrained projects does not make room for other projects and does not detract any funding from any other projects. Instead, it prevents SF Bay Ferry from seeking **ferry only** federal funding and reduces the amount of federal funding the region can secure. MTC should be looking for ways to increase the capacity of funding instead of taking actions to reduce it.

The Redwood City Ferry Terminal and Service Project will be a vital component of our regional transportation infrastructure, providing an essential east west transit link connecting disadvantaged communities with high paying jobs and leveraging dedicated ferry only funding sources that benefit the

255 Shoreline Drive, Suite 150, Redwood City, CA 94065 | T 650-364-1722 | www.chambersmc.org

entire Bay Area. We urge this Committee and Council to require that the Redwood City Ferry Service and Terminal Project remain in the final version Plan Bay Area 2050+.

Thank you for your consideration. If you have any questions, please contact me at amy@chambersmc.org.

All my best,



Amy N. Buckmaster
President and CEO
Chamber San Mateo County



EXECUTIVE COMMITTEE

- ARIANE HOGAN
Chair of the Board
Genentech
- WILLIAM GRAHAM
Vice Chair
Sequoia Hospital, A Dignity Health Member
- FRANK R. PETRILLI
Vice Chair
Coblentz Patch Duffy & Bass
- ROBERT WEBSTER
Vice Chair
Bohannon Development Company
- PAUL CASIAS
Vice Chair of Finance
My-Business-Advisor LLP
- ELAINE BREEZE
Secretary
SummerHill Apartment Communities
- STEVE MINCEY
Past Chair of the Board
DES
- ROSANNE FOUST
President & CEO
SAMCEDA

November 25, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
 Bay Area Metro Center
 375 Beale Street, Suite 800
 San Francisco, CA 94105

RE: Inclusion of Redwood City Ferry Service and Terminal Project in the Final Version of Plan Bay Area 2050+

Dear MTC Planning Committee Members and Regional Network Management Council Members,

For seven decades, the San Mateo County Economic Development Association (SAMCEDA) has been a leading voice for the economic engine that is San Mateo County. SAMCEDA believes in the power of a strong economy driven by an appreciation of what that engine provides to our ecosystem on the Peninsula.

DIRECTORS

- SHASTA ADDESSI
Kaiser Permanente
- FRANK BARTALDO
Heritage Bank of Commerce
- KEN BUSCH
Sares Regis Group of Northern California
Carol Donnelly
Embarcadero Capital Partners
- GREG HURD
BKF Engineers
- JENNIFER JOHNSON
Lathrop GPM
- CHRISTINE KEENER
Verizon
- RICK KNAUF
Colliers
- MICHELE LEW
Stanford Medicine Children's Health
- CARL MENNIE
Recology
- DR. RITA OHAYA
San Francisco International Airport
- SUNIL PANDYA
Wells Fargo
- JUAN SALAZAR
Meta
- CHRIS WEBER
Oracle
- LUCY WICKS
Stanford University
- HELEN WILMOT
Stanford Health Care

By working with employers of all sizes and industries, engaging with our public sector and our elected leadership, recognizing that we have 21 individual jurisdictions (20 cities and one county) and collaborating and communicating with the Chambers of Commerce, non-profit organizations and our educational institutions, SAMCEDA tackles the most difficult challenges through goal-oriented solutions.

I am writing on behalf of SAMCEDA to express our concern regarding the continued exclusion of the *Redwood City Ferry Terminal and Service Project* from the *Regional Transportation Plan, Plan Bay Area 2050+*, which will be presented to the *Planning Committee* and the *Regional Network Management Council* on December 13, and December 16 respectively. We encourage the *Planning Committee* and the *Regional Network Management Council* to reconsider this decision and require that the *Redwood City Ferry Terminal and Service Project* remain in the final version of the plan.

The *Redwood City Ferry Terminal and Service Project* has been included in previous versions of *Plan Bay Area*, has secured tens of millions in funding and is currently under environmental review which is scheduled to be complete in January 2026 with construction starting soon after.

Based on staff level discussions, the *Redwood City Ferry Terminal and Service Project* has been removed from the list of projects in order to “balance” this financially constrained plan. The *Redwood City Ferry Service and Terminal Project* is funded with federal and regional funding sources that are **only** available to ferry projects (“ferry only funding”) and fills a missing link in the regional transit system by providing the only direct transit connection between the east bay and the growing employment center in and around Redwood City, allowing residents from Oakland, Alameda and other east bay cities to access high paying, technology-based jobs.



EXECUTIVE COMMITTEE

- ARIANE HOGAN
Chair of the Board
Genentech
- WILLIAM GRAHAM
Vice Chair
Sequoia Hospital, A Dignity Health Member
- FRANK R. PETRILLI
Vice Chair
Coblentz Patch Duffy & Bass
- ROBERT WEBSTER
Vice Chair
Bohannon Development Company
- PAUL CASIAS
Vice Chair of Finance
My-Business-Advisor LLP
- ELAINE BREEZE
Secretary
SummerHill Apartment Communities
- STEVE MINCEY
Past Chair of the Board
DES
- ROSANNE FOUST
President & CEO
SAMCEDA

DIRECTORS

- SHASTA ADDESSI
Kaiser Permanente
- FRANK BARTALDO
Heritage Bank of Commerce
- KEN BUSCH
Sares Regis Group of Northern California
Carol Donnelly
Embarcadero Capital Partners
- GREG HURD
BKF Engineers
- JENNIFER JOHNSON
Lathrop GPM
- CHRISTINE KEENER
Verizon
- RICK KNAUF
Colliers
- MICHELE LEW
Stanford Medicine Children's Health
- CARL MENNIE
Recology
- DR. RITA OHAYA
San Francisco International Airport
- SUNIL PANDYA
Wells Fargo
- JUAN SALAZAR
Meta
- CHRIS WEBER
Oracle
- LUCY WICKS
Stanford University
- HELEN WILMOT
Stanford Health Care

The funding plan for the *Redwood City Ferry Service and Terminal Project* includes \$15M specifically dedicated to this project from the San Mateo County Transportation Authority, a \$5M state budget earmark, an allocation of SF Bay Ferry's *Regional Measure 3* capital funds and expected funding from the Federal Transit Administration's (FTA) *Passenger Ferry Grant Program*. All of these funds can only be used to fund ferry projects and cannot be used to support other projects in *Plan Bay Area 2050+*.

Additionally, FTA's *Passenger Ferry Grant Program* requires that proposed projects are included in the Metropolitan Planning Organization's *Regional Transportation Plan*. Removing the *Redwood City Ferry Service and Terminal Project* from the list of fiscally constrained projects does not make room for other projects and does not detract any funding from any other projects. Instead, it prevents SF Bay Ferry from seeking **ferry only** federal funding and reduces the amount of federal funding the region can secure. MTC should be looking for ways to increase the capacity of funding instead of taking actions to reduce it.

The *Redwood City Ferry Terminal and Service Project* will be a vital component of our regional transportation infrastructure, providing an essential east west transit link connecting disadvantaged communities with high paying jobs and leveraging dedicated ferry only funding sources that benefit the entire Bay Area. We encourage this *Committee* and *Council* to require that the *Redwood City Ferry Service and Terminal Project* remain in the final version *Plan Bay Area 2050+*.

Thank you for your consideration.

Sincerely,

Rosanne Foust
President & CEO, SAMCEDA



675 Seaport Boulevard, Redwood City, CA 94063

November 27, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

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

Dear Members of the Planning Committee & Regional Network Management Council:

I am writing on behalf of Seaport Industrial Association (SIA) to express our concern regarding the continued exclusion of the Redwood City Ferry Terminal and Service Project from the Regional Transportation Plan, Plan Bay Area 2050+. SIA is a membership organization that represents industrial businesses in the Redwood City port area.

For the reasons we detailed in our comments to the RNMC in July (as did others), we urge you to direct staff to reinstate the Redwood City Ferry Terminal and Service Project into the final version of the plan. We are additionally concerned that MTC has not publicly addressed the substantive rationale for including the ferry project that multiple stakeholders have expressed since that meeting earlier this year.

The Redwood City Ferry Terminal and Service Project has been included in previous versions of Plan Bay Area, has secured tens of millions in funding and is currently under environmental review which is scheduled to be complete in January 2026 with construction starting soon after.

Based on staff level discussions, the Redwood City Ferry Terminal and Service Project was removed from the project list to “balance” this financially constrained plan. The Redwood City Ferry Service and Terminal Project is funded with federal and regional funding sources that are **only** available to ferry projects (“ferry only funding”) and fills a missing link in the regional transit system by providing the only direct transit connection between the east bay and the growing employment center in and around Redwood City, allowing residents from Oakland, Alameda and other east bay cities to access high paying, technology based jobs.

The funding plan for the Redwood City Ferry Service and Terminal Project includes \$15M specifically dedicated to this project from the San Mateo County Transportation Authority, a \$5M state budget earmark, an allocation of SF Bay Ferry’s Regional Measure 3 capital funds and expected funding from the Federal Transit Administration’s (FTA) Passenger Ferry Grant Program. All of these funds can only be used to fund ferry projects and cannot be used to support other projects in Plan Bay Area 2050+.

FTA's Passenger Ferry Grant Program also requires that proposed projects are included in the Metropolitan Planning Organization's Regional Transportation Plan. Removing the Redwood City Ferry Service and Terminal Project from the list of fiscally constrained projects does not make room for other projects and does not detract any funding from any other projects. Instead, it prevents SF Bay Ferry from seeking *ferry only* federal funding and reduces the amount of federal funding the region can secure. MTC should be looking for ways to increase the capacity of funding instead of taking actions to reduce it.

The Redwood City Ferry Terminal and Service Project will be a vital component of our regional transportation infrastructure, providing an essential east west transit link connecting disadvantaged communities with high paying jobs and leveraging dedicated ferry only funding sources that benefit the entire Bay Area. We urge this Committee and Council to require that the Redwood City Ferry Service and Terminal Project remain in the final version Plan Bay Area 2050+.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Greg Greenway', with a stylized flourish at the end.

Greg Greenway
Executive Director

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

December 3, 2024

Metropolitan Transportation Commission
Planning Committee & Regional Network Management Council
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Inclusion of Redwood City Ferry Service and Terminal Project in the final version of Plan Bay Area 2050+

MTC Planning Committee Members and Regional Network Management Council Members:

On behalf of City/County Association of Governments of San Mateo County (C/CAG) I am writing to respectfully request that the Water Emergency Transportation Authority (WETA)'s Redwood City Ferry Terminal and Service Project be included in the Regional Transportation Plan, Plan Bay Area 2050+ (PBA 2050+), which will be presented to the Planning Committee and the Regional Network Management Council on December 13th, and December 16th, respectively.

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity throughout San Mateo County.

The Redwood City Ferry Terminal and Service Project has been included in previous versions of Plan Bay Area, and has secured tens of millions in funding and is currently under environmental review which is scheduled to be complete in January 2026 with construction starting soon after.

The Redwood City Ferry Service and Terminal Project is funded with federal and regional funding sources that are only available to ferry projects ("ferry only funding") and fills a missing link in the regional transit system by providing the only direct transit connection between the east bay and the growing employment center in and around Redwood City, allowing residents from Oakland, Alameda and other east bay cities to access high paying, technology-based jobs.

The funding plan for the Redwood City Ferry Service and Terminal Project includes \$15M in local sales tax funding dedicated to this project from the San Mateo County Transportation Authority, a \$5M state budget earmark, an allocation of SF Bay Ferry's Regional Measure 3 capital funds and expected funding from the Federal Transit Administration's (FTA) Passenger Ferry Grant Program. All of these funds can only be used to fund ferry projects.

Additionally, FTA's Passenger Ferry Grant Program requires that proposed projects are included in a Metropolitan Planning Organization's Regional Transportation Plan. Removing the Redwood City Ferry Service and Terminal Project from the list of fiscally constrained projects prevents SF Bay Ferry from seeking

ferry only federal funding and reduces the amount of federal funding the region can secure.

We recognize MTC's staff's collaborative efforts on PBA 2050+, and the challenges and creativity necessary to create a plan that balances estimated funding with our ambitious transportation, environmental, and equity goals and requirements. We respectfully request that MTC work with WETA on a strategy to include the Redwood City Ferry Terminal and Service Project in the PBA 2050 so that the project can continue to pursue discretionary Federal funds.

Thank you for your consideration. If you have any questions, please contact me at: scharpentier@smcgov.org.

Best Regards,

A handwritten signature in black ink that reads "Sean Charpentier". The signature is written in a cursive, flowing style.

Sean Charpentier
Executive Director

Advocating to include the Redwood City Ferry Terminal Project in Plan Bay Area 2050+

Dear Members of the MTC Planning Committee,

I am writing to urge you to include the Port of Redwood City ferry terminal and service in the Plan Bay Area 2050+ blueprint.

Given the amount of commercial development in process and in the pipeline on the peninsula, we need more transit options, not less. Traffic is currently horrific - it took me 30 minutes to go one mile between two exits on Highway 101 last week. The crux of the problem is back-ups due to drivers trying to access the San Mateo and Dumbarton Bridges. Sadly this is the norm and it is only going to get worse when more of the commercial developments come online.

Traffic is not only a commute problem, but a safety issue as well. In the event of an emergency or disaster, there is no way that emergency vehicles and first responders can get through the traffic in a timely manner... the result is literally life or death!

There are also the environmental benefits of mass transit versus single vehicle transit.

We need to encourage people to get out of their cars and use mass transit!

We are fortunate that the CalTrain electrification has been completed and there is more frequent service between San Jose and San Francisco. Ridership is up because using CalTrain has become more convenient as a result of the faster and more frequent service.

From CalTrain stops there are bus and shuttle options; and we need more of these. Biking is also an option to help go the first and last mile. In addition, there is the ability to connect to BART at Millbrae.

If we make it more convenient for people to use mass transit options, the transit options will start to pay for themselves.

Voters voted for a tax to help fund the ferry service, which has been decades in the making. Please don't stop the progress.

I respectfully request that the Redwood City ferry terminal and service be added back into the plan.

Rona [REDACTED]
37 year [REDACTED] resident