



## Plan Bay Area 2050+ Correspondence Received During Public Comment Period

**From:** [Chirag Rabari](#)  
**To:** [Plan BayArea Info](#)  
**Subject:** Fwd: PBA 2050+ - Caltrans Comment Letter  
**Date:** Monday, August 19, 2024 1:02:17 PM  
**Attachments:** [MTC PBA 2050+ Strategies - Comment Letter August 13 2024.pdf](#)

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**From:** Conteh, Stephen@DOT <Stephen.Conteh@dot.ca.gov>  
**Sent:** Monday, August 19, 2024 1:01 PM  
**To:** Chirag Rabari <crabari@bayareametro.gov>  
**Cc:** Adam Noelting <ANoelting@bayareametro.gov>  
**Subject:** PBA 2050+ - Caltrans Comment Letter

**\*External Email\***

Dear Chirag Rabari,

Thank you for the opportunity to review and comment on the Metropolitan Transportation Commission Plan Bay Area (PBA) 2050+ Blueprint Strategies.

We look forward to MTC considering and/or addressing the concerns expressed in the attached letter, incorporated into the final PBA 2050+ Blueprint Strategies before its adaptation by the commission. Caltrans stands ready to facilitate reconciling the concerns expressed in the letter. Let me know if you have any questions.

Sincerely,  
Stephen Conteh  
Office of Regional Planning/Native American Liaison, Branch Chief  
Caltrans District 4  
Mobile: (510) 960-0887

## California Department of Transportation

DISTRICT 4  
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August 13, 2024

Chirag Rabari  
Principal Planner/Analyst  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beal Street, Suite 800  
San Francisco, CA 94105-2066

Dear Chirag Rabari

Thank you for the opportunity to review and comment on the Metropolitan Transportation Commission (MTC) Plan Bay Area (PBA) 2050+ draft Blueprint Strategies. We support and appreciate MTC's effort of updating the PBA 2050 strategies in the PBA 2050+ and Transit 2050+, which are consistent with federal and State planning guidance, including the emphases on system performance, safety, project delivery, climate change, social equity, livability, sustainability, and maintenance. If you have any questions, please contact Stephen Conteh, District Branch Chief, Regional Planning and Native American at (510) 960- 0887.

The California Department of Transportation (Caltrans) District 4 offers the enclosed comments on PBA 2050+ Blueprint strategies.

Sincerely,

A handwritten signature in black ink that reads 'Erik Alm'.

ERIK ALM  
District Office Chief, Regional and Community Planning

Attachment

c: Sergio Ruiz, District Office Chief, Office of Transit and Active Transportation  
Zhongping Xu, District Office Chief, Office of Multimodal and System Planning  
Leila Boroomand, Associate Transportation Planner, Regional and Native American Liaison Branch  
Adam Noelting, Principal Planner, Metropolitan Transportation Commission (MTC)

**ATTACHMENT**

**Caltrans District 4 specific comments on PBA 2050+ Blueprint strategies:**

**Housing Strategies**

<b>PBA 2050 Strategy</b>		<b>Caltrans Feedback</b>
<b>H1</b>	Further Strengthen Renter Protections Beyond State Law	The California Transportation Plan (CTP) 2050 generally affirms this strategy through its objective to advance transportation equity and encourages local agencies to integrate anti-displacement policies, such as tenant protections, affordable housing production, and affordable housing preservation, into transportation investments.
<b>H2</b>	Preserve Existing Affordable Housing	The CTP 2050 also encourages local agencies to integrate anti-displacement policies into transportation investments, such as tenant protections, affordable housing production, and affordable housing preservation.
<b>H3</b>	Allow a Greater Mix of Housing Densities and Types in Growth Geographies	Strategy H3 aligns with the State's greenhouse gas (GHG) reduction goals SB 743-inspired initiatives of Vehicle Miles Travel (VMT) reduction, and SB 375-inspired promotion of multimodal options and mixed-use urban housing. It requires collaboration across departments and provides recommendations to the lead agency for VMT reduction and bike/ped improvements. It also aligns with the CTP 2050 objective to encourage efficient land use.
<b>H4</b>	Build Adequate Affordable Housing to Ensure Homes for All	This strategy also aligns with the CTP 2050 objective to encourage efficient land use through the construction of more affordable housing.
<b>H5</b>	Integrate Affordable Housing into All Major Housing Projects	Caltrans encourages MTC, Counties, Cities, and other public entities to apply for Caltrans Sustainable Transportation Planning Grants, which support integrated housing, land use, and transportation planning to further strategy H5. A study could, for example, identify ways to integrate multimodal transportation into an affordable housing project location or planning area and promote greater access between affordable housing and job centers.

<b>H8</b>	Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services	Please clarify what 'Essential Service' includes and to what extent MTC will work to 'accelerate' the process.
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**Transportation Strategies**

<b>PBA 2050 Strategy</b>		<b>Caltrans Feedback</b>
<b>T1</b>	Operate and Maintain the Existing System	<p>As the owner/operator of many transportation assets in the State, one of Caltrans' priorities is to restore, operate, and maintain the State Transportation Network. We encourage MTC to explore the role that quality transit upgrades can play in reducing demand.</p> <p>To the extent applicable, strategy T1 should be consistent with the 2024 State Highway Operation and Protection Program, which seeks to collectively improve the condition, operation, and sustainability of the State Transportation Network and associated transportation infrastructure in California. As well as the 2023 State Highway System Management Plan, 2022 California Transportation Asset Management Plan, Caltrans Strategic Plan, and <b>Climate Action Plan for Transportation Infrastructure</b> (CAPTI).</p>
<b>T2</b>	Support Community-Led Transportation Enhancement in Equity Priority Communities	<p>The CTP 2050 Equity Goal supports the elimination of transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups. Caltrans could consider, in coordination with the Association of Bay Area Governments (ABAG) and Bay Area public transportation agencies, the development of a Bay Area strategic equity plan that addresses the needs of all income levels and promotes efficient, effective multimodal connectivity and public transportation use.</p>
<b>T3</b>	Enable a Seamless Mobility Experience	<p>Caltrans supports plans to enhance local transit frequency, capacity, and reliability, as improving these aspects would immediately enhance service and ridership levels. In addition to addressing frequency, capacity, and reliability, safety and security must be prioritized to alleviate significant barriers to public</p>



		underscores the need for a more seamless and unified system.
<b>T4</b>	Reform Regional Transit Fare Policy	Caltrans would support the strategy to reform regional fare policy aiming to simplify transit use between different agencies through a combined payment system and potentially lower fares. However, a major concern is that transit agencies which already struggle with low ridership and lower average ticket costs may face financial losses. According to the PBA 2050+, State funds would cover these losses. While this plan would enhance accessibility to public transit for riders, its implementation would be costly in terms of both finances and time, particularly when agencies are already facing significant challenges.
<b>T5</b>	Implement Pricing Strategies to Manage Demand	The results of the Next Generation Bay Area Freeways Study will inform this strategy, as well as the California Road User Charge program.
<b>T6</b>	Improve Interchanges and Address Highway Bottlenecks	Strategy T6 needs to be consistent with Caltrans' Transportation Analysis Framework (TAF) and Transportation Analysis under CEQA (TAC). Highway widening projects are not consistent with CAPTI, Caltrans System Investment Strategy (CSIS), and CTP 2050 goals. Interchange projects will need to be reviewed for consistency on a case-by-case basis. We suggest including stronger language to discourage VMT-increasing projects and / or requiring VMT-increasing projects to include adequate VMT mitigation measures.
<b>T7</b>	Advance Other Regional Programs and Local Priorities	Caltrans continues to support regional programs such as 511 and the Freeway Service Patrol. If the MTC Regional Mobility Hub Program is covered under this strategy, MTC can refer to the Caltrans Bay Area Mobility Hub Concept Study as a resource.
<b>T8</b>	Build a Complete Streets Network	Any projects on the State Transportation Network should be informed by the Caltrans District 4 Pedestrian Plan for the Bay Area (2021), the Caltrans District 4 Bike Plan (2018), and the Bike Plan Update (currently in progress, expected 2024-2025). These projects should also be in alignment with Caltrans Director's Policy 37 on Complete Streets.

<p><b>T9</b></p>	<p>Advance Regional Vision Zero Policy through Street Design and Reduced Speeds</p>	<p>County transportation agencies and local jurisdictions mostly lead Vision Zero plans and High Injury Network (HIN) initiatives. MTC, County Transportation Agencies (CTAs), and local jurisdictions should coordinate with Caltrans District 4 to include their Vision Zero and street design needs in their corridor plans and modal plans. MTC should ensure that Caltrans projects are consistent with the Vision Zero goal. We have concerns regarding the reduction of allocation/funding from \$4B to \$1B.</p> <p>Any projects on the State Transportation Network should follow the Caltrans Director's Policy on Road Safety (DP-36), the 2023 State Highway System Management Plan, the 2022 California Transportation Asset Management Plan, the Caltrans Strategic Plan, and CAPTI.</p>
<p><b>T10</b></p>	<p>Enhance Local Transit Frequency, Capacity, and Reliability</p>	<p>Caltrans supports enhanced local transit frequency, capacity, and reliability, as improving these elements would enhance service and increase ridership levels. Additionally, addressing safety and security concerns is crucial to removing barriers for those reluctant to use public transportation, and would enhance the rider experience for all.</p> <p>Caltrans is working on a Director's Policy for Transit that will apply to Bay Area projects on the State Transportation Network. Comments for Strategy T3 are also applicable here. MTC staff has been coordinating closely with Caltrans on the development of MTC's Regional Transit Policy to ensure that these policies are complementary and consistent.</p>
<p><b>T11</b></p>	<p>Expand and Modernize the Regional Rail Network</p>	<p>MTC's Regional Rail Plan is important for improving goods movement through the Bay Area and Northern California. Bay Area freight movement is expected to triple over the next 50 years, necessitating expanded and improved rail systems to support freight mobility and provide an alternative to the significant growth of truck traffic on our region's roads and highways. However, careful planning is essential to determine where freight expansion, such as at Port Chicago, could occur. Additionally, we recommend considering strategies, policies, and guidelines for zero-emission technology infrastructure tailored toward freight and goods movement.</p>



		Equally important, the 2023 California State Rail Plan is an integral part of connecting regional planning with the overall statewide vision and goals of passenger rail. The Rail Plan proposes a unified statewide network that aligns the needs for passenger and freight service and connects passenger rail to other modes. Much of the Rail Plan will be delivered by regional, local, and private partners. This regional strategy fits with the overall goals of the State Rail Plan by expanding and modernizing the regional rail system.
<b>T12</b>	Build an Integrated Regional Express Lanes and Express Bus Network	<p>Caltrans will engage with express lane project sponsors to explore alternatives that do not induce VMT. Our goal is to ensure that projects are consistent with CAPTI and CSIS and that any induced VMT is effectively mitigated.</p> <p>The Caltrans District 4 Office of Transit and Active Transportation seeks to improve collaboration with MTC to advocate for better coordination in transit planning among the numerous transit agencies in the region and leverage the managed lane/express lane network. These efforts would incorporate elements of the California Intercity Bus Study and the District 4 Managed Lanes System Plan (MLSP), as well as the upcoming Caltrans Bay Area Transit Plan, which is currently in development.</p>

**Economic Strategies**

<b>PBA 2050 Strategy</b>		<b>Caltrans Feedback</b>
<b>EC1</b>	Implement a Statewide Guaranteed Income	Caltrans refrains from commenting on economic policy, instead focusing on its role in fostering economic prosperity through transportation access and infrastructure development. This entails ensuring equitable access to job centers, facilitating access to zero-emission vehicles, and creating safe and interconnected multimodal infrastructure, while also supporting local and regional development in alignment with CAPTI and CTP 2050.
<b>EC2</b>	Expand Job Training and Incubator Programs	More clarity is needed on Strategy EC2, as it includes transit and transportation equity for underserved and Equity Priority Communities. This could align with multiple priorities (2.6, 2.13, 2.16, 2.19) in the Caltrans Equity Engagement and

		Health Plan, as well as the CTP 2050 objective to Advance Transportation Equity.
<b>EC4</b>	Allow a Greater Mix of Land Use and Densities in Growth Geographies	This strategy aligns well with the State's VMT reduction goals and the CTP 2050 objective to Encourage Efficient Land Use.
<b>EC6</b>	Retain and Invest in Key Industrial Lands	MTC should consider implementing strategies, policies, and guidelines to support Zero-Emission technology infrastructure tailored for freight and goods movement in and around ports, including hydrogen fuel cell trucks. Reference Strategy ES-2-C from the California Freight Mobility Plan 2023 for decarbonizing commercial fleets and explore strategies to standardize and enhance medium and heavy-duty vehicle charging equipment standards and protocols, as outlined in Strategy ES-2-B of the same plan. Additionally, refer to Objective ES-3, which focuses on promoting land use planning practices prioritizing the mitigation of negative freight project impacts on the environment. It's important to plan for future freight expansion, considering a timeline of more than 30 years and envisioning potential port expansions, such as those around Oakland or extending into Contra Costa County, like Port Chicago. (Provide links to CAPTI and the Freight Mobility Plan.)

**Environmental Strategies**

<b>PBA 2050 Strategy</b>		<b>Caltrans Feedback</b>
<b>EN1</b>	Adapt to Sea Level Rise	<p>Please clarify why 4.9 feet was chosen for a plan with a horizon 2050+. Consider another estimate of sea level rise for planning beyond 2050, based on the extended timeline indicated by the '+'.  Many resource agencies, particularly the CA Coastal Commission, emphasize managed retreat over further armoring or protection. While managed retreat is somewhat mentioned in the Long-Term Strategy Description, the primary focus of the strategy is on funding for armoring and protective measures. The adaptation planning approach should consider managed retreat as both a short- and long-term solution for community infrastructure and a way to mitigate the impacts of rising sea levels.</p>

<p><b>EN2</b></p>	<p>Provide Means-Based Financial Support Seismic and Wildfire Home Retrofits</p>	<p>The requirement for water and efficiency upgrades for residential buildings aligns with CARB's 2022 Scoping Plan. Regarding programs to encourage home retrofits, there is the California Inflation Reduction Act Residential Energy Rebate Program and the Home Electrification and Appliance Rebates (HEEHRA) program, which help low- to moderate-income households 'go electric' through qualified appliance rebates. MTC should determine whether this strategy overlaps with the CEC's rebate programs.</p>
<p><b>EN3</b></p>	<p>Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings</p>	<p>This strategy appears to be in response to the Governor's July 2022 letter calling for carbon neutrality. Currently, there does not seem to be a subsidy program to fund energy upgrades. Per SB 1203, the State is required to achieve net-zero emissions no later than 2035 for all State-owned and operated buildings.</p>
<p><b>EN4</b></p>	<p>Maintain Urban Growth Boundaries</p>	<p>Caltrans advocates for maintaining urban growth boundaries to curb urban sprawl and endorses mixed-use development in urbanized areas. This strategy aligns with the State's VMT reduction goal.</p>
<p><b>EN5</b></p>	<p>Protect and Manage High-Value Conservation Lands</p>	<p>Caltrans suggests enhancing this strategy by starting with an important edit to the strategy name to not only 'protect' and 'manage' high-value conservation lands but also ensure connectivity of those lands, creating a larger mosaic of connected and conserved high-value conservation lands. We propose changing the name of this strategy to 'Protect, Manage, and Connect High-Value Conservation Lands.'</p> <p>The focus should be on identifying lands that can be connected as well as protected, and using appropriate land-use and permitting to establish sufficient natural connectivity corridors that interlink protected and managed high-value conservation lands. Creating a mosaic of connected conservation lands will provide greater ecological stability to those individual lands, as well as facilitate movement and genetic mixing, which is crucial for the stability and efficacy of these lands over the long term. Emphasizing connectivity can also serve as a showcase and part of mitigation efforts to offset impacts from future development.</p>

<b>EN6</b>	Expand Urban Greening in Communities	Suggest calling out native vegetation as a strategy element to modernize and expand parkland. Native vegetation in urban settings promotes a healthy ecology for wildlife and birds by providing food, shelter, and nesting materials. Additionally, native vegetation is naturally drought-tolerant and disease-resistant, reducing the need for irrigation, maintenance, and chemical treatments.
<b>EN7</b>	Expand Commute Trip Reduction Programs at Major Employers	Caltrans can assist by including comments in Local Development Review letters to encourage TDM measures, such as commute trip reduction programs, as an important implementation action to achieve State trip reduction and GHG reduction goals.
<b>EN8</b>	Expand Clean Vehicle Initiatives	This strategy aligns with State policy as noted in CAPTI and CTP 2050.
<b>EN9</b>	Expand Transportation Demand Management Initiatives	Caltrans can assist by including comments in Local Development Review letters to encourage TDM measures as an important implementation action to achieve State trip reduction and GHG reduction goals.

**From:** [TIP Info](#)  
**To:** [Plan BayArea Info](#)  
**Subject:** Fw: Webform submission from: Draft 2025 TIP  
**Date:** Wednesday, August 14, 2024 11:10:57 AM

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Hi PBA team,

I wanted to share this comment we received on the Draft 2025 TIP that seems to be a better fit for the Transit 2050+ project.

Thanks,  
Libby Nachman

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**From:** Metropolitan Transportation Commission <no-reply@bayareametro.gov>  
**Sent:** Monday, July 22, 2024 11:45 PM  
**To:** TIP Info <tipinfo@bayareametro.gov>  
**Subject:** Webform submission from: Draft 2025 TIP

**\*External Email\***

Submitted on July 22, 2024  
Submitted by: Anonymous  
Submitted values are:

**Name**

Sara Rowley

**Organization**

San Antonio Station Alliance

**Email**

[admin@sanantoniostation.net](mailto:admin@sanantoniostation.net)

**Comment**

I represent the San Antonio Station Alliance (SASA), a grassroots organization in East Oakland that is advocating for a BART/regional rail infill station in the San Antonio neighborhood. I am writing to comment on a key gap in the Transit 2050+ draft plan. Currently we see a multitude of proposals that go far in the way of serving the transportation needs of the greater Bay Area, but we see a gap in these plans that serve crucial communities in the East Bay, specifically East Oakland.

We strongly support an infill station that would do as your mission strategy T11 promises to do: "serve new markets or currently underserved markets." We, the residents of East Oakland, stand as a stark example of a persistently underserved community. We represent local businesses, community-based organizations, and individuals who live and work in East Oakland, who support an infill station in our neighborhood.

San Antonio station would play a critical role in serving a historically under-served community— one that is population-dense, public transit dependent, diverse, and ready to thrive. Prioritizing our communities with infill station development is an investment in future

generations: in the thriving neighborhoods they grow up in, the green spaces they interact with, in homes that offer transit access to all the Bay Area has to offer.

Please consider us when you are looking to build our future for 2050. Our campaign has just begun, but we will be keeping a watchful eye on the greater planning efforts of your commission, who gets prioritized, and why.

Projects like the San Antonio BART infill station are critical towards bridging the equity gap in the Bay Area transit system. We urge you to prioritize its development and demonstrate a genuine commitment to serving all Bay Area residents, regardless of race, income, or zip code.

**From:** [REDACTED]  
**To:** [Plan BayArea Info](#)  
**Subject:** COMMENTS: PLAN BAY AREA 2050+ & TRANSIT 2050+  
**Date:** Monday, September 2, 2024 10:31:41 PM  
**Attachments:** ~0-TRANSIT TIDBITS 10-23 #####.pdf  
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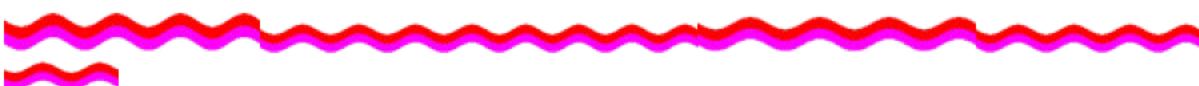
**ATTACHED & BELOW: COMMENTS FOR PLAN BAY AREA 2050+ & TRANSIT 2059+**



**KEEP IT SIMPLE:** Starting point: How can the most efficient/ smallest funding benefit the most people, in the shortest timeframes with sustained equitable outcomes. Create impartial metrics that eliminate low benefit-per-cost and political projects. By example, the Central Subway Project in San Francisco (\$2 billion, 1.7-mile length) has extremely high costs per new ridership metrics---while cutting service levels and ridership elsewhere. Instead, a billion dollars could have transformed the citywide Muni transit system---and spread dollars widely to local businesses/ contractors/ workers.

**KEEP IT EFFECTIVE:** More than just costs per new rider, billions of dollars in project expenditures must increase new transit ridership tremendously. Think of bus rapid -transit projects that bring hundreds of thousands of riders per day.

**KEEP IT HARMLESS:** Eliminate projects that take money from urgent needs----in the form of local matching funds, service cuts, deferred maintenance, forever-delayed infrastructure upgrades and more. Eliminate construction impacts that are neighborhood-destructive---as if intended to destroy business/ residential cores. Eliminate displacement/ gentrification/ rising land values---as if intended by pushing only market-rate/ luxury development.



# TRANSPORTATION COMMITTEE: QUICK TRANSIT TIDBITS

By Howard Wong, AIA,

## QUICK TRANSIT CASE STUDIES: 12-SECOND READS

Tired of reading voluminous transportation articles/ plans/ reports/ studies? Ways to transform public transit are often right in front of our eyes---just by scrutinizing other transit systems around the world (or better still to ride them). Transit case studies are a lot easier to grasp---especially when the systems are beautiful and ridership numbers are high. So, here we go.



**Key West Private Tourist Shuttle Loop:** People will pay big money for convenience and an experience. Even though other free public bus loops exist, visitors pay for easy connectivity to key sites, guide narration and “cool” memories.  
**Concept:** Connect riders to multiple places they want to go---with reliable schedules, high customer service levels and design quality in every facet of the system.



**Melbourne’s Streetcar System:** By far, the largest system in the world, with 24 routes covering 155 miles, carrying 200 million passengers/ year. Unlike most cities, including San Francisco, their trams were not dismantled---but expanded. A free City Circle Tram connects major attractions, with audio commentary.  
**Concept:** For cities of any size, ubiquitous surface transit injects dynamism to streetscapes.

**Switzerland:** Switzerland has roughly the same population size as the Bay Area---but twice the area in square miles and four times the transit modal share (21% versus the Bay Area’s 5% of all trips). The Bay Area has uncoordinated transit providers---with 27 transit agencies and 151 entities with transit roles. Switzerland created an integrated system---with a common organization, coordinated schedules and standardized projects.

**Zurich:** The city of Zurich has Switzerland’s highest public transit use---64% transit modal share of commuter trips. In 1962 and 1973, voters rejected an underground subway proposal---citing high costs, long schedules, impacts on business/ historic centers and gentrification. Instead, Zurich expanded and speeded up bus/ tram networks with dedicated transit lanes and signal synchronization; and integrated regional rail.

**Guangzhou Bus Rapid Transit (BRT):** Faster to design and construct than subways, Guangzhou’s quickest solution to traffic congestion was a 14-mile BRT line, carrying 1,000,000 passengers/ day and 27,000 passengers/ hour/ direction. For faster/ higher capacity, BRT uses dedicated bus lanes, frequent departures, pre-paid boarding, raised platforms and more. The fare for a single trip is RMB 2 (27 cents) with free transfers.

**Curitiba, Brazil:** A young architect, Jaime Lerner, became Mayor in 1971, transforming transportation and urban planning. Instead of old, costly plans for subways and widened streets for cars, Curitiba created a system that gave buses the functionality of train systems. Dedicated bus lanes and sleek glass-tube stations allowed for high-speed, high-capacity buses. Curitiba has 45 miles of BRT, carrying 720,000 passengers/ day.





**New Orleans' St. Charles Streetcar Line:** Since 1835, this oldest continuously-operating streetcar line in the world is also the busiest route in their RTA system. Along with San Francisco's cable cars, it is one of only two streetcars designated as National Historic Landmarks.

**Concept:** A well-designed surface route, connecting key destinations and oozing with history/ charm, can attain high ridership numbers.



**Mexico City's Bus Rapid Transit (BRT):** Metrobus (BRT) moves 1.5 million people/ day--- at six pesos/ ride (30 cents). To cut deadly air pollution quickly and inexpensively, BRT's low-emission buses have thrived. On the city's largest boulevard (La Reforma, pictured above), low-floor, double-decker buses run on dedicated lanes next to sidewalk curbs (parking removed).

**Concept:** Simple transit solutions are effective.

**Bogotá, Columbia:** The world's largest Bus Rapid Transit system (TransMilenio) has 71 miles of lines, carrying 2.2 million passengers/ day. High-capacity buses run on dedicated bus lanes on trunk routes---with feeder buses connecting residential areas to BRT bus stops. Bogota has won the International Sustainable Transport Award twice, elevating green and innovative mobility at a fraction of the budgets of richer cities.

**Community Shuttle Buses:** Fine-grain transit at the community level addresses decades of inequity and neglect. In 2024, a new Bayview Community Shuttle will offer "dynamic service" --- picking up and dropping off riders anywhere within the neighborhood, connecting commercial/ community/ cultural centers. The Sunset District is planning a community shuttle. Treasure Island has started a pilot autonomous loop shuttle.



**Denver's 16<sup>th</sup> Street Free MallRide:** Opening as a pedestrian and transit mall in 1982, free bus service was integral to downtown revitalization, connecting Union Station, Civic Center, and local/ regional transit hubs. With high frequency, frequent stops and 20-hours/ day operations, these attractive red buses are economic engines.

**Concept:** Good urban design means integrating public transit with downtown sights and sounds.



**San Francisco's Historic Streetcar Line:** As iconic, useful, and fun as cable cars, people want to ride into history on streetcars too Especially for a city as geographically compact (and beautiful) as San Francisco, the streetcar system has great potential, in terms of quicker, lower-cost, high ridership expansions---such as extension of the E-Line and F-Line to Fort Mason and the Marina.

**Concept:** Think transit simplicity first.

\* \* \* \* \*

**From:** [REDACTED]  
**To:** [Plan BayArea Info](#); [Joel Shaffer](#); [Kara Vuicich](#); [Andrew Metz](#); [Britt Tanner](#)  
**Cc:** [REDACTED]  
**Subject:** Concerns and Comments on MTC Transit 2050+ Plan  
**Date:** Monday, September 9, 2024 10:53:01 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

**\*External Email\***

Hello Joel, Kara, Britt, Andy, and MTC Transit 2050+ Project Staff,

I'm Bobby Lee, Board Chair for the Emeryville Transportation Management Association (ETMA), operator of the [Emery Go-Round](#) first/last mile shuttle in Emeryville. I'm writing today as an individual and concerned board member. My comments do not represent the association's official opinion or position, nor that of the City of Emeryville.

I recently attended your Transit 2050+ plan presentation with SPUR last week and reviewed the [plan documents](#) in detail. Thank you for the informative presentation.

I'd like to share my thoughts on three areas:

- First/last mile transit
- Transit priority technology
- Our involvement in stakeholder outreach efforts

### **First/Last Mile Transit**

I am deeply concerned that your plan documents describe transit solely through the lens of "public transit." This definition excludes the critical role played by the dozen or so Transportation Management Associations (TMAs) in the Bay Area, such as the ETMA, in regional transit integration.

Currently, the Emery Go-Round is the largest feeder of passengers to and from the Macarthur BART station. Our service carries thousands of passengers daily, particularly workers commuting throughout the Inner East Bay and San Francisco to and from Emeryville, adding to Transbay Core Capacity.

Our fare-free service complements AC Transit and BART's work, particularly in the Transbay Core. However, we also serve another distinct group: local shoppers, visitors, and residents traveling in and around Emeryville.

Focusing on first and last-mile service providers is not only critical to the success of regional transit integration but also is an essential component of the following draft transit strategies contained in your plan:

- T3: Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs
- T10: Enhance Transit Frequency, Capacity and Reliability

- T11: Expand Transit Services throughout the Region

It is concerning that your plan documents, including project lists, refrain from contemplating improvements to or integration with first/last mile services. I would like you to consider that although TMAs are often formed as not-for-profit corporations, we are usually the de facto public transit service for the cities we serve. In other words, although we may not call ourselves public transit, many first/last-mile shuttles run by TMAs act as public transit for our communities.

In that vein, I call on MTC to include TMAs as essential stakeholders in the development and discussions of Transit 2050+ and Plan Bay Area 2050 plans and to consider us for other programmatic, policy development, and grant-based participation as well.

### **Transit Priority Technology**

The Emery Go-Round has long taken a progressive stance in implementing transit technology.

Not only was the NextBus real-time arrival system invented in Emeryville in the late 1990s, but we were also the first transit customer to purchase the software. We continued to operate it until just a few years ago when the solution was sunsetted.

In addition, we have had Transit Signal Priority (TSP) installed on our roadways and vehicles for well over 15 years without the assistance of a bus-only lane. We have seen the benefits (and hiccups) of legacy TSP systems and are encouraged by their overall positive impact on ridership experience and schedule reliability.

However, newer, next-generation TSP technology has taken this concept to a more robust level. These new systems on the market today allow for:

- more intuitive signal timing
- less disruption to other vehicles and side streets
- more flexibility in the types and styles of priority treatment available
- 
- the ability to give priority green lights on successive signals simultaneously rather than just one at a time.
- little-to-no hardware investment
- real-time monitoring of priority treatment, along with Advanced Traffic Signal Performance Measurements
- making TSP service available to other agencies serving the same geographical area without the need for additional hardware or signal reprogramming.
- the introduction of artificial intelligence to drive real-time priority treatment decisions, considering ridership, dwell time, traffic congestion, bus schedules, and more dimensions of information.

In your most recent presentation with SPUR, project staff discussed TSP as a technology coupled with bus-only lanes. I believe these items should be considered two separate treatments when designing transit priority solutions.

So long as software or cloud-based, next-generation TSP systems are implemented, you can achieve the same benefits of TSP without a bus-only lane.

In other words, bus-only lanes can be a disruptive, physical infrastructure-heavy investment in modifying the roadway, which you cannot later change. The ownership and maintenance costs of a "red carpet lane" can be onerous. Also, removing a lane from general use can reduce the overall level of service on a roadway.

A more conservative approach with next-gen software or cloud-based TSP without a bus-only lane would allow municipalities to start with a more cost-conscious, less disruptive approach to prioritizing transit. It would enable a no-cost space for traffic engineers to experiment and deploy project pilots without making permanent changes to the roadway (including ideas like regional/coordinated transit priority across jurisdictions). And, it would accelerate project funding and delivery, as the only investment is in software- which can be deployed in weeks, not physical infrastructure- which takes years to construct.

To use a real-life example, the ACTC is currently working on the [San Pablo Avenue Corridor Bus-Bike Lane project](#), which is projected to be completed in Spring 2028. It is pending \$55m in additional funding on a \$74m overall project budget, with partial funding from MTC's OBAG3 grant.

Next-generation TSP solutions would eliminate the need for a bus-only lane in this project and allow buses to be prioritized on San Pablo Avenue in less than six weeks from today, for millions less than building a bus-only lane, all while providing the same or similar transit priority benefits and travel time reliability.

Other projects experiencing similar TSP benefits without a bus-only lane include RTC Southern Nevada - Las Vegas on Las Vegas Blvd. ("The Strip"), TriMet Portland on the Division Street line, and New York City MTA in a city-wide deployment.

As you consider BRT and express bus service in your draft network plan, it would be highly beneficial and fiscally prudent to call for more immediate implementation of next-generation TSP without bus-only lane treatments for all the reasons and benefits stated above.

### **Involvement in Stakeholder Outreach Efforts**

I was disappointed to read about last December's Transit Priority policy development working group meeting involving transit operators after the fact. I hope you will consider including us in the next meeting.

I also see on your project website that you will hold two partner engagement workshops over the next two weeks. I hope to be able to attend, or at least a staff member from the ETMA will. Please let me know if it is too late to RSVP for the event.

Also, I would like to invite you and your staff to a future ETMA board meeting to present on the Transit 2050+ plan. I have copied our Executive Director, Daniel Oliver if you want to schedule the presentation. We are particularly eager to hear about Emeryville-specific improvements contemplated in the plan.

## **Conclusion**

In closing, I support your efforts to prioritize and plan for the future of transit in the Bay Area. Even though Transit 2050+ is a high-level planning document, it is nevertheless essential to recognize that the nuance matters:

- Although traditional public transit is the workhorse of Bay Area mobility, the critical role of first/last-mile transit services and TMAs must not be overlooked.
- The right flavor of TSP matters and can accelerate the deployment of transit priority at a much lower cost and with less disruption.

Thank you for your time and consideration of my comments. I look forward to hearing from you soon.

Sincerely,

Bobby Lee  
Board Chair, Emeryville Transportation Management Association

## Plan Bay Area 2050+ Correspondence Received After Public Comment Period

**From:** [REDACTED]  
**To:** [Plan BayArea Info](#)  
**Subject:** Smart train parking lot - Airport Blvd, Santa Rosa location  
**Date:** Tuesday, September 10, 2024 10:27:55 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**\*External Email\***

Good morning,

We attended the all encompassing Ember Stomp at the Marin Civic Center over the weekend which was very impressive. Thank you for your participation in this event.

One of your staff members suggested we sent our comments to you regarding the lack of parking at the SMART Train's Airport Blvd, Santa Rosa location. We attempted to ride the train a few years ago, driving down from Healdsburg only to learn there was no parking for us. A landscaper there happened to suggest we park in the private lots of one of the office buildings near by and walk to the train. Parking in someone else's private lot is not acceptable. We were at a loss at that point and simply drove back home. The SMART Train spaces were apparently numbered for reserved parking of commuters with little to no open spaces for non commuters.

We look forward to any suggestions you may give us regarding parking at this particular location (which is the furthest north stop at this time and closest to our home town).

Thank you,  
Jeff and Celeste Yparraguirre

**From:** [Metropolitan Transportation Commission](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** New comment submitted on MTC website  
**Date:** Thursday, September 12, 2024 9:21:20 PM

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\*External Email\*

Name: John Lam

Email address: [REDACTED]

Text of comment: The writer is not a professional writer but just a humble senior citizen, so this is not meant for a response to your department's complicated and advanced report. This is just a two-cent opinion about the day-to-day use of local transportation.

A case in point. This happened yesterday when my friend had to travel from Richmond to Oakland Chinatown for a doctor's appointment by the AC Transit line 72M and her starting point was from the terminal stops at Richmond Bart Station she waited for an hour for the line 72M bus but unfortunately it was a no show. No line 72M bus. So because of the unannounced and unexpected delay she missed her doctor's appointment. AC Transit bus lines #72M plies between Richmond Hilltop and Jack London Square. This is not the first and only such incident. Matter-of-factly, AC Transit line 72 M has been habitually Violated the scheduled time. Other lines, here to mention just another line, i.e Line 71 skip their schedules too. Oftentimes the buses don't come, and when they do come later after a long wait, they come in a drove of a three or four pack to the same bus stop. . These shameful drivers only do it to satisfy their ego at the expense of the poor bus riding passengers , oftentimes they are disabled people and/or elderly citizens who depend on public transportation to go from one place to the next . The line 72M bus drivers are wasting unlimited valuable time of the passengers , they actually sabotage the traveling passengers' job in order to earn a living from their daily work . The bus riders are always at risk of being late for work or miss work altogether. I think these shameful drivers never have to take public transportation because they drive their private cars to and from work . I think these mischievous actions of these irresponsible drivers should be corrected as soon as possible because their performance good or bad should be considered part and parcel in your execution of a reliable and safe public transportation system your goodselves try hard to accomplish.

A second point of view is about BART . As you know BART provides special seating Accommodation for those disabled and senior riders who are over 65 and up . The seats are oftentimes not available to these disabled and senior riders who are in need but invariably able bodied high school students occupy them but they would not yield to the rider class What a shame. I think these students are never taught about good manners in school as they only think of themselves. Make America Great Again!! The courtesy of seats being provided for the needed riders has been violated

The comment was posted at the following url:

</news/public-comment-period-survey-open-plan-bay-area-2050#comment-7736>



**From:** [Joanne Parker](#)  
**To:** [Plan BayArea Info](#); [Andrew Fremier](#)  
**Cc:** [Eddy Cumins](#)  
**Subject:** SMART Plan Bay Area Update Letter  
**Date:** Thursday, September 12, 2024 2:19:47 PM  
**Attachments:** [image001.png](#)  
[SMART\\_PBA2050+ Cloverdale September12 FINAL.pdf](#)

You don't often get email from [jparker@sonomamarintrain.org](mailto:jparker@sonomamarintrain.org). [Learn why this is important](#)

**\*External Email\***

Andy,

Please find attached a letter regarding Plan Bay Area+ update.

Let us know if there are questions.

Take care,

Joanne Parker

Grants & Legislative Affairs Manager  
Sonoma-Marín Area Rail Transit District  
5401 Old Redwood Highway, Suite 200  
Petaluma, CA 94954  
Main: 707-794-3330  
Fax: 707-794-3037

[www.sonomamarintrain.org](http://www.sonomamarintrain.org)



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**Eric Lucan, Chair**  
Marin County Board of Supervisors

**Melanie Bagby, Vice Chair**  
Sonoma County Mayors' and  
Councilmembers Association

**Kate Colin**  
Transportation Authority of Marin

**Chris Coursey**  
Sonoma County Board of Supervisors

**Rachel Farac**  
Transportation Authority of Marin

**Debora Fudge**  
Sonoma County Mayors' and  
Councilmembers Association

**Patty Garbarino**  
Golden Gate Bridge,  
Highway/Transportation District

**Barbara Pahre**  
Golden Gate Bridge,  
Highway/Transportation District

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Councilmembers

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Sonoma County Board of Supervisors

**Chris Rogers**  
Sonoma County Mayors' and  
Councilmembers Association

**Mary Sackett**  
Marin County Board of Supervisors

**Eddy Cumins**  
General Manager

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Fax: 707-794-3037  
[www.SonomaMarinTrain.org](http://www.SonomaMarinTrain.org)

September 12, 2024

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

**Re: Plan Bay Area 2050+ Update – SMART Cloverdale Extension**

Dear Mr. Fremier,

On behalf of the Sonoma-Marin Area Rail Transit District (SMART) and the communities we serve, this letter is to request inclusion of the SMART extension to Cloverdale in Plan Bay Area 2050+. This extension will connect the Bay Area's rural northern Sonoma County and the interregional communities of the North Coast to the SMART Rail a Pathway network.

In 2008, Sonoma and Marin voters approved a quarter cent sales tax (Measure Q) to provide funding for the design, construction, implementation, operation, financing, maintenance and management of a passenger rail system, with a bicycle-pedestrian pathway connecting at stations, from Cloverdale to Larkspur. The initial line, completed in 2017 stretched from Sonoma County Airport in Santa Rosa to San Rafael. The Larkspur extension was completed in December 2019. Currently, SMART has the Petaluma North infill station, the Windsor extension, and an additional 9-miles of pathway under construction. The Petaluma North Station is scheduled to open by the end of 2024 and the Windsor extension will open in late spring 2025. Additionally, the Healdsburg extension is currently 50% funded and is being considered for amendment into Plan Bay Area 2050. Including the Cloverdale extension in Plan Bay Area 2050+ will assist SMART in delivering the rail and pathway system voters approved in 2008.

SMART is experiencing ridership higher than ever before, currently 30% higher than pre-pandemic. We have implemented multiple changes to adapt to the new post-pandemic travel patterns, including increased weekday and weekend frequency, improved first and last mile solutions, and free fares for youth and seniors. Additionally, SMART is well known for clean and safe trains with an impressive 96% on-time performance rate. This combination of improvements and sustained performance has enabled SMART to have the highest ridership recovery rate in the Bay Area and the second highest among Commuter Rail agencies in the country.

In the past few months, SMART has broken all-time records for monthly ridership, weekday ridership, weekend ridership, bicycles carried onboard, and monthly passenger miles travelled. SMART has strong bi-directional commute patterns and trip origins and destinations spread throughout the corridor; post-pandemic, demand has grown rapidly for off-peak and weekend travel, with midday train loads rivaling commute hours during the summer months. Youth and senior ridership on SMART soared in recent months and is now nearly half of SMART's daily ridership. This mirrors county demographics. Extending SMART north of Windsor to Cloverdale will complete the system and increase ridership.

Thanks to the Metropolitan Transportation Commission (MTC) for conducting a regional onboard transit survey, including on the SMART system, during the period of September 2023 through February 2024. Results from that survey show a third (32%) of SMART riders responding earn less than \$60,000 in household income annually and over half of riders (54%) earn less than \$100,000 annually. According to the 2020 Census data, Cloverdale has a 26% minority population, with 30% of the population speaking languages other than English at home. Furthermore, the median household income in Cloverdale is \$89,630, 32% less than Marin County and 2% less than Sonoma County. Cloverdale and the Alexander Valley are home to two federally recognized Tribal Nations supportive of completing SMART's system, the Cloverdale Rancheria of Pomo Indians and the Dry Creek Rancheria Band of Pomo Indians, who are currently building elder housing in Cloverdale. Cloverdale is a federally designated historically disadvantaged community and, just 3-miles north, lies Mendocino County, a federal-designated area of persistent poverty. Extending the SMART system to Cloverdale will connect these rural residents to the rest of the Bay Area and provide access to opportunity.

The SMART system is regionally significant and will support State efforts to improve transit connectivity and reduce vehicle miles traveled. These improvements will come through SMART's services and connections to the North Coast through the State's planned intermodal bus hub in Cloverdale. In addition to providing a climate friendly transportation option, the SMART system provides access to opportunity, education and health care, supports economic development, and extends the reach for businesses seeking employees. Extending passenger rail to Cloverdale will bring these benefits to northern Sonoma County as well as the North Coast's rural residents. Including the Cloverdale extension into Plan Bay Area 2050+ will enable SMART to compete for funds and ultimately construct this critical segment further strengthening the SMART system and delivering the project our voters approved in 2008.

We have been working with your staff directly and in concert with our partners at Sonoma-County Transportation Authority-Regional Climate Protection Authority (SCTA-RCPA) and Transportation Authority of Marin (TAM) throughout the Plan Bay Area 2050+ update process. Per MTC's guidance for the Plan Bay Area 2050+ update process, both SMART and SCTA-RCPA submitted requests to include SMART to Cloverdale in the updated regional plan. In addition, SMART staff participates on the Plan Bay Area 2050+ Update Project Management Team as one of the transit operators supporting the regional effort.

Thank you for this consideration of including the Cloverdale Extension in Plan Bay Area 2050+ so that the region, the North Bay, and the North Coast and California can have a healthier transportation future.

Sincerely,



Eddy Cumins  
General Manager

C: SMART Board of Directors

**From:** [Chirag Rabari](#)  
**To:** [Plan BayArea Info](#)  
**Subject:** Fw: Plan Bay Area 2050+; Retaining Irvington BART Station as a Near-Term Priority  
**Date:** Thursday, September 26, 2024 1:31:38 PM  
**Attachments:** [image853762.png](#)  
[image270488.png](#)  
[image022771.png](#)  
[image442158.png](#)  
[image662407.png](#)  
[image207246.png](#)  
[image147388.png](#)  
[image078165.png](#)  
[MTC, PBA2050+, Irvington BART.pdf](#)

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FYI

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**From:** Hans Larsen <HLarsen@fremont.gov>  
**Sent:** Thursday, September 26, 2024 12:00 PM  
**To:** Dave Vautin <DVautin@bayareametro.gov>; Chirag Rabari <crabari@bayareametro.gov>; Kara Vuicich <kvuicich@bayareametro.gov>  
**Cc:** Sylvia Lamb <slamb@bart.gov>; Carolyn Clevenger <cclevenger@alamedactc.org>; kvillanueva@alamedactc.org <kvillanueva@alamedactc.org>  
**Subject:** Plan Bay Area 2050+; Retaining Irvington BART Station as a Near-Term Priority

**\*External Email\***

Hi Dave, Chirag and Kara -

It was a pleasure meeting with you recently at the Plan Bay Area 2050+ workshop. Attached is a letter confirming Fremont's interest in retaining the Irvington BART Station project as a near-term priority in Plan Bay Area, with a particular emphasis on how the project is vital to supporting affordable housing production. Let me know if you have any questions or need further information.

Thanks! Hans

Hans Larsen  
PUBLIC WORKS DIRECTOR

---

City of Fremont | Public Works  
39550 Liberty St., Fremont, CA 94538  
(510) 494-4722 | [HLarsen@fremont.gov](mailto:HLarsen@fremont.gov)





**Public Works Department**  
39550 Liberty Street, P.O. Box 5006, Fremont, CA 94537-5006  
[www.fremont.gov](http://www.fremont.gov)

September 26, 2024 (sent via email)

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

**SUBJECT: Plan Bay Area 2050+; Retaining Irvington BART Station as a Near-Term Priority**

Dear MTC Staff,

The City of Fremont appreciates efforts by MTC to update Plan Bay Area and the opportunities for engagement with local agency staff, like the recent MTC in-person workshops held this month. This is to confirm Fremont's request to retain the Irvington BART Station as a near-term priority in Plan Bay Area 2050+ for the reasons stated below:

- High state of readiness with environment clearance complete, 80% design completion, and 14 of 17 properties already acquired. The only impediment to project delivery is full funding.
- A "named project" with partial funding for construction in the voter-approved Measure BB Alameda County Transportation Program.
- A catalyst for continued transit-oriented development and affordable housing within the Irvington Transit Priority Development Area (PDA).

In addition to the Irvington BART Station being rated by MTC as a cost-effective transportation project, the project has the extraordinary benefit of also supporting Bay Area housing goals. MTC has recognized the City of Fremont as a leader in delivering affordable housing through the Housing Incentive Program and our efforts are continuing. Currently, 700 new units of affordable housing development (among 5 projects) are under construction or in the pipeline for approval that have been justified based on adjacency to the planned Irvington BART Station. This is in addition to over 200 affordable housing units already occupied near the future station. A significant factor for developer and local support of these housing investments has been the current regional designation of the Irvington BART Station as a "near-term priority" (2020-2035).

Also, from the perspective of serving the Bay Area's equity goals, the Irvington BART station area should be acknowledged as an "equity priority community of the future" based on current land use development rather than just on the past land uses in the area which have been largely industrial.

We urge MTC's continued designation of the Irvington BART Station as a near-term priority in Plan Bay Area 2050+. If you have any questions, please contact me at [hlarsen@fremont.gov](mailto:hlarsen@fremont.gov). Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Hans F. Larsen".

Hans F. Larsen  
Public Works Director

Cc: MTC: Dave Vautin, Chirag Rabari, Kara Vuicich  
BART: Sylvia Lamb  
Alameda CTC: Carolyn Clevenger, Kristen Villanueva

**Subject: Plan Bay Area 2050+; Irvington BART Station**

September 26, 2024

Page 2

**Photos of New Affordable Housing Under Construction at Irvington BART Station Area (September 2024)**



## Comments Received via the Plan Bay Area Website

Date	Name	Comment
8/8/2024	Kevin Rennie	<p>Please, help to take on and support greater vision and funding for bicycle infrastructure through completion of the San Francisco Bay Trail, the Bay to Sea trail, and additional bicycle/pedestrian infrastructure that increases the standard of safety and access throughout the Bay Area equal to what cars currently have.</p> <p>Thank you, Kevin Rennie Menlo Park - Willows neighborhood</p>
8/11/2024	hans korve	time to extend Caltrain under the bay to connect with the capitol corridor.
8/17/2024	Jasper Gilley	Realistically the highest ridership per mile transit expansion that could be conducted is a BART or grade-separated light rail extension under Geary Boulevard in northern SF.
8/20/2024	Evy Archibald Shulman	Please consider adding a ferry between Vallejo/Mare Island and the East Bay (JLS). There is a lot of commuter traffic between these two areas, and going all the way into SF and back is not feasible.
8/28/2024	Mary Alice Fisher	Please change Healdsburg back to Cloverdale. Cloverdale is part of Sonoma County, which is considered one of the nine Bay Area counties. The revelation in draft memos that ridership in this rural, low-income part of the Bay Area should not affect the original plan. SMART has included Cloverdale on ALL of their marketing and promotional materials. Taxpayers have voted to support SMART coming to Cloverdale. We already have a depot, for cryin' out loud. Please include Cloverdale. Poor, rural, working communities need transit too.
8/29/2024	virginia m greenwald	It has come to my attention that Cloverdale has not been included in the 2050 draft plan for SMART. It reads SMART Rail Extension from Windsor to Healdsburg. There is no mention of Cloverdale. We are the northern most town in Sonoma County and have been paying a tax for SMART. We have been promised a train. Please make sure that your final plan includes Cloverdale.
8/30/2024	Brooke Greene	I was surprised and disappointed that extension of SMART rail service to Cloverdale was omitted from Plan Bay Area 2050. As I resident of 40 years, I saw how much enthusiasm the new rail service inspired when Sonoma County voted overwhelmingly to fund it through sales tax in 2008, with the goal of providing rail service to Cloverdale by 2014. It's now 2024, and all this time, Cloverdale citizens have been paying sales tax to support a transit system that doesn't serve us, and we are arguably the community that can least afford it. Please change the North Bay Near Term Project item that reads "SMART Rail Extension from Windsor to Healdsburg" to "SMART Rail Extension from Windsor to Cloverdale."
8/31/2024	darlene r. peck	I moved to Cloverdale in 2016 and throughout the 8 years have repeatedly been advised that SMART was to be extended to Cloverdale. The community has contributed and is in dire need of this transportation service.



Date	Name	Comment
8/31/2024	Louise Young	<p data-bbox="630 170 1957 203">Regarding SMART's planned extension of service from Windsor to Healdsburg</p> <p data-bbox="630 227 1957 332">I'm writing from Cloverdale, which was to be, according to the 2018 MTC Transportation Plan, Smart's northern most stop in Sonoma County. I'm a resident of Cloverdale, and I pay high property taxes to live in this wonderful town. It is NOT in Mendocino County, as many people believe. Cloverdale property owners pay an additional tax to transport us home, as do property owners in Healdsburg.</p> <p data-bbox="630 389 1957 495">What happened to cause Cloverdale to be dropped off the 2050 plan? In my America, if you pay the tax, you expect the service. We have an attractive depot here and a garage for storage of railroad materials, and were looking forward to riding SMART to more populated regions of the county.</p> <p data-bbox="630 495 1957 560">I'm an elder of the community, and if Cloverdale is dropped from the 2050 transportation plan, my friends and I can kiss goodbye to promises and taxes paid.</p> <p data-bbox="630 576 1957 657">We deserve better treatment, and when my friends see my letter and learn how to comment, you should expect a LOT of mail.</p>
8/31/2024	Nancy MacFarlane	<p data-bbox="630 665 1957 738">I am a resident of Cloverdale and was just informed that the plan to have the SMART train run to our station, has been omitted. I certainly hope you will reconsider this decision.</p> <p data-bbox="630 755 1957 860">I have been paying taxes to support this project and I know the urgent need for the SMART train up here. Most residents including myself, work south of Cloverdale and have to drive to our jobs since the buses take too long.</p> <p data-bbox="630 876 1957 917">Please extend the rail service to Cloverdale. We have all been waiting for a long time for this.</p> <p data-bbox="630 933 1957 966">Thank you</p>

Date	Name	Comment
8/31/2024	Kirsten Tellez	<p>I was shocked and dismayed to see that the 2024 draft 2050+ omits Cloverdale from the 2050 plans. As early as 1997, Cloverdale built a train station in preparation for transit coming to our community. Unlike Healdsburg, which has inadequate parking at their proposed station, Cloverdale is ready and willing to be the Northernmost hub for SMART, and welcomes those from nearby Lake and Mendocino County to start their journey south here. SMART is not only important, it is a lifeline for our residents. This year we broke ground on building 75 affordable housing units, all within short walking distance from this station, in anticipation of this promised transit. Our FQHC, Alexander Valley Healthcare, is building a new medical center to help care for these new community members, and those who will move into the additional 100 units on the south end of town. These units provide inadequate parking in hopes of public transit options. Cloverdale is a community where the workforce of our county can afford to live, but they also need access to transportation to get to work.</p> <p>Cloverdale has been Federally designated as a historically disadvantaged community for low income and low educational attainment. For us, SMART will be a Social and Economic Justice elevator. SMART will help level the playing field for disadvantaged students in Cloverdale by increasing access for our students to Jr. College, colleges and universities SMART will open up many more job opportunities for our workforce, and it is essential for maximizing job opportunities and taking Cloverdale workers to jobs throughout the Bay Area. Buses from Cloverdale to Santa Rosa currently take 1.5 hours, too long for a reasonable commute for workers or students.</p> <p>Cloverdale's economic growth has suffered greatly as a result of the Covid Pandemic. The anticipation of the SMART extension to Cloverdale will stimulate much needed development for our community.</p> <p>Dropping Cloverdale from the 2050 SMART Plans is not acceptable and is a betrayal of trust. Residents of Cloverdale and the surrounding areas have been paying the same sales taxes to support this project as the residents to our south who are already benefiting from SMART.</p> <p>Residents of our community have been big supporters of SMART. The only folks who have disapproved are residents who are anti-tax, anti-transit, and who have predicted that, while they would be taxed, SMART would never be built to Cloverdale in their lifetimes. Wow! Please don't make them right and the rest of us stupid. What a horrible lesson that would be.</p> <p>Thank you for your important consideration.</p>
9/1/2024	Kirsten Sullivan	<p>I live in Cloverdale. Cloverdale is in Sonoma County. I pay for the smart train with my taxes. We have a train depot. We have no train. I want to see Cloverdale in the plan, a plan for the near future.</p>

Date	Name	Comment
9/2/2024	Alison Finch	<p>Please consider adding SMART Rail Extension from Windsor to ***Cloverdale*** to the near term projects. Cloverdale residents have been paying taxes to support SmartTrain and would benefit greatly from having access to the rail system. Linking rural areas to urban centers would help bridge the rural/urban divide and expand access to jobs, cultural amenities, and opportunities for working families, seniors, veterans, and tribal members. Please bring Smart Train to Cloverdale soon! We need it and we've been paying for it. Thank you.</p>
9/3/2024	Richard Greene	<p>I was surprised and disappointed that extension of SMART rail service to Cloverdale was omitted from Plan Bay Area 2050. As I resident of 40 years, I saw how much enthusiasm the new rail service inspired when Sonoma County voted overwhelmingly to fund it through sales tax in 2008, with the goal of providing rail service to Cloverdale by 2014. It's now 2024, and all this time, Cloverdale citizens have been paying sales tax to support a transit system that doesn't serve us, and we are arguably the community that can least afford it. Please change the North Bay Near Term Project item that reads "SMART Rail Extension from Windsor to Healdsburg" to "SMART Rail Extension from Windsor to Cloverdale."</p>
9/5/2024	Edward Mason	<p>A regional (between counties) express bus system is not explained. We had Greyhound, Peerless Stages and EastShore lines that in one seat ride reached a distant destination. Is an any data collection (by ZIP Code) to identify where where all the traffic is coming from and going to? Traveling to a regional rail connection is time consuming. Local express bus hubs may get one going faster on the trip.</p> <p>Generally people suffer from a culture of convenience. "Google" buses have diminished the desire for a public regional bus system. The "googlers" in San Francisco are too lazy to travel to CalTrain and then a shuttle to the work site. Since the free bus is a corporate business expense, the company pays less tax so we all pay for their culture of convenience. Good luck attempting to change peoples behavior and the earth will continue to burn. I travel regionally on transit and plan my time accordingly.</p>

Date	Name	Comment
9/5/2024	Gay Baldwin	<p>Easy transit around the bay should be a priority -- it's pathetic that it is still around a 4-hour journey to get from our house in south Palo Alto to my son's house in SF using public transit. BART may have failed too good through San Mateo and Santa Clara counties in the 1960's, but that also means the bay area governments have had 60 years of failing come up with another means to form a simple transport loop around the bay that we can then take lateral branches off of. Why is there still no light rail along El Camino from Gilroy to SF? Or hop-on-hop-off transit from Redwood City to Oakland? Or seamless routes from Fremont to Santa Rosa???</p> <p>Beyond ridiculous -- we have quite incredible housing density in the near ring around the bay but ABAG has not allowed us to have a unified transit network or fixed, reliable service in my entire 70-year residence here. Please go study European transit systems that had to be shoe-horned into very unplanned cities, some less dense than we are (like Moscow) and which serve their populace so much better! Where's the monorail along 101, 280, 680, and 880? You have the right-of-ways between the North/South or East/West lanes ... simple overpass bridges and the existing park-and-ride lots would do it ... please stop asking for freeway congestion pricing on highways that simply hurts the poorer amongst us who already have less time to waste, and use the money for erecting such systems to actually provide alternatives!! rather than penalize people who have no choice but to use congested freeways long since paid for by the public. Thank you.</p>
9/6/2024	Brad Akard	<p>I hope we can do things now that will benefit future generations,</p>
9/6/2024	Keith Robert Saggars	<p>Re. Downtown. Muni frequency service every 5 minutes. Every 8 minutes works well on my local downtown bus no. 8.</p>
9/7/2024	Steven McGinnis	<p>Busses are still dependent upon traffic and do not offer the benefits of dedicated rail systems. We need to increase the locations a passenger can use BART to access and reduce the multiple agencies that are providing the same product-transit. BART will remain a second choice as long as it is easier to jump turnstiles than to use a Clipper card.</p>
9/7/2024	Roderick Llewellyn	<p>The frequency improvements are very welcome and rather long overdue. As I indicated in my response to your 2050+ survey, when it comes to rail expansions, it's way weaker than that in any similar-sized European city. I mean, within this document, you're proposing &lt; 10 new miles, right? Over the next 26 years? Really? OK, let's talk NEW IDEAS!!!! How about a phased REDUCTION in highway capacity, with the goal being to REALLY change modal splits? Wow, that's scary, dude! How about bringing trains back to the Bay Bridge like before the California Department of Highways destroyed it? (I notice MTC does not like to talk about that event!!!). So why not UNDO IT??? Way cheaper than a second crossing! Actually admit that, gasp, WE MADE A STUPID MISTAKE!!! (Yes, I know that happened before MTC's founding; but UNDOING it is within your power!) Yes, I'm being snarky. I've been around MTC politics since before many of your employees walked this Earth, and I'm always disappointed at just how stubborn and slow you are.</p>
9/9/2024	Gary Weinstein	<p>Shame on you. We in Cloverdale pay but get no benefit. We already have a rail line and station. Believe me, we would use the Smart train often, but as usual you're caught up with red tape and bureaucracy. Shame on you.</p>

## Transit 2050+ Correspondence Received

**Attachment E: Summary of Comments**

The following table summarizes the comments and questions received from partner agencies in June 2024 and the Regional Network Management and Policy Advisory Councils in July 2024. In addition to the general comments summarized below, staff is responding to project-specific comments individually.

**Draft Transit 2050+ Network**

Question/Comment	Response
<p>Please move <i>[project]</i> to the fiscally-constrained project list.</p> <ul style="list-style-type: none"> <li>• Berkeley &amp; Redwood City Ferries</li> <li>• San Jose Airport Connector</li> </ul> <p>Please accelerate <i>[project]</i> from the long-term phase to the near-term phase of the fiscally-constrained project list.</p> <ul style="list-style-type: none"> <li>• Portal</li> <li>• AC Transit Rapid Network</li> <li>• ACE Frequency Improvements</li> </ul>	<p>Staff will work with the PMT to review this and other feedback on the Draft Network as we develop the final version that will be incorporated into the Plan Bay Area 2050+ Final Blueprint in December. Unless the Final Transportation Revenue Forecast is higher than draft numbers, any projects added would require removal of other projects of an equivalent cost.</p>

Question/Comment	Response
<p>It is not clear in some cases why certain projects are in Bin 1 vs. Bin 2 vs. not included in the fiscally-constrained network. For example, why would a project have a high or very high benefit-cost ratio but not be included in the Draft Transit 2050+ Network?</p>	<p>There are several projects with a high or very high benefit-cost ratio that are not included in the current version of the draft network. Multiple factors were considered by the transit operator-led Project Management Team (PMT) and staff when developing the Draft Transit 2050+ network, including benefit-cost ratio, direct access for Equity Priority Communities, frequency gaps, speed gaps, geographic distribution of the transit network, local priorities, alignment with Transit 2050+ organizing principles, and the level of capital funding fully committed to the project. In part, this was due to the PMT’s direction to pivot away from the singular central role that Project Performance has played in past cycles of Plan Bay Area and use a more holistic approach to developing the Draft Network. Though there is no specific cross-factor formula for determining which projects were included, greater effort will be made to improve clarity around reasons for project inclusion in the Final Transit 2050+ Network.</p>

Question/Comment	Response
<p>Given the reduction in anticipated transportation revenues compared to Plan Bay Area 2050, was there any consideration made to revisiting MTC’s “Fix it First” policy?</p>	<p>MTC has a longstanding Fix-it-First policy, which has been applied to Plan Bay Area 2050+, despite a considerable reduction in anticipated transportation revenues. For transit, the ongoing operations and maintenance costs reflect the 2023 level of transit service in the region and the level of funding required to maintain the overall total number of transit revenue hours of service across the region. Reducing spending on operating and maintaining existing service levels, which for most operators are already lower than 2019 service levels, would equate to further reducing regionwide transit service levels in the future. While this would allow for more capital projects to be included, reducing baseline operating levels below 2023 levels would adversely impact performance on climate, equity, and mobility goals.</p>
<p>Can funding levels for some of the policy-based transit transformation strategies be reduced (Strategies T2, T3, T4)? Could more be then allocated to the projects featured in Strategies T10 and T11?</p>	<p>Funding level recommendations for the transit transformation programs and policies (Strategies T2, T3, and T4) are still in draft form, much like the Draft Network that informs the funding levels for Strategies T10 and T11. These funding levels are subject to change with continued stakeholder feedback and updated projected revenues. However, public engagement, previous stakeholder feedback, and agency needs have continued to reinforce that these strategies are important to customers. Additionally, we will need to prioritize and potentially increase funding for strategies that result in cost-effective mode shift and reduction in vehicle miles traveled to meet the state-mandated greenhouse gas reduction target.</p>



Question/Comment	Response
<p>The maps depicting the Draft Network do not provide sufficient detail on how local transit will be improved. Some agency service areas are represented by a single line.</p>	<p>The regional maps included in the presentation are intended to provide a high-level overview of the improvements included in the Draft Network. In most cases, the lines represented on each map are not intended to be viewed as single corridors and instead represent improvements along multiple corridors connecting geographic subareas throughout the region. In the “Draft Network: Region” slide, an effort is made to visually reflect local bus service improvements within various geographic subareas as highlighted zones.</p>
<p>Because the Transit 2050+ Needs, Gaps, and Opportunities Analysis was limited to the nine-county Bay Area region, interregional transit services may not be identified as filling a gap even though they fill key transit service gaps between the Bay Area and nearby regions.</p>	<p>The Needs, Gaps, and Opportunities Analysis only identified potential service and transit priority gaps within the nine-county Bay Area and was one factor considered in developing the draft transit network. However, the Project Performance Assessment did capture interregional benefits, leveraging a multiplier reflecting the share of ridership from outside the Bay Area region as appropriate.</p>
<p>When will projected transportation revenues be finalized?</p>	<p>MTC/ABAG is finalizing the Needs and Revenue Forecasts for Plan Bay Area 2050+ this summer and will share this with partners, stakeholders, and the public in fall 2024. Transportation revenues may increase or decrease at this upcoming juncture, allowing for greater or fewer projects to be included in the Draft Final Network.</p>

Question/Comment	Response
<p>Strategies T3 (Timing at Regional Hubs) and T10 (Enhance Transit Frequency, Capacity, and Reliability) were identified as the Policy Advisory Council’s top priorities.</p>	<p>Staff will work with the PMT to consider this and other feedback on the Draft Network as we develop the Final Network that will be incorporated into the Plan Bay Area 2050+ Final Blueprint in December.</p>

**Draft Project Performance Assessment**

Question/Comment	Response
<p>Why do equity scores vary so significantly between the three futures?</p>	<p>Each of the three Horizon Futures (Back to the Future, Clean and Green, and Rising Tides, Falling Fortunes) is a “what if” scenario for the year 2050 with different assumptions about a wide range of global, national, and regional political and socioeconomic conditions. As a result, the number as well as the home and work locations of lower-income individuals in year 2050 varies significantly for each future, which directly affects the extent to which projects benefit lower-income households. Conversely, the Equity Priority Communities flag reflects existing conditions (location of low-income communities and/or communities of color today) and does not vary across the three futures.</p>
<p>The Project Performance Assessment equity scores are not intuitive and results for some projects do not fully reflect potential equity benefits.</p>	<p>The Project Performance Assessment includes four different equity metrics. The three equity scores for each Horizon Future assess how projects may benefit lower income individuals more than higher income individuals for</p>

Question/Comment	Response
	<p>three potential 2050 future scenarios, reflecting interest in “who benefits most”, not just where the project is located. The Project Performance Assessment also assesses whether or not a project would directly serve an Equity Priority Community. Based on this feedback earlier in the summer, staff pivoted to focus primarily on the geographic assessment as it is easier to understand and reflects near-term conditions.</p>
<p>The benefit-cost scores for major rail extension projects do not fully capture or reflect project benefits.</p>	<p>Major rail projects often have relatively low benefit-cost ratios due to very high lifecycle costs, particularly in 2050 futures where economic and housing growth is not as robust. Additionally, the Project Performance Assessment focuses on individual project benefits, which only captures some of the potential synergies that these projects may provide. Such projects also may have significant land use or economic development benefits that are not fully captured.</p>
<p>There should be more transparency and disaggregation in Project Performance metrics like equity scores and benefit-cost ratio.</p>	<p>There are a number of challenges in displaying project performance results to an audience that may or may not at all be familiar with the modeling process. Results are presented at a similar level of detail as in Plan Bay Area 2050, so as to be clear and understandable for stakeholders who are unfamiliar with the process but still provide enough transparency in the details that are shared. Staff will continue to explore how equity scores and benefit-cost ratios can be categorized and disseminated in a way that is both clear and transparent enough for all stakeholders.</p>

Question/Comment	Response
Suggest using a business case approach for future project assessment and prioritization (similar to what is used in London, Auckland, or Vancouver).	Staff will work with partner agencies and stakeholders to consider new methodological approaches as part of the forthcoming major plan update commencing in 2026, as appropriate.
How was California High Speed Rail (HSR) considered as part of the Project Performance Assessment this cycle?	California High Speed Rail is assumed to be open and operational in the year 2050 in the Clean and Green future. For projects analyzed in this specific future, consistent with the methodology developed in Plan Bay Area 2050, an interregional multiplier to project benefits is applied if project scope directly enables high-speed rail service (e.g., full grade separations, electrification, etc.) to begin operating between the Bay Area and destinations south of Gilroy, and if associated capital costs of that infrastructure are captured on the cost side of the assessment.

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.

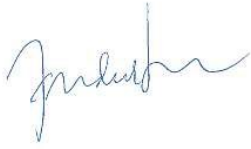
At the Regional Network Management Council Meeting on July 22, MTC staff presented a draft of Plan Bay Area 2050+ that did not include the Berkeley Ferry Service, a project that has historically been included in previous versions of Plan Bay Area, has secured over eleven million in funding, and is currently 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,



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:

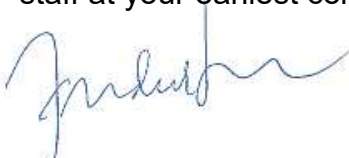
1. We are trying to understand why projects with lower benefit/cost ratios and less equity advancement were prioritized over the WETA Berkeley-San Francisco Ferry Service Expansion Project. **Therefore, we are asking for a priority ranked list of all 54 projects analyzed, including all relevant quantitative 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**

**Page 7 of 12**

**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





September 12, 2024

Metropolitan Transportation Commission  
ATTN: Planning Committee  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

**RE: Item 9a. Transit 2050+: Draft Project Performance and Draft Network**

Dear Chair Spring and Planning Committee Members,

As a fellow member of this Committee and Mayor of San José, I would like to voice my support for the attached September 9 comments on the Draft Transit 2050+ Plan from the City's Department of Transportation. Specifically, I would like to highlight the critical need to move the San José Airport to Diridon Station Connector to the "Fiscally Constrained Projects" category as the Airport Connector is advancing towards design and environmental review, and regional investment is vital to its success. I would also like to reaffirm our city's support for MTC's plan to include the Diridon Station project in a programmatic category. I look forward to working with staff to advance this plan.

I regret being unable to join the discussion today and respectfully ask that my fellow committee members consider the matters raised in the comment letter. These are two priority projects for the City of San José with significant regional benefits. Thank you for your consideration.

Sincerely,

Mayor Matt Mahan

City of San José

ATTACHMENT: Comments from City of San José on the Draft Transit 2050+ Plan