

March 24, 2020

Ms. Theresa McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan:

The purpose of this letter is to express our strong support for the inclusion of the Dumbarton Rail Project (Project) in Plan Bay Area 2050. This project provides a unique opportunity to address critical quality of life concerns and support the continued economic growth of the greater San Francisco Bay Area region through a unique public-private partnership.

Residents in San Mateo, Alameda and Santa Clara Counties are more likely to drive alone today than take transit. The jobs-housing imbalance, which has led to increasingly lengthy and unpredictable travel times, is driving the need for more mobility options. There are limited direct east-west transit options that exist today between major employment centers in southern San Francisco Peninsula/northern Santa Clara County and residential neighborhoods in the East Bay. This Project utilizes an existing rail right of way to provide a multi-modal transportation solution that can serve as a model to meet multiple objectives, including congestion relief, green infrastructure and regional interconnectivity that MTC desires to achieve with its long range vision for Plan Bay Area 2050.

While studies for passenger rail service on the Dumbarton Corridor date back to the 1990s and this Project has been included in prior MTC adopted Regional Transportation Plans, the current proposal is being developed as part of a new unique public-private partnership led by SamTrans, in conjunction with Cross Bay Partners. In addition to public agency support, this partnership includes Facebook, a major global employer that has already made significant financial contributions to the Project, and the Plenary Group, which is an investor, developer and manager of major public infrastructure projects. The Federal Transit Administration encourages public private partnerships in the development of new alternative transportation systems as it recognizes the creativity, efficiency and capital value that the private sector can add.

While this Project has been found to have deficiencies by MTC with benefit-cost ratios and equity scores, we believe that consideration of the unique public partnership that has been established, with demonstrated private sector support and financial investment, should be considered in MTC's decision making process. Furthermore, this Project can have a truly

beneficial transformative impact to adjacent transit dependent low-income communities in San Mateo County. Through this project, the communities of North Fair Oaks, East Menlo Park and East Palo Alto will have increased access to transit with proposed rail stations and improved first/last mile access options that include pedestrian and bicycle connections. We encourage SamTrans and MTC to continue collaborations to include provisions that can better ensure existing residents within these communities will be able to receive their fair share of the Project benefits.

On a final note, inclusion of this Project in Plan Bay Area 2050 will also help SamTrans demonstrate regional support for the renovation of this transit corridor to the United States Coast Guard, which can require that the Dumbarton Rail Bridge be dismantled if it isn't rehabilitated.

Thank you for your consideration of this worthy project for inclusion in Plan Bay Area 2050.

Sincerely,

Supervisor Warren Slocum
President, Board of Supervisors