

Re: Plan Bay Area 2050
To: Metropolitan Transportation Commission and the Association of Bay Area Governments
From: The Cities Association of Santa Clara County

February 13, 2020

Dear MTC and ABAG Executive Board Members and Staff,

In response to the recently released Horizon Futures Final Report and Project Performance Findings, the Cities Association of Santa Clara County would like to offer the following input into the Horizon and Plan Bay Area 2050 process.¹ The Cities Association of Santa Clara County is an association of the 15 cities of the county. Since 1990, representatives from the 15 cities of Santa Clara County have been meeting monthly and collaborating on issues that affect each of us, striving to create a unified voice.

Last month, the Cities Association endorsed the Seamless Transit Principles, which call on the Bay Area's elected and appointed leaders to prioritize creating an integrated reliable regional transit system connecting the Bay Area. The Principles include:

- Run all Bay Area transit as one easy-to-use system;
- Put riders first;
- Make public transit equitable and accessible to all;
- Align transit prices to be simple, fair, and affordable;
- Connect effortlessly with other sustainable transportation;
- Plan communities and transportation together; and
- Prioritize reforms to create a seamless network.

There are several local and regional projects proposed in Plan Bay Area 2050 that reflect the spirit of the Seamless Principles, but few that have captured our imagination and enthusiasm as much as the Regional Express (ReX) Network.

We urge MTC to include the ReX concept in Plan Bay Area 2050. We understand that MTC's project performance results found that some ReX routes performed very well while others did not meet expectations. The following ReX lines touching down in the South Bay are projected to carry a combined 110,000 weekday riders, which is more than travel on VTA's entire bus network. The top 25 Bay Area ReX routes would carry an estimated half a million weekday riders, more than BART's 411,000 systemwide weekday riders.

- DD30 Diridon to Mosswood Station via SFO & SFTransbay: 37,443 daily riders
- PA10 Palo Alto to Berkeley via the Dumbarton Bridge: 28,220 daily riders
- DD10 San José Diridon to El Cerrito del Norte via I-680: 24,865 daily riders

¹ https://mtc.ca.gov/sites/default/files/Horz_Futures_Report.web_.pdf
https://mtc.ca.gov/sites/default/files/ProjectPerformance_FinalFindings_Jan2020.pdf

- EP2 East Palo Alto to San Jose Diridon via Cupertino: 19,993 daily riders

In addition to these promising ridership results, the ReX project outperformed almost all of the VTA-submitted projects in its cost-benefit among the three futures analyzed in Plan Bay Area, including BART to San Jose Phase II. We are especially eager to identify which Santa Clara County routes can deliver the best outcomes, including potentially those routes that have yet to be explored and assessed

In order to reduce costs and improve the performance of the project, we understand that a modified ReX proposal will need to be put forward in the coming weeks, such as placing a priority on the highest performing lines to go first or incorporating lower cost fares for low income riders. **While we concur that modifications should be made in the short term to improve the cost-benefit of the project, the vision of maximizing our existing roadway infrastructure and providing congestion-free travel through a high-capacity regional transit network with fast, frequent, reliable service has captured our attention and interest like no other plan in decades.**

We appreciate the opportunity to provide input into the Plan Bay Area 2050 Blueprint. We strongly encourage you to allocate funding for ReX and are very interested in engaging in the plan as it evolves.

Sincerely,