

**Congress of the United States**  
**Washington, DC 20515**

April 9, 2018

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
375 Beale Street  
San Francisco, CA 94105

Dear Mr. Heminger,

Thank you for your attention to the concerns we raised in our December 6, 2017 letter about traffic congestion in the Bay Area. We are pleased that you share our view about the need to plan for a new San Francisco Bay crossing and that the Metropolitan Transportation Commission (MTC) will undertake a study of this concept. We hope that the MTC acts with urgency, and that, as part of its analysis, provides a detailed timeline of the study process, examines a scenario in which no new crossing is constructed, and considers technological innovation and multiple modes of transportation.

To that end, we write to you to reiterate our sense of urgency and appreciate the opportunity to provide preliminary feedback, highlighting what we believe to be critical considerations for any planning process that is initiated. First, while we recognize that a new Bay crossing is a complicated, lengthy, and expensive endeavor, we hope that any study that gives thoughtful consideration to such a project will also analyze a “no project” or status quo scenario. What costs will we incur and what will traffic congestion look like as a result of inaction if we do not build a new Bay crossing?

Second, new studies should be based on the latest information about existing traffic patterns. Although MTC’s most recent study was done in the wake of the economic downturn of 2008, which resulted in reduced economic activity and travel demand, circumstances have clearly changed. Today’s traffic into and out of San Francisco and across the Bay is fundamentally different from what it was in the past. Many Silicon Valley workers, those headed home for the East Bay suburbs and those preferring the more urban environment of San Francisco, must all squeeze through the same choking corridors approaching the Bay Bridge. In San Francisco, ride hailing companies have entered the scene, and more and more goods are being delivered directly to consumers, clogging intersections and

slowing down business in the city. A new analysis of the impact of an additional Bay crossing should reflect these new realities.

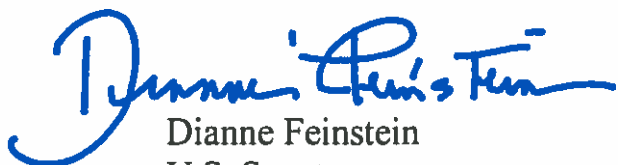
Third, we concur with your assessment that a consideration of a new Bay crossing should include concepts of a crossing that incorporate different combinations of transport modes, including BART or other rail service. We do not believe that a vision for a new crossing should be limited to vehicular traffic, as we expect that the optimal solution will include transit.

Fourth, we hope that the option for a new crossing will be seen as an opportunity for incorporating innovative ideas and technology in both planning process and physical infrastructure. We recognize that, in the time it takes to build a new bridge, advances in transportation technologies and practices will continue. In addition, Bay Area companies that have driven innovation and made the region a global leader in entrepreneurship and technology are expressing increasing concern about the housing and commuting needs of their workforce, and they should be engaged in thinking through the planning, design, and delivery of transportation and mobility solutions.

Finally, we would appreciate a detailed timeline for the completion of the study.

We appreciate your willingness to engage with us on these issues, as we believe there is real urgency to the challenge of extending real help to commuters stuck in traffic, meeting the needs of our growing region in innovative ways, and maintaining our quality of life and competitive edge. We look forward to working with you on this endeavor.

Sincerely,



Dianne Feinstein  
U.S. Senator



Mark DeSaulnier  
Member, House of Representatives