



Programs and Projects Committee Meeting Agenda Monday, January 11, 2021, 10:00 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length, or as specified by the Chair.

Committee Chair:	Carol Dutra-Vernaci, City of Union City	Executive Director	Tess Lengyel
Vice Chair:	Rebecca Saltzman, BART	Staff Liaison:	Gary Huisingsh
Members:	David Haubert, Lily Mei, Nate Miley, Sheng Thao, Richard Valle, Bob Woerner	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information: <https://zoom.us/j/94196191099?pwd=UUtjQUcwbiVCUCtYNVNReEZEEWlwZz09>
Webinar ID: 941 9619 1099
Password: 028540

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 941 9619 1099
Password: 028540

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar		Page/Action
4.1.	Approve November 9, 2020 PPC Meeting Minutes	1 A
4.2.	Approve December 17, 2020 PPC Special Meeting Minutes	9 A
5. Regular Matters		
5.1.	Allocation for the Project Initiation Document phase of the West End Bike Ped Bridge Project	13 A
6. Committee Member Reports		
7. Staff Reports		
8. Adjournment		

Next Meeting: Monday, February 8, 2021

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings January and February 2021

Commission Chair

Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair

Councilmember John Bauters
City of Emeryville

AC Transit

Board President Elsa Ortiz

Alameda County

Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Councilmember Rochelle Nason

City of Berkeley

Councilmember Lori Droste

City of Dublin

TBD

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor Bob Woerner

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

TBD

City of Pleasanton

Mayor Karla Brown

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	January 28, 2021 February 25, 2021
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	February 8, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

5:30 p.m.	Independent Watchdog Committee (IWC)	January 11, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	February 4, 2021
5:30 p.m.	Bicycle and Pedestrian Committee (BPAC)	February 4, 2021
1:30 p.m.	Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee (PAPCO/ParaTAC)	February 22, 2021

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.

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Programs and Projects Committee

Meeting Minutes

Monday, November 9, 2020, 10:00 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve September 14, 2020 PPC Meeting Minutes

4.2. Approve Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates

Commissioner Marchand moved to approve the Consent Calendar. Commissioner Cox seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Miley, Saltzman, Thao

No: None

Abstain: None

Absent: None

5. Regular Matters

5.1. Approve funding strategy for City of Emeryville's Senate Bill 1 funded Quiet Zone Safety Engineering Measures Project

Vivek Bhat recommended that the Commission approve reprogramming of \$1,379,886 of Alameda CTC Local Exchange Program funds currently programmed to five other City of Emeryville projects to the Senate Bill 1 (SB 1) Trade Corridors Measure BB funded Quiet Zone Safety Engineering Measures Project. The City of Emeryville is the sponsor and implementing agency of the Quiet Zone Safety Engineering Measures Project which is the top ranked transportation priority for the City. In May 2018, through a highly competitive process, the project was selected for SB 1 Trade Corridor Enhancement Program (TCEP) discretionary funds by the California Transportation Commission. The project received programming of \$4.2 million of state funds towards the construction phase and Alameda CTC provided \$1.8 million as the required 30% local match. The project is currently in the design phase and involves work with Union Pacific Railroad (UPRR). Mr. Bhat stated that the City has faced several coordination challenges with UPRR, including delayed responsiveness and the addition of scope of work requests that have resulted in delayed actions and approvals. In addition, COVID-19 related impacts further delayed the delivery of the design phase. The City has received the maximum available 20-month allocation time extension from the California Transportation

Commission, which cannot be further extended. UPRR coordination and COVID-19 delays have increased the project cost by about \$2.1 million more than the original cost. The City has already organized approximately \$0.72 million through delaying/defunding other local City projects and are requesting Alameda CTC's consideration to address the remaining \$1.38 million shortfall.

Commissioner Cutter was supportive of the staff recommendation and stated that as Alameda CTC should write a letter informing Congresswoman Barbara Lee of UPRR's non-responsiveness to cities.

Commissioner Cutter Dutra-Vernaci suggested writing letters to all representatives of Congress associated with the Alameda CTC and highlighting the UPRR coordination issue.

Commissioner Bauters thanked the Commissioners for their comments and Alameda CTC staff for finding a solution to move this project forward. He commented that the Martinez Subdivision of UPRR in Emeryville is the busiest and loudest rail corridor in the county.

Commissioners Bauters moved to approve this item. Commissioner Saltzman seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand,
 Mei, Miley, Saltzman, Thao
No: None
Abstain: None
Absent: None

5.2. Approve Allocation for the Plans Specifications and Estimate Phase of East West Connector Project

Tess Lengyel stated that the East-West Connector (EWC) Project is the last capital project remaining from the 1986 Measure B Transportation Expenditure Plan that was approved by the voters. In March 2018, the Commission approved a request from the City of Union City to transfer project sponsorship of the EWC to the City, and Union City accepted the role of project sponsor and became the implementing agency. One of the conditions of the transfer was that Union City would provide an update to the Commission on the status of the project and the plan for delivering the project. The required update was presented to the Commission in October 2020 and included the City's vision for an updated project definition and approach for project delivery. Ms. Lengyel introduced Vivek Bhat who provided the presentation for this item. She stated that Joan Malloy, Union City's City Manager, would provide a few comments on the project. Ms. Lengyel stated that letters from the public are in the packet and Vanessa Lee, Clerk of the Commission, provided the Commissioners with additional letters prior to the meeting.

Vivek Bhat recommended that the Commission approve the following actions solely for the 1986 Measure B Named Capital Project funds:

- Adopt Resolution No. 20-013 (Attachment A) committing the remaining balance of 1986 Measure B funding for the I-880 to Mission Boulevard East-West Connector Project to the Quarry Lakes Parkway Project sponsored by the City of Union City and acknowledging the commitment fulfills the entire commitment of 1986 Measure B funding from the 1986 Transportation Expenditure Plan to the project;
- Allocate \$4.2 million of 1986 Measure B funding for the design phases of Segments 1 and 2 of the Quarry Lakes Parkway Project (\$2 million and \$2.2 million, respectively);
- Allocate \$17.8 million of 1986 Measure B funding for the design phases of Segments 3 and 4 of the Quarry Lakes Parkway Project (\$9.2 million and \$8.6 million, respectively) with the condition that full funding for all phases of the segment will be identified in the funding agreement(s) for the Quarry Lakes Parkway Project before any reimbursements for eligible design phase costs for that segment will be approved; and
- Authorize the Executive Director, or designee of the Executive Director, to execute a project funding agreement, or agreements, with the City of Union City for the design phases of Segments 1 through 4 of the Quarry Lakes Parkway Project up to the amounts allocated for the design phase for each segment.

The following public comments were heard during the meeting.

- Dave Campbell, Bike East Bay, requested the Commission to not act on this item because the City of Union City have not met the conditions set in March 2018. Mr. Campbell commented that the project was a regional expressway and was not consistent with current policies including the Governor's order to reduce greenhouse gases and a recent telecommuting policy proposal by the Metropolitan Transportation Commission (MTC). He also stated Bike east Bay and the Union City BPAC had not seen any bikeway designs related to the proposed project. He requested a meeting with City staff to discuss the technical details of the project prior to the Commission meeting.
- Sarabjit Kaur Cheema, a School Board member in Union City, raised concerns over the impacts of the project related to the Ramirez farm, which is currently leased from the state. Mrs. Cheema requested the Commission to deny the staff recommendation.
- Bob Czerwinski, Chairman of the EWC Mitigation Monitoring Committee (MMC) reminded everyone of this committee existence and purpose and the environmental concerns related to the implementation of Segments 3 and 4 of the project. Mr. Czerwinski requested the MMC to be kept involved with the project.
- Flavio Poehlmann commented that the City of Union City has not fully met the conditions that the Commission specified at the March 2018 meeting. He specifically called out the condition of an updated traffic study covering at least the area from the Dumbarton Bridge to the Union City BART station. He shared his concerns about the City's commitment to work with interested stakeholder groups. Mr. Poehlmann requested the Commission to not release any funds until all conditions are met.

- Fei Tsen, President of Windflower Properties, commented that she supports the Quarry Lakes Project as it will provided connectivity to transit and housing.
- Liz Ames, BART Director, District 6, commented that she has concerns that the Quarry Lakes Parkway will serve as a route for regional traffic through Union City and Fremont.
- Glenn Kirby, City of Hayward resident, commented that he supports the Quarry Lakes Project.
- Mandeep Gill, Union City BPAC, member commented that technical details of the project were not discussed at the Union City BPAC, Fremont Mobility Committee or with the Alameda CTC BPAC. He stated that he wants to see the full plans and traffic data before signing off on this project.
- Andreas Kadavanich representing Bike Fremont asked the Committee to not approve the resolution and noted that the commitments from the March 2018 meeting have not be fulfilled. He specifically called out the current traffic study which does not provide enough data considering a two-lane roadway.
- Michele Kim, Senior Project Manager of MidPen Housing, commented that she supports the Quarry Lakes Project as it supports the vision of the station district.
- Willie McDonald, Alameda County Fire Chief, commented that he supports the Quarry Lake Project as it provides a second evacuation route for emergency vehicles in the City.
- Jared Rinetti, Union City Police Chief, commented that he supports the Quarry Lakes Project. He commented that the project will provide a second point of access and help to alleviate congestion and assist emergency vehicle access.

Vanessa Lee stated that two public comments were received in support of the Quarry Lakes Project. The public comments were sent to the Committee in advance of the meeting and are available for review on the Alameda CTC website. Ms. Lee stated that the majority of the comments received were captured in the record by commenters at the meeting; however, Ms. Lee read public comments that were not spoken at the meeting into the record. She read the following comments:

- Mark Saturnio expressed support of the Quarry Lakes Project.
- Charmaine Zamora expressed support of the Quarry Lakes Projects.

Commissioner Haggerty clarified that the Metropolitan Transportation Commission's telecommute policy has been met with controversy. He stated that the policy is still being developed and has not yet been approved.

Commissioner Marchand provided some clarifications for a couple of technical concerns expressed during the public comment period about the soils and proximity to the drinking water aquifer managed by the Alameda County Water District (ACWD) and asked whether the Commission had received any comments from the ACWD. Ms. Lengyel responded that the Commission had not received any comments from the ACWD.

Commissioner Saltzman asked whether the City of Union City had received the written comment letters received by the Commission, including questions about the basis of the design elements of the Quarry Lakes Parkway Project. The City Manager of Union City confirmed that they had received the letters and were preparing responses. Commissioner Saltzman stated that she would like to see the responses before she can decide about the merits of the Quarry Lakes Parkway Project and asked if the responses would be provided prior to the Commission meeting on November 19. City Manager Malloy confirmed that the City would be providing the responses in time for the Commission meeting.

Commissioner Mei expressed support for the initial usable segments while sharing concerns about interested stakeholder groups receiving responses to their comments about the full Quarry Lakes Parkway Project.

Commissioner Dutra-Vernaci thanked the Commission, staff and City staff, along with the speakers for being present. She gave her commitment that Union City is listening to the bicycle and pedestrian stakeholders regarding their concerns.

Commissioner Bauters pointed out that Exhibit 1 to Resolution 20-013 was missing from the agenda packet (noting it will be similar to Attachment 5.2B on page 27 of the packet) and asked that the exhibit to the resolution be included in the Commission meeting item.

Commissioner Dutra-Vernaci moved to approve this item with the amendment that Exhibit 1 is on page 27 of the packet. Commissioner Marchand seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand,
 Mei, Miley, Thao
No: None
Abstain: Saltzman
Absent: None

5.3. Approve the Professional Services Agreement with Acumen Building Enterprise, Inc. for Project Management / Project Controls Services

Gary Huisingsh recommended that the Commission authorize the Executive Director to execute a Professional Services Agreement with Acumen Building Enterprise, Inc. (Acumen) for a negotiated not-to-exceed amount of \$8,700,000, to provide project management and project controls services beginning in early 2021. Mr. Huisingsh noted that since the initiation of the 1986 Measure B sales tax measure to present day, Alameda CTC and its predecessor agencies have contracted with numerous engineering consultant firms to provide support services in the area of project management and project controls services. Mr. Huisingsh also stated, based upon the review of Acumen's cost proposal, Alameda CTC's independent cost estimate, and discussions with Acumen, a fee was negotiated to provide the services necessary to complete the required scope of work to provide program management and project controls services, along with other on-call services, for an

amount not-to-exceed \$8,700,000 for an initial 18 months. Staff anticipates that a contract will be ready for execution no later than January 2021.

Commissioner Cutter moved to approve this item. Commissioner Marchand seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand,
Mei, Miley, Saltzman, Thao
No: None
Abstain: None
Absent: None

5.4. Approve Oakland Alameda Access Project Actions to complete the Environmental Phase

Trinity Nguyen recommended that the Commission approve the following actions related to the Oakland Alameda Access Project:

- Allocate \$800,000 of Measure BB funds from Transportation Expenditure Plan Project 37 (TEP-37), the Oakland Alameda Access project, to the Project Approval and Environmental Document phase and
- Authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A14-0051 with HNTB for an additional amount of \$800,000 for a total not-to-exceed amount of \$10,293,000 to complete PA&ED phase services.

Mandeep Gill commented that he would like to see a better bicycle bridge instead of going through the tube.

Doris Gee commented that even though bicycling through the tunnel is not ideal, it's time to move this project forward.

Serena Chen expressed her support to move the Oakland Alameda Access Project forward. She commented that Oakland Chinatown residents have been waiting for 30 years to see clean air, safer access, and restore a piece of their community.

Dave Campbell, Bike East Bay, commented that he is supportive of the Oakland Alameda Access Project, because it has safety improvements for Chinatown. He would like to also see Alameda CTC support the bicycle and pedestrian bridge over the estuary.

Cindy Johnson, Bike Walk Alameda, stated that she is supportive of the Oakland Alameda Access Project. She requested moving the bicycle and pedestrian bridge forward as well.

Commissioner Thao stated that a bicycle and pedestrian bridge is needed to connect Oakland and Alameda. She asked whether tying the Oakland Alameda Access project and the bicycle and pedestrian bridge together would create a delay and if there is a delay, is it possible to move forward with the Oakland

Alameda Access project and commit to the bicycle and pedestrian bridge at a later date.

Ms. Lengyel stated that the action is for an amendment to the consultant contract to complete the environmental phase of the project. Furthermore, Alameda CTC has been supportive of an estuary crossing, supporting a feasibility study in 2009, and a current study which has been completed and is awaiting a decision from the United States Coast Guard. Ms. Lengyel stated that the bicycle and pedestrian bridge over the estuary is a project in the 2020 Countywide Transportation Plan (CTP) that is going before the Planning, Policy and Legislation Committee. She noted that the name of the project in the CTP submitted by the City of Alameda is called the West End Bike/Ped Crossing.

Commissioner Thao stated that as the agency moves forward with the next steps, she wants to ensure the Oakland Alameda Access project is not delayed while the estuary crossing project is explored. She also wanted to be sure that Alameda CTC is staying in touch with the residents in Chinatown on both projects and she requested staff to keep her updated on the project.

Commissioner Bauters stated that he is abstaining on this project, not because he is opposed to the project, but to hear input from Commissioner Ezzy Ashcraft.

Commissioner Cutter moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following roll call votes:

Yes: Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Saltzman, Thao
No: None
Abstain: Bauters, Miley
Absent: None

5.5. Approve actions necessary to facilitate project advancement and delivery of the Rail Safety Enhancement Program (RSEP)

Tess Lengyel recommended that the Commission approve the following actions related to the Rail Safety Enhancement Program (RSEP):

- Allocate \$1.5 million of Measure BB Freight and Economic Development Program (TEP-41) funds; and
- Authorize the Executive Director to execute all necessary agreements for the delivery of the Environmental Clearance; Plans, Specifications, and Estimate (PS&E); Permits; Right-of-Way; and Construction Contract Documents.

Commissioner Marchand moved to approve this item. Commissioner Cox seconded the motion. The motion passed with the following roll call votes:

Yes: *Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Miley, Saltzman, Thao*
No: *None*
Abstain: *None*
Absent: *None*

5.6. Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program

Tess Lengyel recommended that the Commission approve the following actions related to the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program (RRGP):

- Allocate \$874,000 of Measure B Bicycle and Pedestrian Discretionary funds to thirteen quick-build RRGPs; and
- Authorize the Executive Director or designee to enter into streamlined project funding agreements with the Project Sponsors.

A public comment was made by Dave Campbell from Bike East Bay thanking staff for their innovation of this program during these trying times.

Commissioner Mei thanked staff for their leadership towards supporting businesses in the COVID-19 recovery. She also thanked staff for supporting City of Fremont's project on implementing a road diet.

Commissioner Bauters thanked staff for thinking forward with this program. He mentioned, the City of Emeryville will be using these funds to create a protected bicycle network on Doyle Street.

Commissioner Bauters moved to approve this item. Commissioner Saltzman seconded the motion. The motion passed with the following roll call votes:

Yes: *Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Miley, Saltzman, Thao*
No: *None*
Abstain: *None*
Absent: *None*

6. Committee Reports

There were no member reports.

7. Staff Reports

Tess Lengyel thanked departing Commission Members for their years of service.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, January 11, 2021 at 10:00 a.m.



Programs and Projects Committee
Special Meeting Minutes
Thursday, December 17, 2020, 4:00 p.m.

4.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Cutter, Mei, Miley and Thao.

Commissioner Cox attended as the alternate for Commissioner Chan.

Subsequent to the roll call:

Commissioners Cutter, Mei and Miley arrived during item 4.1.

3. Public Comment

There were no public comments.

4. Closed Session

4.1. Pursuant to Government Code Section 54956.9 (e)(2): Potential Litigation related to the occurrence of serial meetings regarding the I-880 to Mission Boulevard East-West Connector/Quarry Lakes Project

4.2. Report on Closed Session

Alameda CTC General Counsel Zack Wasserman stated that no action was taken in closed session.

Mr. Wasserman stated that Commissioner David Haubert did not participate in the Closed Session and should not be listed during roll call since he's no longer in office as Mayor of Dublin and is waiting on his appointment as Supervisor of Alameda County, District 1, to be assigned to the Alameda CTC Commission.

5. Regular Matters

5.1. Address and Cure recently identified Brown Act Violation for the I-880 to Mission Boulevard East-West Connector/Quarry Lakes Project

Zack Wasserman recommended the Commission approve a letter unconditionally committing the Committee and the members to not engage in Serial Meetings in the future. Mr. Wasserman stated that the Alameda CTC Commission received a Cease and Desist order from Flavio Poehlmann regarding Serial Meeting Brown Act violations by the Commission and the Plans and Programs Committee. The cure for this violation is to report the violation on the record and to unconditionally commit to not repeating this type of violation in the future. He stated that Mr. Poehlmann also suggested that the action taken by the Committee at the November meeting be deemed null and void. Mr. Wasserman stated that this issue was moot at this time since the Commission has already taken final action on the Quarry Lakes Project after recognizing the Brown Act Serial Meeting violation on the record and committing to take unconditional action to not make this violation in the future, and

that the Commission was entitled to act on the Quarry Lakes Project without a recommendation from the Committee under the Administrative Code. Mr. Poehlmann also asked for a number of other actions. Mr. Wasserman stated that none of those actions are required under the Brown Act and many of them were beyond the authority and scope of the Alameda CTC. The Commission itself will formally unconditionally commit to not violating the Serial Meeting provisions of the Brown Act at a future meeting. Mr. Wasserman stated that Commissioner Dutra-Vernaci will recount her actions that led up to the Serial Meeting violation.

Commissioner Dutra-Vernaci noted that she made a mistake and unintentionally violated the Brown Act. She detailed the Commissioners she contacted and stated that she contacted those Commissioners to discuss the comments made at the March 2018 meeting. She noted that according to her recollection, the conversations with the Commissioners were not different than the issues that had been discussed at their Commission Meetings. Commissioner Dutra-Vernaci noted that she discussed the following with the Commissioners: the importance of the project to Union City; complete Streets is incorporated in the project; class 1 and Class 4 bikeways with protected intersections are included in the project, and this is a local roadway; her commitment to working with bicycle, pedestrian and transit partners and advocates; the reasons it took so long to get to this point with the project. Commissioner Dutra-Vernaci stated that knowing that the bicycle component was of great interest, she invited Commissioners Bauters, Pilch and Saltzman to see the plans and diagrams for the Class 1 and 4 bikeways and the protected intersections. Commissioner Bauters attended a meeting with her in Union City and separately Commissioner Pilch visited the Union City transit-oriented development.

Mr. Wasserman reviewed the letter to Mr. Poehlmann from the Programs and Projects Committee (PPC) stating that the Committee will unconditionally commit to not violate the Brown Act in the future. He stated that this is part of the cure as required by the Brown Act statutes. Mr. Wasserman stated that Mr. Poehlmann will have the right to go to court if members of the PPC violate the Brown Act again.

Commissioner Haggerty commented that Commissioner Dutra-Vernaci has his full support during this time. He noted that she is a wonderful Mayor, Alameda CTC and Metropolitan Transportation Commission Commissioner.

Commissioner Cox moved to approve this item and the motion was amended to have Commissioner Dutra-Vernaci sign the letter on behalf of the PPC Committee. Commissioner Cutter seconded the motion. The motion passed with the following roll call votes:

Yes:	Bauters, Cox, Cutter, Dutra-Vernaci, Haggerty, Mei, Miley, Saltzman, Woerner
No:	None
Abstain:	None
Absent:	Thao

6. Committee Reports

There were no member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, January 11, 2021 at 10:00 a.m.

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 4, 2021

TO: Programs and Projects Committee

FROM: Gary Huisingsh, Deputy Executive Director of Project Delivery
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Allocation for the Project Initiation Document phase of the West End Bike Ped Bridge Project

Recommendation

It is recommended the Commission consider two options to allocate \$1.555 million of sales tax funds to the Project Initiation Document (PID)/scoping phase of the City of Alameda's West End Bike Ped Bridge Project as reflected in a November 2020 letter to the City of Alameda (Attachment A).

Option A: Consider allocation of Measure BB funds from the \$75 million in the 2014 Transportation Expenditure Plan (TEP) for the I-880 Broadway/Jackson multimodal transportation and circulation improvements (TEP-37) not to exceed \$1.555 million for the West End Bike Ped Bridge Project. This recommendation is supportive of a May 2014 letter submitted to the City of Alameda (Attachment B).

Option B: Request the City of Alameda to submit an application for \$1.555 million to the 2022 CIP for the West End Bike Ped Bridge project and the project will be considered through the CIP programming process.

As noted below, staff supports the City of Alameda moving forward with the next phase of the West End Bike Ped Project. If Option A is chosen, staff recommends the Commission authorize the Executive Director or designee to enter into a project funding agreement with the City of Alameda (Project Sponsor).

Summary

Alameda CTC is the project sponsor for the Oakland Alameda Access Project (Project). The Project, previously known as the I-880 Broadway-Jackson Interchange Project, has been in the planning stages for nearly 30 years due to the lack of consensus between key stakeholders. The Project is a named capital project in the 2000 Measure B and the 2014 Measure BB Transportation Expenditure Plans (TEPs) and has a combined earmark of \$83.1

million in Measure funds, which includes \$75 million Measure BB funds. To date, the Commission has approved a total allocation of \$13.1million of Measure funds for the Project. The total project cost is currently estimated at \$120 million and has a shortfall of approximately \$37 million.

The Project is located along I-880 between Oak Street and Washington Street in the City of Oakland, including the Webster Tube and Posey Tube, up to Atlantic Avenue in the City of Alameda. The Project proposes to construct a new horseshoe ramp, add approximately 3.0 miles of new bicycle/pedestrian facilities, remove and modify existing freeway ramps, modify the Posey tube exit and implement various safety and complete streets improvements. The Project is currently in the Project Approval & Environmental Document (PA&ED) phase and the draft environmental document (Environmental Impact Report/ Environmental Assessment (EIR/EA)) was released on September 29, 2020 and the comment period closed on November 30, 2020.

Over the past several years, Alameda CTC has worked closely with project stakeholders, including the Cities of Alameda, Oakland and Caltrans and defined the footprint of the Project. Caltrans is the lead Agency for the Environmental efforts associated with the Project within this defined footprint. The environmental clearance for the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) is anticipated by mid-2021.

While the Project addresses certain Bike and Ped access needs, the City of Alameda was concerned about having a more effective and long-term bike ped connectivity between the Cities of Alameda and Oakland. The City's preference is to evaluate and implement a Bike Ped Bridge over the estuary to further improve multi-modal access options to and from the City of Alameda. Based on the City's request, Alameda CTC sponsored a Feasibility Study Report (2020 Report) for the West End Bike Ped Bridge project, which was evaluated independent of the Oakland Alameda Access Project CEQA and NEPA evaluations.

The City has approached the Alameda CTC to support the West End Bike Ped Bridge project, which is the City's top transportation priority and is requesting \$1.555 million funding for the PID/scoping phase of this project of which the City of Alameda would be the project sponsor.

Based on the Alameda CTC's November 16, 2020 letter addressed to the City of Alameda (Attachment A), staff proposes programming and allocation options to fund this request.

Background

The Oakland Alameda Access Project, previously known as the I-880 Broadway Jackson Project, has been in the planning stages for nearly 30 years. The Project was initially introduced as part of the 2000 Measure B TEP as the I-880 Jackson/Broadway Interchange Project. Due to the lack of consensus between the various stakeholders, agencies and Caltrans on an acceptable solution, previous iterations of this project have not advanced

beyond the Scoping phase. The most recent Project Study Report developed for this project was approved by Caltrans in March 2011. The recommended alternative did not move forward as it did not have the support of the local community, particularly key stakeholders in Chinatown.

In November 2014, the Project was revived with the passage of Measure BB. The 2014 TEP included \$75 million for the I-880 Broadway/Jackson multimodal transportation and circulation improvements (TEP-37). The total project cost is currently estimated at \$120 million and has a shortfall of approximately \$37 million.

Alameda CTC is the Project Sponsor and Caltrans is the lead agency for environmental review under NEPA and CEQA. Throughout the environmental process, Alameda CTC has worked closely with Caltrans, the City of Oakland, and local stakeholders in Chinatown, Downtown Oakland, Jack London District, and the City of Alameda, to evaluate over a dozen alternatives and to identify additional project alternatives that all stakeholders could support. In late 2019, consensus was achieved and a class of action was approved allowing the environmental document to establish a project footprint and proceed as an EIR/EA.

The purpose of the Project is to:

- Improve multimodal safety and reduce traffic congestion for travelers between I-880, the City of Alameda, and downtown Oakland neighborhoods;
- Reduce freeway-bound regional traffic on local roadways and within area neighborhoods;
- Reduce conflicts between regional and local traffic; and
- Enhance bicycle and pedestrian accessibility and connectivity within the project area.

The Project improvements include:

- Removal and modification of existing freeway ramps;
- Construction of a new horseshoe ramp from Posey Tube that would connect to the existing I-880;
- Modification of the Posey Tube exit in the City of Oakland; and
- Construction of approximately 3.0 miles of new bicycle/pedestrian facility;
- Implementation of various safety and “complete streets” improvements to facilitate mobility across I-880 between downtown Oakland and Jack London neighborhoods.

On September 29, 2020 the draft EIR/EA was made available for public review and the comment period closed on November 30, 2020. The environmental clearance for the NEPA and the CEQA is anticipated by mid-2021.

West End Bike Ped Bridge project

The City of Alameda has reached out to the Alameda CTC with initial comments and concerns related to the scope of the Oakland Alameda Access project. The City is supportive of the bicycle and pedestrian access elements within the City of Oakland and also supports the safer commute improvements for auto-based commuters to and from

the City of Alameda. However, their primary concern is their desire for more effective and long-term bike ped connectivity between the cities of Alameda and Oakland.

The City's preference to address a long-term bike ped connectivity solution is to evaluate and implement a Bike Ped Bridge over the estuary to further improve multi-modal access options to and from the City of Alameda. The City has also referenced Alameda CTC's May 30, 2014 correspondence (Attachment B), which lists Alameda CTC's commitment towards multimodal access improvements between Alameda and Oakland.

Alameda CTC, while continuing to deliver the Oakland Alameda Access project, recognizes and is supportive of the City's efforts of multi-modal connectivity through this supplemental effort. In November 2020, the West End Bike Ped Bridge was included as a City of Alameda sponsored project on the 10-year Prioritized list in the recently adopted Countywide Transportation Plan. This project is currently estimated at \$200 million.

Based on the City's request, Alameda CTC also funded a Feasibility Study Report to determine the viability of the West End Bike Ped Bridge project, which was evaluated independent of the Oakland Alameda Access Project EIR. This recent Study expands on the previous efforts initiated in the 2009 Estuary Crossing Feasibility Study by the City of Alameda (and funded by Alameda CTC's predecessor agency, ACTIA), plus more recent evaluations of numerous possible bicycle/pedestrian bridge alignments in the study area. Multiple crossing locations to better connect Alameda and downtown Oakland were evaluated in cooperation with the cities of Oakland, Alameda, and other stakeholders, and the top two preferred locations have been selected. All alternatives were conceptualized to comply with standards from the US Coastal Guard (USCG) and Port of Oakland navigational standards, Caltrans, and local agencies. The alternatives also considered impacts to existing and new developments on the waterfronts. The Final Draft Report was completed in March 2020 pending a letter of concurrence from the USCG.

Assuming concurrence from the USCG on the 2020 Estuary Crossing Study Report, the next step in the project development process would be for the City of Alameda as the project sponsor to prepare a Scoping/PID document. The PID would help further define potential build alternatives and landing locations on both sides, prepare detailed cost estimates, outline environmental and permitting requirements, substantiate ownership, operations and maintenance responsibilities of the bridge, and identify any other major elements that should be investigated.

The City of Alameda has requested Alameda CTC's assistance in securing funding for the project scoping phase of the West End Bike Ped Bridge project (Attachment C). The City's updated funding need to complete the PID document is \$1.555 million.

Staff is recommending the Commission consider two options to address the City's funding request.

Option A: Consider allocation of Measure BB funds from the \$75 million in the 2014 TEP for the I-880 Broadway/Jackson multimodal transportation and circulation improvements (TEP-37) not to exceed \$1.555 million for the West End Bike Ped Bridge Project.

Option B: Request the City of Alameda to submit an application for \$1.555 million to the 2022 CIP for the West End Bike Ped Bridge project and the project will be considered through the CIP programming process.

If Option A is chosen, staff recommends that the Commission authorize the Executive Director or designee to enter into a project funding agreement with the City of Alameda (Project Sponsor).

Fiscal Impact: Is contingent upon the Commission's preferred option to allocate funds. If Option A is chosen, the action will authorize \$1.555 million TEP-37 Measure BB funds as identified in the option for subsequent encumbrance and expenditure. Upon approval, budget will be reflected in the Alameda CTC's FY 2021-2022 Capital Program Budget.

Attachments:

- A. Alameda CTC's letter to the City of Alameda dated November 16, 2020
- B. Alameda CTC's letter to the City of Alameda dated May 30, 2014
- C. City of Alameda's letter to Alameda CTC dated November 19, 2020
- D. City of Alameda's letter to Alameda CTC dated December 22, 2020

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November 16, 2020

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Butters
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Hagerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Nick Pilch

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Hubert

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

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Mayor John Marchand

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Councilmember Sheng Thao

City of Piedmont
Mayor Robert McBa in

City of Pleasanton
Mayor Jerry Thome

City of Union City
Mayor Carol Dutra-Vemac i

Executive Director
Tess Le ngyel

Mayor Marilyn Ezzy Ashcraft
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501
(Sent via email)

RE: City of Alameda Multimodal Transportation Access and Projects

Dear Mayor Ezzy Ashcraft:

First and foremost, thank you and your staff for the on-going participation and engagement in the development of the Oakland Alameda Access Project (OAAP). This is a project approved by voters in the 2014 Transportation Expenditure Plan and funded with Measure BB sales tax dollars. In May 2014, the City of Alameda received a letter from Alameda CTC's then chair and vice chair acknowledging the importance of multimodal access and circulation improvements for both the Cities of Alameda and Oakland and stating that if for any reason the OAAP (formerly known as the Broadway-Jackson project) should prove infeasible within a three year timeframe from the date of the letter, Alameda CTC could allocate funds from the project to alternative transportation methods to and from Alameda Point.

As you know, the OAAP is currently in the environmental phase of project development. During the development of technical studies for the environmental document, the City of Alameda requested that Alameda CTC develop an updated feasibility study to the 2009 feasibility study that had been previously funded by Alameda CTC in a renewed effort to identify opportunities for multimodal access between Alameda and Oakland. This feasibility study is outside the designated environmental study area for the OAAP project for which Caltrans is the CEQA lead. Alameda CTC worked with the city and developed an updated feasibility study which has been submitted to the US Coast Guard for review and feedback given the estuary is federal navigable waters and any project environmental approvals for a separate estuary crossing project would require several levels of federal approvals.

I am writing to let you know that Alameda CTC has supported the estuary crossing project in many ways, including funding for the 2009 study, the updated 2019 study and most recently with the inclusion of the project in the 2020 Countywide Transportation Plan which is before my Commission for consideration for adoption on Thursday, November 19, 2020. As a policy body, Alameda CTC makes funding recommendations for projects and programs funded with Measure BB dollars. Additional funding for the estuary project must go before the full Commission for consideration.

There are two pathways available to the City to address the on-going importance of multimodal access between Alameda and Oakland regarding the estuary crossing:

1. The City may submit an application to fund a project phase through the Comprehensive Investment Plan (CIP) process through which the Commission allocates discretionary funding. A CIP Call for Projects will be released in December 2020 and recommendations will be brought to the full Commission in spring 2021 for consideration. Once released in early December, the CIP information will be available here: <https://www.alamedactc.org/funding/funding-opportunities/>
2. The City may submit a letter to me regarding the on-going need for multimodal improvements across the estuary and seek Commission consideration for funding directly related to the May 2014 letter the City received from Alameda CTC. I understand the importance of safe, reliable multimodal access and commit to bringing such a request to the full Commission for consideration at the beginning of 2021. If I receive a letter from the City in early December, I can bring it to the first meetings in January 2021.

I look forward to working with the City to continue to deliver important projects and programs. If you or your staff would like to discuss this further, I may be reached at (510) 208-7402

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel".

Tess Lengyel
Executive Director
Alameda County Transportation Commission

**Commission Chair**

Supervisor Scott Haggerty, District 1

Commission Vice ChairCouncilmember Rebecca Kaplan,
City of Oakland**AC Transit**

Director Elsa Ortiz

Alameda CountySupervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5**BART**

Director Thomas Blalock

City of Alameda

Mayor Marie Gilmore

City of Albany

Mayor Peggy Thomsen

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor Tim Sbranti

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Councilmember Luis Freitas

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Vice Mayor Larry Reid

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Mayor Margaret Fujjoka

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

May 30, 2014

Mayor Marie Gilmore

City of Alameda

2263 Santa Clara Avenue, Room 320

Alameda, California 94501-4477

Subject: I-880 / Broadway Jackson Interchange Area Improvements Project
(Project); Multimodal and Circulation Improvements for Alameda Point, Oakland
Chinatown, Downtown Oakland, and Jack London Square

Dear Mayor Gilmore,

As you know in late 2013, the Alameda County Transportation Commission (Alameda CTC) created an Ad-Hoc Project Advisory Committee (PAC) to guide and advance the Project, as defined in the 2000 Alameda County Transportation Expenditure Plan (TEP) and funded through 2000 Measure B, through the development process. The PAC has met a few times since December 2013, and although a planned traffic study focused on the I-880/Broadway-Jackson Interchange area as well as on Downtown Oakland has occupied most of the attention of the PAC in the last five months, these issues have now been resolved and Alameda CTC will begin the process to bring a consultant team on-board to prepare the traffic study this month.

This letter provides assurance that Alameda CTC remains committed to the delivery of improvement projects not only to resolve traffic and transportation issues in and around the Posey and Webster Tubes area in the vicinity of the Broadway-Jackson interchange, but also to the delivery of multimodal and access circulation improvements for Alameda Point, as well as Oakland Chinatown, Downtown Oakland, and Jack London Square.

The first step to move this Project towards design and construction is to obtain environmental clearance for the Project as required by federal and state laws. As you know, the Project is full of complexities and will indeed be challenging, but the Alameda CTC is committed to working with all appropriate stakeholders, agencies, and authorities to obtain certified environmental clearance as required by CEQA and NEPA, and start the final design engineering process within the

timeframe of three years from the date of this letter. As a matter of course, nothing could happen on the ground without environmental clearance and engineering plans completed. To make up for lost time, Alameda CTC staff has been directed to proceed with the process to bring on an engineering consultant team by mid-June 2014.

The project delivery approach and commitment outlined above increases the likelihood that the Project will obtain early sales tax funding for construction and implementation should voters approve the sales tax measure supporting the 2014 Alameda County Transportation Expenditure Plan. The 2014 TEP includes \$75 million in sales tax funding for I-880 Broadway-Jackson multimodal and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square. If for any reason the current Project at Broadway-Jackson should prove to be infeasible within the timeframe of three years from the date of this letter and/or if other sources of funding become available, Alameda CTC could allocate these funds to alternative transportation methods to and from Alameda Point without the need to amend the 2014 TEP, and the signatories to this letter will support such action.

In addition to significant sales tax funding for improvements described above, the 2014 TEP also includes multiple programs and projects that will directly benefit the City of Alameda. The 2014 TEP will continue to provide financial resources for the City of Alameda to invest in locally identified priorities such as local streets, biking and walking, and paratransit services. With the approval of the 2014 TEP, the City of Alameda will annually receive \$3.76 million, a 95% increase over the funding received through the 2000 TEP.

Estimated City of Alameda Revenue for Local Priorities - 1st Year with the 2014 TEP

Local Streets Maintenance and Safety	\$ 3,000,000
Bicycle and Pedestrian Paths and Safety	\$ 380,000
Paratransit for Seniors and People with Disabilities	<u>\$ 380,000</u>
	\$ 3,760,000

Over the life of the 2014 TEP, the City of Alameda will directly receive over \$122 million to invest in local priorities.

Total City of Alameda Revenue for Local Priorities- 2014 TEP Plan

Local Streets Maintenance and Safety	\$ 96,280,000
Bicycle and Pedestrian Paths and Safety	\$ 11,380,000
Paratransit for Seniors and People with Disabilities	<u>\$ 14,400,000</u>
	\$122,060,000

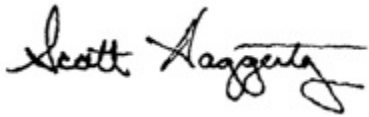
Furthermore, the 2014 TEP will also provide significant funding for transit and bicycle and pedestrian improvements. The Alameda to Fruitvale Rapid Bus project is specified in the Plan for \$9 million. The Water Emergency Transportation Authority (WETA) will receive \$39 million for ferry service in Alameda County, providing two routes serving the City of Alameda.

The 2014 TEP will also make significant investments in transportation infrastructure countywide, and several of these investments will also benefit the City of Alameda, albeit indirectly. These investments include significant funding to improve BART stations, bus services, freeways and major arterials, bicycle and pedestrian safety, and local land-use development.

We look forward to your agreement of our proposed approach to delivering needed transportation improvements for the City and for Alameda Point, and our commitment to delivering the Project in a timely manner. We also look forward to your City Council's approval of the 2014 Transportation Expenditure Plan, in recognition of the fact that approval of the related sales tax measure by Alameda County voters in November would bring significant benefits to your City and allow many of the City's goals and objectives to be realized.

If you have any questions or need additional information, please contact Alameda CTC Executive Director, Art Dao, at (510) 208-7400.

Sincerely,



Scott Haggerty, Chair
Alameda County Transportation Commission,
and Alameda County First District Supervisor



Rebecca Kaplan, Vice Chair
Alameda County Transportation Commission
and Oakland Councilmember At-Large

Cc: Members of the Alameda City Council
John Russo, Alameda City Manager
Arthur Dao, Alameda CTC
R. Zachary Wasserman, Alameda CTC General Counsel

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City of Alameda

November 19, 2020

Tess Lengyel, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Oakland Alameda Access Project

Dear Director Lengyel:

Many thanks to you and your team for attending our November 17 City Council meeting to listen and contribute to our discussion on the Oakland Alameda Access Project (OAAP). We appreciate your efforts to collaborate with us on this project, and to chart a path forward for the planned bicycle and pedestrian bridge over the Estuary.

As we've previously discussed, in May 2014, the Alameda County Transportation Commission (Alameda CTC) assured the City of Alameda that the Commission "remains committed to the delivery of improvement projects not only to resolve traffic and transportation issues in and around the Posey and Webster Tubes area in the vicinity of the Broadway-Jackson interchange, **but also to the delivery of multimodal and access circulation improvements for Alameda Point**, as well as Oakland Chinatown, Downtown Oakland, and Jack London Square." (See Attachment 1: May 14, 2014 letter from Alameda CTC Chair Scott Haggerty and Vice Chair Rebecca Kaplan to Alameda Mayor Marie Gilmore.)

Then, in November 2014, the voters of Alameda County voted to include \$75 million for "**multimodal transportation and circulation improvements for Alameda Point**, Oakland Chinatown, Downtown Oakland, and Jack London Square" when they approved the Transportation Expenditure Plan (TEP) for Measure BB. Now, after six years of design work, the cities of Alameda and Oakland must decide whether the project has fulfilled its promises to the voters.

The City of Alameda supports the OAAP project because it provides an excellent means of rectifying and reducing the ongoing impacts of the original freeway design on the Oakland Chinatown community. The project will significantly improve pedestrian and bicycle safety in Oakland Chinatown, and these improvements are long overdue. The project will also benefit Alamedans who drive through the Tube by reducing travel time to and from Interstate 880 by reducing the number of Oakland city blocks one needs to travel to access the freeway.

Office of the Mayor ~ 2263 Santa Clara Ave. #320 ~ Alameda, CA 94501 (510) 747-4700

While the City of Alameda supports the OAAP project going forward because of its benefits for Oakland and Chinatown, we do so with the understanding that Alameda CTC and Oakland are committed to supporting a regional effort to develop a permanent, long term solution to improve bicycle and pedestrian access across the Estuary between Alameda and Oakland that will reduce the total number of people driving through the Tubes, on Oakland streets, or onto the freeway. Ultimately, the goal for our cities, county and region must be to reduce automobile vehicle miles traveled and encourage and support non-single-occupant vehicle modes of travel.

The OAAP project includes a plan to open up the existing maintenance walkway in the Webster Tube and widen it to 4-feet. This walkway may provide an emergency evacuation route for motorists whose automobiles break down in the Tube, but it does not provide an effective bicycle or pedestrian facility between Oakland and Alameda. This new walkway will be just as inadequate and uninviting for bicyclists and pedestrians as the existing 3-foot walkway in the Posey Tube. We must hold ourselves to a higher standard if we are to achieve our goals of providing for the needs and safety of all users - not just motorists, and reducing regional congestion and greenhouse gas emissions.

We do not consider the OAAP project to be a permanent, long-term solution to the issue of bicycle and pedestrian connectivity between Oakland and Alameda. A bicycle and pedestrian bridge across the Estuary between Alameda and Oakland provides that permanent long-term solution to improve bicycle and pedestrian access, reduce traffic in Chinatown, and reduce greenhouse gas emissions regionally.

We are in the final stage of the technical feasibility study to build a world-class bicycle and pedestrian bridge between our two cities that meets U.S. Coast Guard and Port of Oakland stated navigational clearance requirements. The draft feasibility study shows that approximately 5,000 to 6,000 bicyclists and pedestrians will use the bridge each weekday, **resulting in over 40,000 fewer auto trips across the estuary and in Chinatown per week**. The bicycle and pedestrian bridge is recommended in the City of Oakland's Downtown Specific Plan and Bicycle Plan, the Caltrans District 4 Bicycle Plan, Alameda CTC's Countywide Active Transportation Plan, and the City of Alameda's Transportation Choices Plan, Climate Action and Resiliency Plan, draft General Plan 2040 and draft Active Transportation Plan.


With continued support from Alameda CTC, Alameda and Oakland will be able to achieve their joint vision for this transformative project. We are seeking funding for the next two phases of this project, a Project Study Report (PSR) or equivalent, estimated to cost \$1.4 million, and Project Approval/Environmental Document phase, estimated to cost \$4.4 million. As you stated in your letter dated November 16, 2020 (attached), on November 19, 2020, the Alameda CTC Commission will vote to include the Estuary bridge project in the 2020 Countywide Transportation Plan's 10-Year Priority Projects and Programs List. Pursuant to your recommendation, the City of Alameda will then submit an application to fund the next phase(s) of the bridge project through the Comprehensive Investment Plan (CIP) process through which the Commission allocates discretionary funding.

Additionally, the City of Alameda requests that the Alameda CTC Commission consider the on-going need for multimodal improvements across the Estuary and seeks Commission consideration for funding for the next phases of the bicycle and pedestrian bridge at its January 2021 meeting.

Finally, we also ask that the next phase of design work on the OAAP include enhancements to transit access to and from the Webster and Posey Tubes, both in Oakland and Alameda, to improve the project's promised multimodal and circulation improvements.

With continued support from Alameda CTC and Oakland we are confident that the multimodal improvements promised to voters in 2014 will eventually become a reality. With the completion of the OAAP and the Bicycle and Pedestrian Bridge, we will be building a better, more equitable, and more sustainable Bay Area.

Best Regards,



Marilyn Ezzy Ashcraft
Mayor of Alameda

MEA: mk

cc: Eric Levitt, City Manager, City of Alameda
Andrew Thomas, Director Building, Planning & Transportation, City of Alameda
Lindsay Vivian, Caltrans District 4

Attachments:

1. May 2014 Letter from Alameda CTC to City of Alameda
2. November 2020 Letter from Tess Lengyel, Alameda CTC to Alameda Mayor Ezzy Ashcraft

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December 22, 2020

Tess Lengyel, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Request for Alameda CTC Support for Oakland Alameda Bicycle and Pedestrian Bridge

Dear Ms. Tess Lengyel:

Thank you for your continued engagement with the City of Alameda to advance improved multi-modal access across the estuary between the cities of Alameda and Oakland. I'm writing in response to your November 16 letter (Attachment 1), to request support from Alameda CTC for the preparation of the Project Study Report (PSR) for the Oakland Alameda Bicycle and Pedestrian Bridge project.

The preparation of a Project Initiation Document (PID), and more specifically, a project study report (PSR), is the next logical step in the planning process for the bridge project. We request that the Alameda CTC fund the next phase in an amount of \$1,555,000. This amount is just over 1% of the estimated project construction budget of \$140 million, as stated in the Alameda CTC-led detailed feasibility study for the project, which is a standard percentage used. We have completed and included the Project Information Form (Attachment 2), as requested.

To be successful, and indeed to move forward at all, a project of this size and complexity will ultimately require a countywide, regional or statewide sponsoring agency. A local agency, especially one the size of Alameda, does not have the expertise or resources to deliver an almost \$200 million project. Alameda CTC was the sponsoring agency of the recent detailed technical feasibility study for the estuary crossing project and is currently the sponsoring agency for the OAAP project, which was funded by the voters of Alameda County to **deliver** "multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square." We understand that Alameda CTC is not currently in a position to take on the role of sponsoring agency, and to keep this long-term and vital project moving forward, the City of Alameda will be the project lead for the next phase of the PSR, and the PSR will identify the sponsoring agency for the future phases of the project.

In May 2014, the Alameda County Transportation Commission (Alameda CTC) assured the City of Alameda that the Commission "remains committed to the **delivery** of improvement projects not only to resolve traffic and transportation issues in and around the Posey and Webster Tubes area in the vicinity of the Broadway-Jackson interchange, **but also to the delivery of multimodal and access circulation improvements for Alameda Point**, as well as Oakland Chinatown, Downtown Oakland, and Jack London Square." (See Attachment 3.)

Office of the City Manager

2263 Santa Clara Avenue, Room 320
Alameda, California 94501
510.747.4700 • manager@alamedaca.gov

In November 2014, the voters of Alameda County voted to include \$75 million for “**multimodal transportation and circulation improvements for Alameda Point**, Oakland Chinatown, Downtown Oakland, and Jack London Square” when they approved the Transportation Expenditure Plan (TEP) for Measure BB.

For the last six years, Alameda CTC, as the project sponsor, worked with Oakland and Alameda to design what is now known as the Oakland Alameda Access Project (OAAP). We recognize and support the excellent job the OAAP does of rectifying and reducing the ongoing impacts of the original freeway design on the Oakland Chinatown community, however the OAAP does not fully address the sub-standard bicycle and pedestrian access between the two cities.

As noted in the Mayor’s November 19, 2020 letter (Attachment 4), the City of Alameda is supporting the OAAP project going forward with the understanding that Alameda CTC and the City of Oakland are committed to supporting a regional effort to develop a permanent, long-term solution to improve bicycle and pedestrian access across the estuary. This support includes funding for the PSR, which is being requested now, and the Project Approval/Environmental Document (PAED) phase, which will be requested in the future.

The bridge project, which connects the west end of Alameda and Oakland, will reduce the total number of people driving through the Tubes, on Oakland streets, and onto the freeway. As shown in the OAAP Draft Environmental Document, the freeway traffic and associated on-ramps and off-ramps will continue to operate at level of service (LOS) of F, even with construction of the project. Ultimately, the goal for our cities, county and region must be to reduce automobile vehicle miles traveled and encourage and support non-single-occupant vehicle modes of travel.

A bicycle and pedestrian bridge across the estuary between Alameda and Oakland is a permanent long-term solution and a major gap closure project that will improve bicycle and pedestrian access, reduce traffic in Chinatown and reduce greenhouse gas emissions regionally. As project sponsor for the OAAP, Alameda CTC led the detailed technical feasibility study that shows it is feasible to build a world-class bicycle and pedestrian bridge between the two cities that meets U.S. Coast Guard and Port of Oakland stated navigational clearance requirements. The Alameda CTC feasibility study also shows that approximately 5,000 to 6,000 bicyclists and pedestrians will use the bridge each weekday, **resulting in over 40,000 fewer auto trips across the estuary and in Chinatown per week.**


The City has been studying possible solutions for non-auto estuary crossings in the west end of Alameda since 2009, when a bicycle/pedestrian bridge was first identified as the ultimate long-term solution for safe and convenient access in this “corridor” for people walking and biking. Over the past four years, the City has intensified its work to advance a western estuary crossing project and to build relationships with all of the key stakeholders. We have held multiple meetings with the Port of Oakland, City of Oakland, Jack London Square Business District, and the Coast Guard, and we continue to collaborate. A rendering of the bridge developed in 2018 is attached (Attachment 5). During this time, the bicycle and pedestrian bridge has been gathering more and more planning-level support. It is now recommended in the City of Oakland’s Downtown Specific Plan and their Bicycle Plan, the Caltrans District 4 Bicycle Plan, and the City of Alameda’s Transportation Choices Plan, Climate Action and Resiliency Plan, draft General Plan 2040 and draft Active Transportation Plan. On November 19, 2020, the Alameda CTC Commission voted to

include the estuary bridge project in the 2020 Countywide Transportation Plan on its 10-Year Priority Projects and Programs list.

With the continued support from Alameda CTC and the City of Oakland we feel confident that the multimodal improvements promised to the voters in 2014 will eventually become a reality. With the completion of the OAAP and the Bicycle and Pedestrian Bridge, we will be building a better, more equitable, and more sustainable Bay Area.

We are happy to meet with you to discuss this request further. Please contact me directly any time, as I will be your primary contact.

Sincerely,



Eric Levitt
City Manager

Attachments:

1. November 16, 2020 Letter from Tess Lengyel, Alameda CTC to Alameda Mayor Ashcraft
2. Project Information Form for Oakland Alameda Bicycle and Pedestrian Bridge PSR
3. May 2014 Letter from Alameda CTC to City of Alameda
4. November 19, 2020 letter from Alameda Mayor Ashcraft to Tess Lengyel, Alameda CTC
5. Rendering of Oakland Alameda Bicycle and Pedestrian Bridge (2018)

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