

CITY OF OAKLAND



DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA • SUITE 4344 • OAKLAND, CALIFORNIA 94612-2033

Department of Transportation
Jeffrey Tumlin, Interim Director

(510) 238-2967
FAX (510) 238-6428
TDD (510) 238-3254

October 26, 2016

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for City of Alameda's Estuary Water Shuttle Feasibility Study

Dear Mr. Dao,

On behalf of the City of Oakland, I am writing to express strong support for the City of Alameda's **Estuary Water Shuttle Feasibility Study** grant application being submitted in response to the Alameda County Transportation Commission's combined Call for Projects for the 2018 Comprehensive Investment Plan.

This Feasibility Study will evaluate, in detail, the potential for a water shuttle service between Alameda and Oakland, via the estuary. The service would improve access to jobs, shopping and transit for the many current and future residents and employees living and working along the waterfront, in addition to improving non-automobile options for residents and visitors to Oakland and Alameda. This study will help move this project forward by analyzing and reaching consensus on the issues of routes, stop locations, type of vehicles, frequency, schedule, public/private partnership opportunities, capital and operations costs, and funding plans.

High-quality, comfortable pedestrian and bicycling access between our two cities is important for our residents, visitors and businesses. We understand that developers in Oakland are already exploring the feasibility of water shuttles for their projects, and see the larger impact and benefits of this being done comprehensively and in coordination with the two cities and other developers, including those in Alameda. We look forward to coming to the table as an active and engaged participant, to work collaboratively on this effort.

This project would ultimately lead to the creation of safe, comfortable and convenient pedestrian and bicycle access across the estuary, where it currently does not exist due to the extremely poor conditions for walking and bicycling through the Posey Tube. Ultimately, the funds requested will improve the City of Oakland and Alameda's multimodal transportation

system, which also will reduce drive alone rates, motor-vehicle involved collisions, commute times and greenhouse gas emissions.

With the many developments underway and planned along the Alameda and Oakland estuary, we feel that the time is ripe for coming together to develop a concrete, realistic, financially-sustainable plan for water shuttle service, which serves all parties. Thank you in advance for your consideration of this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey Tumlin', with a stylized flourish extending to the right.

Jeffrey Tumlin

Interim Director, Oakland Department of Transportation



October 27, 2016

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: WETA Support for City of Alameda Grant Applications

Dear Mr. Dao:

On behalf of the Water Emergency Transit Authority, I am writing to express support for the below City of Alameda grant applications in response to the Alameda County Transportation Commission's combined call for projects for the 2018 Comprehensive Investment Plan. The funds requested will improve the City of Alameda's multimodal transportation system, which also will reduce drive alone rates, motor-vehicle involved collisions, commute times and greenhouse gas emissions.

The ferry is an important regional transportation service to Alameda County and the City of Alameda, providing valuable capacity in the constrained Bay Bridge corridor. Average daily boardings have increased 97 percent on WETA's Alameda/Oakland service since 2012, 78 percent systemwide. In addition to the Alameda/Oakland service, WETA operates service to South San Francisco and from the Harbor Bay terminal. Future service from Berkeley is also a priority of the WETA Board, as expressed in WETA's recently adopted 2016 Strategic Plan.

WETA supports the following project applications from the City of Alameda:

New Ferry Terminal at Seaplane Lagoon: The project includes a 50 percent local match from the Alameda Point developer, waterside improvements and landside improvements. The Seaplane Lagoon terminal is necessary to expand terminal capacity in the east bay, allowing for 15-minute peak frequencies as envisioned in the WETA Strategic Plan;

Alameda Point Bay Trail constructing the proposed sections of San Francisco Bay Trail in Alameda Point and using a significant potential local match from East Bay Regional Park District's Measure WW. In May 2016, the San Francisco Bay Trail Board officially adopted the Alameda Point perimeter trail as existing and proposed segments of the San Francisco Bay Trail;

Cross Island BART to Ferry Express Bus Linking Alameda residents to the Main Street Ferry Terminal and Fruitvale BART will expand regional travel choices for commuters and recreational travelers alike;

Estuary Water Shuttle Feasibility Study for potential waterborne transportation service between Alameda and Oakland, which would improve access to transit, jobs and shopping for both cities. The study would consider an alignment, type of vehicles, frequency, stop locations, public/private partnership opportunities, schedule and estimated capital and operations costs; and

Alameda Point Bus Rapid Transit constructing dedicated bus lanes between Main Street and Webster Street, which is a named project in Measure BB for \$9 million. The rebuilt Appezzato Parkway will feature dedicated BRT lanes, which will allow for more frequent and reliable bus service providing "last mile" connections between west Alameda and BART in downtown Oakland.

Thank you in advance for your consideration of these projects to ensure that the City of Alameda sustains its high quality of life.

Sincerely,



Nina Rannells
Executive Director

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0018
(916) 319-2018
FAX (916) 319-2118

DISTRICT OFFICE
ELIHU M. HARRIS STATE BUILDING
1515 CLAY STREET, SUITE 2204
OAKLAND, CA 94612
(510) 286-1670
FAX (510) 286-1888

E-MAIL: Assemblymember.Bonta@assembly.ca.gov

Assembly
California Legislature



ROB BONTA

ASSEMBLYMEMBER, EIGHTEENTH DISTRICT

COMMITTEES
CHAIR: PUBLIC EMPLOYEES,
RETIREMENT AND SOCIAL SECURITY
APPROPRIATIONS
BUDGET SUBCOMMITTEE NO. 1 ON
HEALTH AND HUMAN SERVICES
GOVERNMENTAL ORGANIZATION
JOINT LEGISLATIVE BUDGET
JOINT LEGISLATIVE COMMITTEE ON
EMERGENCY MANAGEMENT
SELECT COMMITTEES
CO-CHAIR: STATUS OF BOYS AND MEN
OF COLOR

October 12, 2016

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for the City of Alameda's Grant Applications

Dear Mr. Dao:

As the representative for 18th California State Assembly District, representing significant portions of Alameda County, including Alameda, I am writing to express strong support for the below City of Alameda grant applications in response to the Alameda County Transportation Commission's combined call for projects for the 2018 Comprehensive Investment Plan. The funds requested will improve the City of Alameda's multimodal transportation system, which also will reduce drive alone rates, motor-vehicle involved collisions, commute times and greenhouse gas emissions. As the only city in the county without a Bay Area Rapid Transit station or direct freeway access and with existing vehicular access points to the island already operating at capacity, the proposed projects will act as catalysts, providing more transportation options and relieving congestion.

Recommended City of Alameda Grant Applications

New Ferry Terminal at Seaplane Lagoon: The project includes a 50 percent local match from the Alameda Point developer, waterside improvements and landside improvements. With ferry ridership growth at 71 percent over the past three years, regional ferry service is a low-risk transbay alternative with proven high demand, especially for an island with limited crossings;
Clement Avenue Complete Street between Grand Street and Broadway including the removal of the abandoned railroad tracks. The Clement Avenue complete street project provides both recreational and commuter oriented bicycle and pedestrian improvements linking central Alameda and the east end and beyond to Oakland and the Fruitvale BART station;
Clement Avenue East Extension to Tilden Way and Right-of-Way Acquisition, including Tilden Way Improvements between Broadway and the Miller-Sweeney Bridge. This project helps achieve the ultimate goal of Clement Avenue as a future truck route to Sherman Street and as the continuous Cross Alameda Trail between Tilden Way and Alameda Point;
Alameda Point Bay Trail constructing the proposed sections of San Francisco Bay Trail in Alameda Point and using a significant potential local match from East Bay Regional Park

District's Measure WW. In May 2016, the San Francisco Bay Trail Board officially adopted the Alameda Point perimeter trail as existing and proposed segments of the San Francisco Bay Trail; **Cross Island BART to Ferry Express Bus** providing feeder bus service to/from the Main Street ferry terminal and Fruitvale BART providing bus service for Alamedans traveling to/from San Francisco, the South Bay as well as cross town;

Central Avenue Complete Street between Pacific Avenue/Main Street and Sherman Street/Encinal Avenue creating physically separated bikeways, Class II bike lanes, safer pedestrian crossings, bus stop islands and rain gardens. The project also modifies the complicated intersection at Main Street, Central Avenue and Pacific Avenue and installs a new traffic signal at the Third Street/Taylor Avenue intersection;

Willie Stargell Avenue Complete Street between Main Street and Fifth Street providing Class I bicycle and pedestrian trails along the northern edge of the street and bus queue jump lanes to be installed for eastbound bus traffic at Main Street and Fifth Street.

Estuary Water Shuttle Feasibility Study for potential ferry service between Alameda and Oakland, which would improve access to transit, jobs and shopping for both cities. The study would consider an alignment, type of vehicles, frequency, stop locations, public/private partnership opportunities, schedule and estimated capital and operations costs; and

Alameda Point Bus Rapid Transit constructing dedicated bus lanes between Main Street and Webster Street, which is a named project in Measure BB for \$9 million. The rebuilt Appezzato Parkway will feature dedicated BRT lanes, which will allow for more frequent and reliable bus service providing "last mile" connections between west Alameda and BART in downtown Oakland.

Thank you in advance for your consideration of these applications; I appreciate both your time and your attention to this important matter. If you have any questions or need further information, do not hesitate to contact my District Office at 510-286-1670.

Sincerely,



Rob Bonta
Assemblymember, 18th District



October 12, 2016

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for the City of Alameda's Grant Applications

Dear Mr. Dao,

On behalf of Alameda Bicycle, I am writing to express strong support for the below City of Alameda grant applications in response to the Alameda County Transportation Commission's combined call for projects for the 2018 Comprehensive Investment Plan. The funds requested will improve the City of Alameda's multimodal transportation system, which also will reduce drive alone rates, motor-vehicle involved collisions, commute times and greenhouse gas emissions. As the only city in the county without a Bay Area Rapid Transit station or direct freeway access and with existing vehicular access points to the island already operating at capacity, the proposed projects will act as catalysts, providing more transportation options and relieving congestion.

Recommended City of Alameda Grant Applications

Clement Avenue Complete Street between Grand Street and Broadway including the removal of the abandoned railroad tracks. The Clement Avenue complete street project provides both recreational and commuter oriented bicycle and pedestrian improvements linking central Alameda and the east end and beyond to Oakland and the Fruitvale BART station;

Clement Avenue East Extension to Tilden Way and Right-of-Way Acquisition, including Tilden Way Improvements between Broadway and the Miller-Sweeney Bridge. This project helps achieve the ultimate goal of Clement Avenue as a future truck route to Sherman Street and as the continuous Cross Alameda Trail between Tilden Way and Alameda Point;

Alameda Point Bay Trail constructing the proposed sections of San Francisco Bay Trail in Alameda Point and using a significant potential local match from East Bay Regional Park District's Measure WW. In May 2016, the San Francisco Bay Trail Board officially adopted the

Alameda Point perimeter trail as existing and proposed segments of the San Francisco Bay Trail;

Central Avenue Complete Street between Pacific Avenue/Main Street and Sherman Street/Encinal Avenue creating physically separated bikeways, Class II bike lanes, safer pedestrian crossings, bus stop islands and rain gardens. The project also modifies the complicated intersection at Main Street, Central Avenue and Pacific Avenue and installs a new traffic signal at the Third Street/Taylor Avenue intersection;

Willie Stargell Avenue Complete Street between Main Street and Fifth Street providing Class I bicycle and pedestrian trails along the northern edge of the street and bus queue jump lanes to be installed for eastbound bus traffic at Main Street and Fifth Street.

Estuary Water Shuttle Feasibility Study for potential ferry service between Alameda and Oakland, which would improve access to transit, jobs and shopping for both cities. The study would consider an alignment, type of vehicles, frequency, stop locations, public/private partnership opportunities, schedule and estimated capital and operations costs; and

Thank you in advance for your consideration of these projects to ensure that the City of Alameda sustains its high quality of life.

Sincerely,

A handwritten signature in black ink, appearing to read "Gene Oh", written over a light blue horizontal line.

Gene Oh
Alameda Bicycle



College of Alameda

Office of the President

555 RALPH APPEZZATO MEMORIAL PARKWAY | ALAMEDA, CA 94501
510-748-2273 www.alameda.peralta.edu

October 6, 2016

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for the City of Alameda's Grant Applications

Dear Mr. Dao,

On behalf of College of Alameda, I am writing to express strong support for the below City of Alameda grant applications in response to the Alameda County Transportation Commission's combined call for projects for the 2018 Comprehensive Investment Plan. The funds requested will improve the City of Alameda's multimodal transportation system, which also will reduce drive alone rates, motor-vehicle involved collisions, commute times and greenhouse gas emissions. As the only city in the county without a Bay Area Rapid Transit station or direct freeway access and with existing vehicular access points to the island already operating at capacity, the proposed projects will act as catalysts, providing more transportation options and relieving congestion.

Recommended City of Alameda Grant Applications

Clement Avenue Complete Street between Grand Street and Broadway including the removal of the abandoned railroad tracks. The Clement Avenue complete street project provides both recreational and commuter oriented bicycle and pedestrian improvements linking central Alameda and the east end and beyond to Oakland and the Fruitvale BART station;

Clement Avenue East Extension to Tilden Way and Right-of-Way Acquisition, including Tilden Way Improvements between Broadway and the Miller-Sweeney Bridge. This project helps achieve the ultimate goal of Clement Avenue as a future truck route to Sherman Street and as the continuous Cross Alameda Trail between Tilden Way and Alameda Point;

Willie Stargell Avenue Complete Street between Main Street and Fifth Street providing Class I bicycle and pedestrian trails along the northern edge of the street and bus queue jump lanes to be installed for eastbound bus traffic at Main Street and Fifth Street.

Estuary Water Shuttle Feasibility Study for potential ferry service between Alameda and Oakland, which would improve access to transit, jobs and shopping for both cities. The study would consider an alignment, type of vehicles, frequency, stop locations, public/private partnership opportunities, schedule and estimated capital and operations costs; and

Alameda Point Bus Rapid Transit constructing dedicated bus lanes between Main Street and Webster Street, which is a named project in Measure BB for \$9 million. The rebuilt Appezzato Parkway will feature



College of Alameda

Office of the President

555 RALPH APPEZZATO MEMORIAL PARKWAY | ALAMEDA, CA 94501

510-748-2273 www.alameda.peralta.edu

dedicated BRT lanes, which will allow for more frequent and reliable bus service providing "last mile" connections between west Alameda and BART in downtown Oakland.

Thank you in advance for your consideration of these projects to ensure that the City of Alameda sustains its high quality of life.

Sincerely,

A handwritten signature in blue ink that reads 'Frances L. White'.

Dr. Frances L. White
Interim President
College of Alameda



Housing Authority of the City of Alameda

701 Atlantic Avenue, Alameda, CA 94501 ~ Phone: (510) 747-4300 ~ Fax: (510) 522-7848 ~ TDD: (510) 522-8467 ~ Web: www.alamedahsg.org

October 12, 2016

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for the City of Alameda's Grant Applications

Dear Mr. Dao:

On behalf of the Housing Authority of the City of Alameda (AHA), I am writing to express strong support for the below City of Alameda grant applications in response to the Alameda County Transportation Commission's combined call for projects for the 2018 Comprehensive Investment Plan. The funds requested will improve the City of Alameda's multimodal transportation system, which also will reduce drive-alone rates, motor vehicle-involved collisions, commute times, and greenhouse gas emissions. As the only city in the county without a Bay Area Rapid Transit station or direct freeway access and with existing vehicular access points to the island already operating at capacity, the proposed projects will act as catalysts, providing more transportation options and relieving congestion.

The proposed transportation improvements will also advance the cause of social justice, as residents of AHA properties and other low-income residents will be direct beneficiaries of the improvements. A recent study by the Center for Neighborhood Technology found that low-income households drive 25-30% fewer miles when living within 1/2 mile of transit, and those living within 1/4 mile of frequent transit drove nearly 50% less.

Recommended City of Alameda Grant Applications

Clement Avenue Complete Street between Grand Street and Broadway including the removal of the abandoned railroad tracks. The Clement Avenue complete street project provides both recreational and commuter-oriented bicycle and pedestrian improvements linking central Alameda and the east end and beyond to Oakland and the Fruitvale BART station;

Clement Avenue East Extension to Tilden Way and Right-of-Way Acquisition, including Tilden Way Improvements between Broadway and the Miller-Sweeney Bridge. This project helps achieve the ultimate goal of Clement Avenue as a future truck route to Sherman Street and as the continuous Cross Alameda Trail between Tilden Way and Alameda Point;

Cross Island BART to Ferry Express Bus providing feeder bus service to/from the Main Street ferry terminal and Fruitvale BART providing bus service for Alamedans traveling to/from San Francisco, the South Bay as well as cross town;

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Willie Stargell Avenue Complete Street between Main Street and Fifth Street providing Class I bicycle and pedestrian trails along the northern edge of the street and bus queue jump lanes to be installed for eastbound bus traffic at Main Street and Fifth Street.

Estuary Water Shuttle Feasibility Study for potential ferry service between Alameda and Oakland, which would improve access to transit, jobs and shopping for both cities. The study would consider an alignment, type of vehicles, frequency, stop locations, public/private partnership opportunities, schedule, and estimated capital and operations costs; and

Alameda Point Bus Rapid Transit constructing dedicated bus lanes between Main Street and Webster Street, which is a named project in Measure BB for \$9 million. The rebuilt Appezzato Parkway will feature dedicated BRT lanes, which will allow for more frequent and reliable bus service providing "last mile" connections between west Alameda and BART in downtown Oakland.

Thank you in advance for your consideration of these projects to ensure that the City of Alameda sustains its high quality of life.

Sincerely,
HOUSING AUTHORITY OF THE CITY OF ALAMEDA



By: Victoria Johnson
Housing and Community Development Director



October 12, 2016

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for the City of Alameda's Grant Applications

Dear Mr. Dao,

On behalf of Bay West Development, I am writing to express strong support for the below City of Alameda grant applications in response to the Alameda County Transportation Commission's combined call for projects for the 2018 Comprehensive Investment Plan. The funds requested will improve the City of Alameda's multimodal transportation system, which also will reduce drive alone rates, motor-vehicle involved collisions, commute times and greenhouse gas emissions. As the only city in the county without a Bay Area Rapid Transit station or direct freeway access and with existing vehicular access points to the island already operating at capacity, the proposed projects will act as catalysts, providing more transportation options and relieving congestion.

Recommended City of Alameda Grant Applications

New Ferry Terminal at Seaplane Lagoon: The project includes a 50 percent local match from the Alameda Point developer, waterside improvements and landside improvements. With ferry ridership growth at 71 percent over the past three years, regional ferry service is a low-risk transbay alternative with proven high demand, especially for an island with limited crossings;

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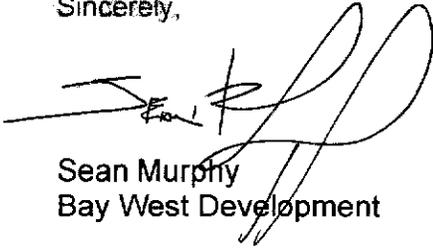
Cross Island BART to Ferry Express Bus providing feeder bus service to/from the Main Street ferry terminal and Fruitvale BART providing bus service for Alamedans traveling to/from San Francisco, the South Bay as well as cross town and;

Estuary Water Shuttle Feasibility Study for potential ferry service between Alameda and Oakland, which would improve access to transit, jobs and shopping for both cities. The study

would consider an alignment, type of vehicles, frequency, stop locations, public/private partnership opportunities, schedule and estimated capital and operations costs;

Thank you in advance for your consideration of these projects to ensure that the City of Alameda sustains its high quality of life.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sean Murphy', is written over the typed name and title. The signature is stylized and somewhat cursive.

Sean Murphy
Bay West Development

NORTH WATERFRONT COVE LLC

October 19, 2016

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for the City of Alameda's Grant Applications

Dear Mr. Dao,

On behalf of North Waterfront Cove, LLC (Encinal Terminals), I am writing to express strong support for the below City of Alameda grant applications in response to the Alameda County Transportation Commission's combined call for projects for the 2018 Comprehensive Investment Plan. The funds requested will improve the City of Alameda's multimodal transportation system, which also will reduce drive alone rates, motor-vehicle involved collisions, commute times and greenhouse gas emissions. As the only city in the county without a Bay Area Rapid Transit station or direct freeway access and with existing vehicular access points to the island already operating at capacity, the proposed projects will act as catalysts, providing more transportation options and relieving congestion.

Recommended City of Alameda Grant Applications

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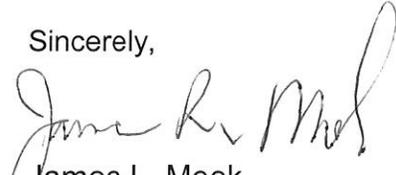
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Estuary Water Shuttle Feasibility Study for potential ferry service between Alameda and Oakland, which would improve access to transit, jobs and shopping for both cities. The study would consider an alignment, type of vehicles, frequency, stop locations, public/private partnership opportunities, schedule and estimated capital and operations costs.

Arthur Dao
October 19, 2016
Page 2

Thank you in advance for your consideration of these projects to ensure that the City of Alameda sustains its high quality of life.

Sincerely,



James L. Meek
Director of Land

TL PARTNERS I, LP

October 19, 2016

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Support for the City of Alameda's Grant Applications

Dear Mr. Dao,

On behalf of TL Partners I, LP (Del Monte), I am writing to express strong support for the below City of Alameda grant applications in response to the Alameda County Transportation Commission's combined call for projects for the 2018 Comprehensive Investment Plan. The funds requested will improve the City of Alameda's multimodal transportation system, which also will reduce drive alone rates, motor-vehicle involved collisions, commute times and greenhouse gas emissions. As the only city in the county without a Bay Area Rapid Transit station or direct freeway access and with existing vehicular access points to the island already operating at capacity, the proposed projects will act as catalysts, providing more transportation options and relieving congestion.

Recommended City of Alameda Grant Applications

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Clement Avenue East Extension to Tilden Way and Right-of-Way Acquisition, including Tilden Way Improvements between Broadway and the Miller-Sweeney Bridge. This project helps achieve the ultimate goal of Clement Avenue as a future truck route to Sherman Street and as the continuous Cross Alameda Trail between Tilden Way and Alameda Point;

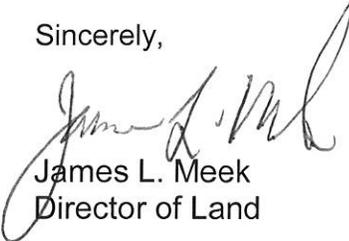
Cross Island BART to Ferry Express Bus providing feeder bus service to/from the Main Street ferry terminal and Fruitvale BART providing bus service for Alamedans traveling to/from San Francisco, the South Bay as well as cross town and;

Arthur Dao
October 19, 2016
Page 2

Estuary Water Shuttle Feasibility Study for potential ferry service between Alameda and Oakland, which would improve access to transit, jobs and shopping for both cities. The study would consider an alignment, type of vehicles, frequency, stop locations, public/private partnership opportunities, schedule and estimated capital and operations costs.

Thank you in advance for your consideration of these projects to ensure that the City of Alameda sustains its high quality of life.

Sincerely,



James L. Meek
Director of Land