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,

Gene Oh
Alameda Bicycle

ALAMEDA UNIFIED SCHOOL DISTRICT
Excellence & Equity For All Students

Sean McPhetridge, Ed.D.
Superintendent
2060 Challenger Drive
Alameda, California 94501
Phone 510.337.7060
Fax 510.522.6926

October 12, 2016

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

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

Dear Mr. Dao,

On behalf of Alameda Unified School District, 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;

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; and

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.

Thank you in advance for your consideration of these projects to ensure that the City of Alameda sustains its high quality of life. As Superintendent of Schools, I know firsthand how all these projects will contribute greatly to the safety of the students and families we serve.

Sincerely,

Sean McPhetridge, Ed.D.
Superintendent of Schools

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 BRIX Beverage, 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

1951 Monarch St. #200 I Alameda, CA 94501 I 800-372-5098 I www.BrixBev.com

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 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,

Sky Pace
CEO
BRIX Beverage

COLLEGE OF ALAMEDA

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

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,

Frances L. White

Dr. Frances L. White
Interim President
College of Alameda

Loni Hancock SENATOR, NINTH DISTRICT

October 10, 2016

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

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

Dear Mr. Dao:

I am writing to express strong support for the City of Alameda grant applications described below 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, while reducing 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.

DISTRICT OFFICE • 1515 CLAY STREET, #2202 • OAKLAND, CA 94612 • (510) 286-1333 • FAX (510) 286-3885
CAPITOL OFFICE • STATE CAPITOL, ROOM 2082 • SACRAMENTO, CA 95814 • (916) 651-4009 • FAX (916) 327-1997

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.

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 proposed projects to improve transportation systems in the district I represent and ensure that the City of Alameda sustains its high quality of life.

Sincerely,

Loni Hancock

LONI HANCOCK
Senator

lh/tw

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;

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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.

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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

Victoria Johnson

By: Victoria Johnson
Housing and Community Development Director

NATEL ENERGY

2401 Monarch Street
Alameda, CA 94501
www.natelenergy.com

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

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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,

Gia Schneider
CEO
Natel Energy

SRMERNST
development partners

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 SRM Ernst, 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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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 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,

Joe Ernst
President
SRM Ernst

ST. GEORGE SPIRITS, INC.
2601 MONARCH ST. ALAMEDA, CA 94501 PHONE 510.769.1601 FAX 510.769.1666

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 St. George Spirits, 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 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,

Lance Winters
President
St. George Spirits, Inc.