EXHIBIT 2
2020 letter sent after City Council voted to support the project

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

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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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	$ 380,000
	$ 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	$ 14,400,000
	$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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Executive Director
Tess Lengyel

November 16, 2020

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,

Tess Lengyel
Executive Director
Alameda County Transportation Commission