

LARA WEISIGER

From: Brian McGuire <brianmcguire@gmail.com>
Sent: Tuesday, February 20, 2018 4:16 PM
To: Trish Spencer; Malia Vella; Frank Matarrese; Marilyn Ezzy Ashcraft; Jim Oddie; Jill Keimach; Jennifer Ott; LARA WEISIGER; Liam Garland
Subject: Bike Walk Alameda comments on bond proposal
Attachments: BWA letter on proposed bond measure Feb 2018.docx

Thank you for considering our attached comments on tonight's bond item. I have also pasted the text below.
-Brian

Dear Mayor and City Council,

Thank you for the opportunity to comment on the proposed bond measure. Bike Walk Alameda is supportive of efforts to address our infrastructure needs by equitably sharing the burden amongst the entire community.

In the end, we believe the level of engagement and support by our members and the community will hinge on how the City identifies and prioritizes projects the bond would fund. We just completed a massive planning process in the Transportation Choices Plan. We must invest in these infrastructure projects to help provide pedestrian safety improvements to develop Safe Routes To School, livable neighborhoods where people are not afraid to cross the street, business districts and neighborhoods that prioritize people over cars, and more.

The TCP also calls for increasing our efforts to complete desperately needed estuary overcrossing alternatives of a water shuttle (near term) and bicycle and pedestrian bridge (long term.) We believe the resolutions(s) justifying and calling for the bond can **better emphasize Alameda's commitment to active transportation and bicycle and pedestrian safety**. This will help us make the case to our members that this bond is something that they, and we, should put our energy into supporting during the campaign and on election day.

We would support amending Section 1 and/or Section 2 to make this commitment more clear, and inserting an additional WHEREAS clause along the following lines:

"WHEREAS, after a two year citywide planning process, on January 16th, 2018 Alameda adopted a Transportation Choices Plan which identified dozens of projects to provide safe, sustainable transportation options within Alameda and overcrossing the estuary; and"

Best,

Brian McGuire



(510) 595-4690
P.O. Box 2732
Alameda, CA 94501

Dear Mayor and City Council,

Board of Directors

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Brian McGuire
President

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Donna Eyestone
Secretary

Denyse Trepanier
Treasurer

Lucy Gigli

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Cyndy Johnson

Pat Potter

Kristen Leckie

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Best,

Brian McGuire

LARA WEISIGER

From: John Knox White <jknoxwhite@gmail.com>
Sent: Tuesday, February 20, 2018 2:50 PM
To: Trish Spencer; Malia Vella; Marilyn Ezy Ashcraft; Frank Matarrese; Jim Oddie
Cc: LARA WEISIGER; Jill Keimach
Subject: Comments on tonight's bond vote

Mayor Spencer and City Council members,

In regards to tonight's bond item, I'm writing to highlight concerns that I have with the current proposal. They are fixable, but whether or not they can be addressed before you have to vote for the June ballot is unclear. It's highly unfortunate that the scheduling of this item has limited the ability to have an engaged discussion on this important issue.

I tend to support funding initiatives that allow decisionmakers to prioritize the use of funds, but which give both future councils and staff, as well as the general public, meaningful direction on how these funds are expected to be spent. The current initiative is so broadly worded as to fail to clear this hurdle.

While I agree that trying to put together a concise list of projects can be limiting and actually reduce our ability to leverage bond funds for unknown competitive funding in the future, right now, the bond proposes four ill-defined expenditure categories without being able to guarantee that each of them will even see funds. As an example, this sets up a possibility that voters will vote to fund a traffic congestion program only to see the money go exclusively to sewers.

The fix is to:

1. Identify that no category will receive more than 35% of the total funding and that each category will receive at least 15% of the total.
2. There needs to be clearer language as to what some of the categories are. Traffic Congestion is apparently the projects in the Transportation Choices Plan. This initiative should explicitly say so.

Second, it appears that this initiative aims to break our city's 25-year commitment to ensure that Alameda Point development is fiscally neutral. The expenditure plan budget includes infrastructure costs that are currently assumed to be funded by new development at Alameda Point. This is no small thing.

For the past two-and-a-half decades, one consistent promise has been made to Alamedans. Development at Alameda Point would not be funded by tax dollars from existing residents and businesses. Yet here is a proposal that would potentially do just that. In order to remain committed to this promise, the bond language needs to either:

1. Prohibit the use of bond money at Alameda Point, or
2. Formalize that any infrastructure costs at Alameda Point that are paid for through these bonds will need to be reimbursed through MIP developer fees as they are collected.

Existing residents should not be funding the profits of future land developers by picking up some of their responsibilities for infrastructure costs.

Good luck tonight,

John Knox White