



2950 PERALTA OAKS COURT • OAKLAND • CALIFORNIA • 94605-0381 • T: 1-888-EBPARKS • F: 510-569-4319 • TRS RELAY: 711 • EBPARKS.ORG

APPENDIX C – LETTERS OF SUPPORT

The Sustainably Connecting East Bay Communities – Expanding Equitable Active Transportation Project is broadly supported by legislators (federal, state and local) as well as environmental groups, businesses, educational institutions, and community and health organizations. The project has received letters of support from:

Federal Elected Official

Senator Dianne Feinstein
United States Representative Barbara Lee

United States Representative John Garamendi
United States Representative Mark DeSaulnier

State Elected Official

Senator Bill Dodd
Senator Nancy Skinner
Assembly Member Buffy Wicks

Assembly Member Tim Grayson
Assembly Member Mia Bonta

City / County

Contra Costa Supervisor Federal D. Glover
Contra Costa Supervisor John Gioia
Contra Costa County

City of Martinez
City of Richmond

Agency / Organization

Alameda County Transportation Commission
Bay Area Council
Contra Costa County Flood Control & Water Conservation District
Contra Costa Transportation Authority

East Bay Economic Development Association
Metropolitan Transportation Commission
Oakland Chamber of Commerce
Water Emergency Transportation Authority

Environmental Organization

Bay Area Ridge Trail
Bicycle Trails Council of the East Bay
Bike East Bay
Citizens for East Shore State Parks
California Native Plants Society
California Native Plants Society – East Bay
California Park & Recreation Society
Greenbelt Alliance
Rails-to-Trails
San Francisco Conservation and Development Commission
Save Mt. Diablo
Trails for Richmond Action Committee

Board of Directors

Dennis Waespi President Ward 3	Elizabeth Echols Vice-President Ward 1	Ellen Corbett Treasurer Ward 4	Dee Rosario Secretary Ward 2	Olivia Sanwong Ward 5	John J. Mercurio Ward 6	Colin Coffey Ward 7	Sabrina B. Landreth General Manager
--------------------------------------	--	--------------------------------------	------------------------------------	--------------------------	----------------------------	------------------------	--



Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Supervisor David Haubert, District 1

Alameda County
Supervisor Richard Valle, District 2
Supervisor Lena Tam, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

AC Transit
President Joel B. Young

BART
Director Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezy Ashcraft

City of Albany
Councilmember Preston Jordan

City of Berkeley
Councilmember Rigel Robinson

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Mark Salinas

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Carroll Fife

City of Piedmont
Mayor Jen Cavanaugh

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Juan Gonzalez, III

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

February 2, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the Alameda County Transportation Commission, I am writing to express this agency's support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure.

Alameda CTC strongly supports this application and respectfully requests the favorably consideration of the Park District's application for funding.

Sincerely,

Carolyn Clevenger
Deputy Executive Director of Planning and Policy

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.MBonta@assembly.ca.gov



COMMITTEES
BUSINESS AND PROFESSIONS
COMMUNICATIONS AND CONVEYANCE
HUMAN SERVICES
PUBLIC SAFETY
RULES
SELECT COMMITTEES
PORTS AND GOODS MOVEMENT
REPRODUCTIVE HEALTH
SOCIAL HOUSING

February 17, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of Assemblymember Mia Bonta, we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail

corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



MIA BONTA
Assemblymember, 18th District

mtb+rb+2.21.2023.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0015
(916) 319-2015
FAX (916) 319-2115
DISTRICT OFFICES
2151 SALVIO STREET, SUITE P
CONCORD, CA 94520
(925) 521-1511
FAX (925) 602-1536



COMMITTEES
CHAIR: BANKING AND FINANCE
BUSINESS AND PROFESSIONS
INSURANCE
REVENUE AND TAXATION

January 24, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

I am writing to express my strong support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four

BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

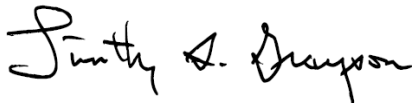
Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

I strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Timothy S. Grayson
Assemblymember, 15th District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0015
(916) 319-2015
FAX (916) 319-2115

E-MAIL
Assemblymember.Wicks@assembly.ca.gov



ASSEMBLYMEMBER, FOURTEENTH DISTRICT

DISTRICT OFFICE
1515 CLAY STREET, SUITE 2201
OAKLAND, CA 94612
(510) 286-1400
FAX (510) 286-1406

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

I am writing to express my support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. This letter is in support of RAISE grant funding for the following proposed projects in AD-14 (amongst others in neighboring districts) which aims to address traffic congestion, dramatic weather conditions affecting shorelines, and sea level rise:

1. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

I strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,

A handwritten signature in black ink that reads "Buffy Wicks".

Buffy Wicks
Assemblymember, 14th District



Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the Bay Area Council, representing over 300 major employers across the San Francisco Bay Area, I am writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant application will help expand and improve this widely popular active transportation network that not only aligns with the Biden Administration's mobility, climate, and equity goals, but it is also a critical recreational asset that is essential to our region's quality of life.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. Demand for these active transportation routes has grown dramatically in recent years, as the network experienced a 50 percent increase in usage during the COVID-19 pandemic. The Park District is now planning to build on recent work to close gaps in this non-motorized transportation network and fund improvements to adapt the trails for sea level rise. This application will fund projects throughout the East Bay region, including: the Oakland Bay Trail Extension, the Richmond Bay Trail Extension, the Iron Horse Trail Extension, the Marsh Creek Trail Extension, and the George Miller Regional Trail Extension.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'Emily Loper'.

Emily Loper
Vice President of Public Policy



Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the Bay Area Ridge Trail Council, we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

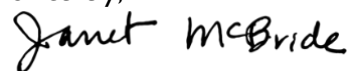
Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Janet McBride

Executive Director, Bay Area Ridge Trail Council



January 20, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the Bicycle Trails Council of the East Bay, we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

I. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use

the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. **Iron Horse Trail Extension – Concord to Benicia Bridge:**

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. **Richmond Bay Trail Extension:**

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. **George Miller Regional Trail to Martinez Intermodal Station Extension**

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. **Marsh Creek Trail Extension:**

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott A. Bartlebaugh". The signature is fluid and cursive, with a prominent loop at the end.

Scott Bartlebaugh
Advocacy Director, Bicycle Trails Council of the East Bay



February 3, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of Bike East Bay, we are writing to express our very strong support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).



2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation’s great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.



5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center residence, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Prinz', is written over a white background.

Robert Prinz
Advocacy Director
Bike East Bay



CONTRA COSTA
transportation
authority

COMMISSIONERS

Chris Kelley,
Chair

Federal Glover,
Vice Chair

Newell Americh

Ken Carlson

Paul Fadelli

Teresa Gerringer

Loella Haskew

David Hudson

Aaron Meadows

Sue Noack

Lamar Thorpe

Timothy Haile,
Executive Director

January 26, 2023

Sabrina Landreth

General Manager

East Bay Regional Park District

2950 Peralta Oaks Court

Oakland, California 94605

**RE: Support for East Bay Regional Park District's Department of Transportation
Rebuilding American Infrastructure with Sustainability and Equity Grant Application**

Dear General Manager Landreth:

On behalf of the Contra Costa Transportation Authority, I am writing to express our support for the East Bay Regional Park District's (EBRPD) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The EBRPD manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the COVID-19 pandemic – it is a timely need for the EBRPD to have sufficient resources aimed at expanding the system. In 2010, the EBRPD received a highly competitive Federal Transportation Investment Generating Economic Recovery (TIGER) II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the EBRPD is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the EBRPD recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701

Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate 680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four Bay Area Rapid Transit stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and United Parcel Service distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry, and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and where the Los Medanos College Brentwood Center resides, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the EBRPD's application for funding.

Please feel free to contact Linsey Willis, Director of External Affairs, via email at lwillis@ccta.net with any questions.

Sincerely,



Timothy Haile
Executive Director



Citizens for East Shore Parks

PO Box 6087, Albany, CA 94706

Office: 1604 Solano Avenue, Albany, CA 94707

Office: 510.524.5000 | www.eastshorepark.org | cespmanager@eastshorepark.org

February 1, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

Dwight Steele
Emeritus Co-Chair
(1914 - 2002)

Sylvia McLaughlin
Emeritus Co-Chair
Secretary
(1916-2016)

Board of Directors:
Shirley Dean
President

Norman La Force
Vice President

Marge Atkinson
Recording Secretary

Alan Carlton
Treasurer

Teddi Baggins
Ellen Barth
Helen Burke
Brennan Cox
Kelly Hammargren
Alix Mazuet
Doris Sloan
Pam Stello
Tony Sustak
Sally Tobin

Executive Director:
Robert Cheasty

Manager:
Roberta Wyn

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of Citizens for East Shore Parks, we are writing to express our strongest support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties. This is an innovative and much needed project that will provide extraordinary value for the East Bay.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. There is tremendous interest in coordinated systems. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in strong support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation’s great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

These are innovative projects that equitably address sustainable transportation connections. With a grant funding the projects listed above, East Bay communities will be better served with transportation alternatives to the automobile. These projects provide easy access to public transit. The projects make public transit a reality for many commuters who choose to reach transit hubs by bicycle and walking. If we have any single realistic hope of reversing climate change, it is through reduction of green house gases from transportation. These projects go a long way in that direction.

We strongly support this application and respectfully request the Department of Transportation to favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Shirley Dean
Board President, Citizens for East Shore Parks



Robert Cheasty
Executive Director, Citizens for East Shore Parks



CITY OF MARTINEZ

MAYOR'S OFFICE

1/23/2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the City of Martinez and the City Council, I am writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed

project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

The City of Martinez will benefit from these projects, and as such we strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Brianne Zorn, Mayor
City of Martinez
925-372-3512
bzorn@cityofmartinez.org

February 7, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of City of Richmond, we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a

450 Civic Center Plaza, Richmond, CA 94804-1630

Telephone: (510) 620-6706 Fax: (510) 620-6858 www.ci.richmond.ca.us/planning

National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Lina Velasco
Community Development Director



CALIFORNIA NATIVE PLANT SOCIETY
East Bay Chapter

January 31, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the California Native Plant Society, East Bay Chapter (CNPS EB), we support the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

Traffic congestion is a high priority for many East Bay residents. As the East Bay population increases, we support the Park District's work toward innovative and equitable solutions for safe, environmentally friendly transportation.

These important projects will improve regional safety, environmental sustainability, mobility and community connectivity, and quality of life. Underserved communities and working families will not only be able to use the trail system to commute to work and other activities, but the trail connections also provide a healthy avenue for people to appreciate our bayshore and inland flora and fauna, one of the central aims of our organization.

The East Bay Regional Park District manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents, and its expansive paved trails network is in high demand, with a reported 50% increase in use during the Covid-19 pandemic.

This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods, and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER and II funded segment of the Bay Trail, named after former U.S. Representative George Miller, to the downtown Martinez intermodal station. In addition, the project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail begins at a parkway in Brentwood next to businesses and the Los Medanos College Brentwood Center and continues through Marsh Creek State Historic Park to the Round Valley Regional Preserve.

We support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Lesley Hunt
President



February 3, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the California Native Plant Society, I am writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. **Iron Horse Trail Extension – Concord to Benicia Bridge:**

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation’s great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. **Richmond Bay Trail Extension:**

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. **George Miller Regional Trail to Martinez Intermodal Station Extension**

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. **Marsh Creek Trail Extension:**

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,

A handwritten signature in black ink that reads "Jun Bando". The signature is written in a cursive, flowing style.

Jun Bando, PhD
Executive Director

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Diane Burgis, 3rd District
Ken Carlson, 4th District
Federal D. Glover, 5th District

January 24, 2023

Sabrina Landreth, General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

Contra Costa County



Monica Nino
Clerk of the Board
and
County Administrator
(925) 655-2075

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the Contra Costa County Board of Supervisors I am writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a major concern for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of

completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

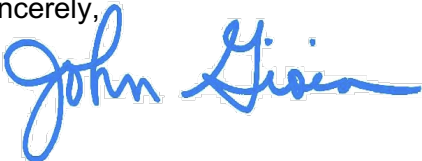
Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



John M. Gioia
Chair
Contra Costa County Board of Supervisors



Contra Costa County
Flood Control
& Water Conservation District

Brian M. Balbas,
ex officio Chief Engineer
Allison Knapp,
Deputy Chief Engineer

February 2, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Contra Costa County Flood Control & Water Conservation District
Support for East Bay Regional Park District DOT RAISE Grant Application

Dear Ms. Landreth:

The Contra Costa County Flood Control and Water Conservation District (Flood Control District) wishes to express support for the East Bay Regional Park District's (Park District) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The Park District manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand — up to a 50% increase in use during the Covid-19 pandemic — it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this nonmotorized transportation network. The Flood Control District is a long-term partner with the Park District, who operates several regional trails along our flood control channels.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multiuse connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

2. Iron Horse Trail Extension — Concord to Benicia Bridge

Project: Construction of a .25-mile paved multiuse trail extension of the Iron Horse Trail — Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Flood Control District

3. Richmond Bay Trail Extension

Project: Construction of a .9-mile paved multiuse extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond — where companies including Amazon, Whole Foods, and UPS distribution centers are located — to Point Wilson, providing a connection to the Regional Intermodal Transportation Center and Pinole Shores railroad overcrossing, two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multiuse trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad, and City of Martinez

5. Marsh Creek Trail Extension

Project: The three-mile paved multiuse extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Flood Control District, and Contra Costa County

As long-term partners with the Park District, we strongly support the above projects and this application and respectfully request the Department of Transportation to favorably consider the Park District's application. Please feel free to contact me at tim.jensen@pw.cccounty.us for further information.

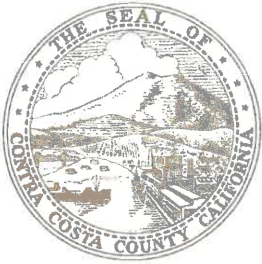
Sincerely,



Tim Jensen
Assistant Chief Engineer
Contra Costa County Flood Control
& Water Conservation District

TJ:cw
\\PW-DATA\grpdata\fldct\support letters\2023-02-02 EBRPD LOS RAISE Grant Program.docx
By e-mail

c: Allison Knapp, Deputy Chief Engineer
Paul Detjens, Flood Control District



FEDERAL D. GLOVER SUPERVISOR, DISTRICT V
CONTRA COSTA COUNTY, BOARD OF SUPERVISORS

Antioch (North)
Hercules
Martinez
Pittsburg
Alhambra Valley
Bay Point
Briones
Clyde
Crockett
Concord (North)
Mt. View
Pacheco
Port Costa
Rodeo
Tormey
Vine Hill

January 20, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of Contra Costa County, District V, I am writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

Ph: 925-608-4200

Fx: 925-608-4209

190 East 4th Street Pittsburg, CA 94565

district5@bos.cccounty.us • www.cccounty.us/supervisorglover



FEDERAL D. GLOVER SUPERVISOR, DISTRICT V

CONTRA COSTA COUNTY, BOARD OF SUPERVISORS

Antioch (North)
Hercules
Martinez
Pittsburg
Alhambra Valley
Bay Point
Briones
Clyde
Crockett
Concord (North)
Mt. View
Pacheco
Port Costa
Rodeo
Tormey
Vine Hill

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

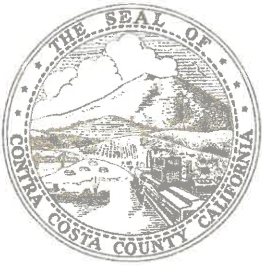
Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

Ph: 925-608-4200

Fx: 925-608-4209

190 East 4th Street Pittsburg, CA 94565



FEDERAL D. GLOVER SUPERVISOR, DISTRICT V
CONTRA COSTA COUNTY, BOARD OF SUPERVISORS

Antioch (North)
Hercules
Martinez
Pittsburg
Alhambra Valley
Bay Point
Briones
Clyde
Crockett
Concord (North)
Mt. View
Pacheco
Port Costa
Rodeo
Tormey
Vine Hill

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety

improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

I strongly support this application and respectfully request the Department of Transportation to favorably consider the East Bay Regional Park District's application for funding.

Sincerely,

Federal D. Glover
Supervisor, District V
Contra Costa County

Ph: 925-608-4200

Fx: 925-608-4209

190 East 4th Street Pittsburg, CA 94565



January 30, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the California Park & Recreation Society, we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail –



Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

1. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority.

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

2. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

3. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,
Stephanie Stephens, CAE
California Park & Recreation Society



January 26, 2023

Sabrina Landreth, General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the East Bay Economic Development Alliance (East Bay EDA), we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation’s great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:


Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding. If you have any questions please do not hesitate to contact me at (510) 272-3874 or stephen@eastbayeda.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Baiter', with a long horizontal flourish extending to the right.

Stephen Baiter, Executive Director

February 2nd, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth,

On behalf of Greenbelt Alliance, we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate-friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. **Richmond Bay Trail Extension:**

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. **George Miller Regional Trail to Martinez Intermodal Station Extension**

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing mobility opportunities for residents.

5. **Marsh Creek Trail Extension:**

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high-speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,

Victor Flores
East Bay Resilience Manager
Greenbelt Alliance



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

February 20, 2023

Alfredo Pedroza, Chair
Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abu
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Matt Maban
San Jose Mayor's Appointee

Nate Miley
Alameda County

Stephanie Moulton-Peters
Marin County and Cities

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

James P. Spering
Solano County and Cities

Sheng Thao
Oakland Mayor's Appointee

Vacant
Cities of Contra Costa County

Vacant
U.S. Department of Housing
and Urban Development

Alix Bockelman
Acting Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

The Honorable Peter Buttigieg
Secretary, United States Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave. SE
Washington, D.C. 20590

RE: Support for East Bay Regional Park District Application to RAISE Program

Dear Secretary Buttigieg:

The Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) for the nine-county Bay Area. Our current long-range Regional Transportation Plan (RTP) and regional Sustainable Communities Strategy, Plan Bay Area 2050, was adopted in October 2021.

MTC submits this letter of support for the application for FY 2023 RAISE Transportation Discretionary Grant funding submitted by the East Bay Regional Park District for the *Expanding Equitable Active Transportation – Sustainably Connecting East Bay Communities*. This project consists of five projects located across East Bay communities including the Oakland Bay Trail Extension, Iron Horse Trail Extension – Concord to Benicia Bridge, Richmond Bay Trail Extension, George Miller Regional Trail to Martinez Intermodal Station Extension and Marsh Creek Trail Extension. This project supports the implementation of Plan Bay Area 2050 by creating healthy and safe streets, part of the Plan's strategy to meet transportation needs by building a Complete Streets network.

If you have any questions regarding our support for this project, please contact me at 415-778-6772 or Mark Dedrick, MTC's Washington Representative, at 202-494-3618.

Sincerely,

Theresa Romell
Section Director, Funding Policy and Programs

TR:KA

J:\PROJECT\Funding\ARRA\Federal Discretionary Programs\RAISE 2023\EBRPD_Trails_RAISE Support Letter.docx

Text on a second page, when necessary, will begin here.

January 20, 2023



Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the Oakland Chamber of Commerce, we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four



[Type here]

BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Barbara Leslie
President & CEO
Oakland Metropolitan Chamber of Commerce



January 30, 2023

Sabrina Landreth, General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of Rails-to-Trails Conservancy, we want to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

We have worked closely with the East Bay Regional Park District (Park District) for decades, and know them to be a highly effective agency that manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With the growing demand for high quality trails – up to a 50% increase in use during the Covid-19 pandemic – it is crucial to provide the resources to invest in this trail network that provides important benefits to so many people. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation and reduce traffic congestion. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it completes the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This .5-mile paved multi-use trail extension of the San Francisco Bay Trail connects the TIGER II funded segment of the Bay Trail named for former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes safety improvements to the at-grade railroad crossing in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: A three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, and the Los Medanos College Brentwood Center, through Marsh Creek State Park to Round Valley Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir and provides a safe separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

Rails-to-Trails Conservancy respectfully requests that the USDOT approve the Park District's RAISE grant application request.

Sincerely,

Laura Cohen

Laura Cohen, Western Region Director
Rails-to-Trails Conservancy
304 12th Street, Suite 2A
Oakland, CA 94607



January 20, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of Save Mount Diablo, we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to

BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Edward Sortwell Clement, Jr.
Executive Director



February 1, 2023

Sabrina Landreth, General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for DOT RAISE Grant Application

Dear Sabrina:

Save The Bay is pleased to offer our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

Save The Bay has long championed increased public access to the Bay and shoreline, starting from our founding principles 60 years ago, and continuing to our mission work today. We also encourage public agencies in the Bay Area to prioritize the needs of underserved populations to address equity and environmental justice considerations.

The projects proposed in this grant would significantly improve the District's network of 200 miles of paved active transportation trails serving 2.8 million East Bay residents. This is crucial, as the population served continues to increase in size and diversity and needs innovative and equitable solutions to address the need for safe, environmentally friendly transportation. With the region already feeling significant climate impacts, the District needs a resilient trail network that is adapted to sea level rise so it continues to provide safe, climate friendly transportation.

We endorse the District's focus on RAISE grant funding for priority projects to extend the Oakland Bay Trail, Iron Horse Trail, Richmond Bay Trail, George Miller Regional Trail and Marsh Creek, and we encourage the Department of Transportation to accept the District's application for funding.

Sincerely,

A handwritten signature in blue ink that reads "David Lewis".

David Lewis
Executive Director

San Francisco Bay Conservation and Development Commission

375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600 fax 888 348 5190

State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

January 31, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the San Francisco Bay Conservation and Development Commission, we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the Park District's pursuit and development of the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Proposed Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. According to the Park District, this trail would link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection would also allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).



2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Proposed Community Benefits: According to the Park District, this would be a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation’s great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Proposed Community Benefits: According to the Park District, the trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail would also connect to the Bio-Rad Laboratories campus. This trail segment would also have regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project would provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as provide improved connectivity to the intermodal station for Martinez residents. According to the Park District, completing this gap would create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project would include safety barriers near Marsh Creek Reservoir. According to the Park District, it would also provide a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

As a state land use agency that regulates proposals for specified activities within our jurisdiction, to the extent that the Park District must obtain a permit from BCDC to undertake any portion of the above-specified projects within our regulatory jurisdiction, our support for its application for grant funding should not be construed as predetermining the agency's decision on any such project proposal if and when the Park District submits a permit application for the project to BCDC for consideration. This letter should be understood solely for the purpose of supporting the Park District's application for grant funding for the potential development of projects which BCDC understands as fundamentally public access-oriented in nature. We strongly support this grant application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,


LAWRENCE J. GOLDZBAND
Executive Director

California State Senate

CAPITOL OFFICE
1021 O STREET, SUITE 6620
SACRAMENTO, CA 95814
TEL (916) 651-4003
FAX (916) 651-4903

BILL DODD SENATOR, THIRD DISTRICT



COMMITTEES
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
ENERGY, UTILITIES
& COMMUNICATION
INSURANCE
TRANSPORTATION
JOINT COMMITTEE
EMERGENCY MANAGEMENT
SELECT COMMITTEE
CALIFORNIA'S WINE INDUSTRY
CO-CHAIR

CHAIR: SENATE GOVERNMENTAL ORGANIZATION COMMITTEE

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

February 1, 2023

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

As the State Senator for District 3, I am writing to express my support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand and a 50% increase in use during the Covid-19 pandemic, it is timely for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to grow, the Park District is preparing innovative and equitable solutions to meet the needs for safe, environmentally friendly transportation. Addressing traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in minimizing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is currently being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation’s great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing. These two active transportation projects were previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

I strongly support this application and greatly appreciate the continued efforts of the Park District. I respectfully request the Department of Transportation favorably consider this application for funding, which will provide significant benefits and create positive opportunities for area residents.

Sincerely,



Senator, District 3

CAPITOL OFFICE
1021 O STREET
SUITE 8630
SACRAMENTO, CA 95814
TEL (916) 651-4009
FAX (916) 651-4909

DISTRICT OFFICE
1515 CLAY STREET
SUITE 2202
OAKLAND, CA 94612
TEL (510) 286-1333
FAX (510) 286-3885

SENATOR.SKINNER@SENATE.CA.GOV

California State Senate

SENATOR
NANCY SKINNER
NINTH SENATE DISTRICT



CHAIR
BUDGET & FISCAL REVIEW
CHAIR
CALIFORNIA LEGISLATIVE
WOMEN'S CAUCUS
COMMITTEES
ENERGY, UTILITIES AND
COMMUNICATIONS
ENVIRONMENTAL QUALITY
GOVERNANCE AND FINANCE
HOUSING
PUBLIC SAFETY

January 24, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear Secretary Buttigieg:

I am writing to express my support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population of the San Francisco Bay Area continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate-friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a 0.1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a 0.25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in

2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a 0.9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies, including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson, providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a 0.5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social-equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The 3-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

I strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Nancy Skinner
State Senator, District 9

CC: East Bay Regional Park District

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605



RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

I'm writing in strong support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19

schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

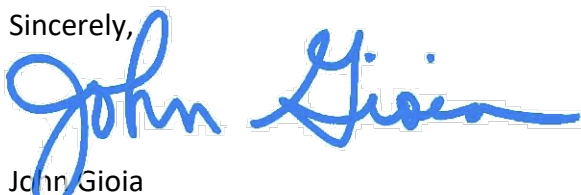
Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

I support this application and request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,

Sincerely,


John Gioia
Chair, Board of Supervisors



73 Belvedere Avenue
Richmond, CA 94801
Phone/Fax 510-235-2835
tracbaytrail@earthlink.net

January 30, 2023

Via Email:

Ms. Sabrina Landreth, General Manager
East Bay Regional Park District
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

TRAC, the Trails for Richmond Action Committee, strongly supports East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. The 0.9-mile multi-use trail project between Pinole Point and Point Wilson is a critical [San Francisco Bay Trail](#) gap closure project connecting the cities of Pinole, Hercules and Rodeo with cities of western Contra Costa and Alameda Counties from Oakland to Richmond, including the Severely Disadvantaged neighborhoods of Richmond located along the Bay Trail.

This regional trail gap closure project has very important active transportation benefits for both recreation and job center commuting. It will provide residents of Pinole and Hercules with access to the necklace of 12 National, State, Regional and local shoreline parks along the [Bay Trail in Richmond](#) and access to [San Pablo Bay Regional Shoreline](#) for residents of Richmond, Berkeley and Oakland. Pinole and Hercules residents also will be able to bicycle commute to the major job sites at the Chevron Richmond Refinery and Technology Center, as well as Pinole Point Business Park with regional distribution centers for Amazon, Whole Foods, UPS, Restoration Hardware, etc. Conversely, residents of Richmond, Berkeley and Oakland will have a scenic bicycle commute to the Bio-Rad campus in Hercules.

TRAC strongly supports this application and respectfully requests that the Department of Transportation approve East Bay Regional Park District's funding request.

Sincerely,

Bruce Beyaert, TRAC Chair

Congress of the United States

Washington, DC 20515

February 3, 2023

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

We write today to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: According to the East Bay Regional Park, the Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: According to the to the East Bay Regional Park, this is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation’s great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente, and Shaklee.

3. **Richmond Bay Trail Extension:**

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: According to the to the East Bay Regional Park, the trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. **George Miller Regional Trail to Martinez Intermodal Station Extension**

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: According to the to the East Bay Regional Park, the project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. **Marsh Creek Trail Extension:**

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: According to the to the East Bay Regional Park, the project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We believe this application will be beneficial to our districts and respectfully request the Department of Transportation give the East Bay Regional Park District’s application full and fair consideration, consistent with applicable law and regulations.

Sincerely,



Barbara Lee
Member of Congress



Mark DeSaulnier
Member of Congress



John Garamendi
Member of Congress



United States Senate

January 26, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
Attn: Office of Infrastructure Finance and Innovation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my support for the East Bay Regional Park District's (EBRPD) application for funding under the Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. EBRPD is seeking funding for five trail extension projects, each aiming to expand the existing trail system and connect East Bay communities sustainably and equitably across 33 cities and two counties.

EBRPD is requesting \$18.9 million to construct a total of 4.75 miles of paved, multi-use trail extensions at five different locations within its 125,000 acres of park land. The proposed trail extension projects at the Oakland Bay Trail, the Iron Horse Trail, the Richmond Bay Trail, the George Miller Regional Trail, and the Marsh Creek Trail are critical for EBRPD to manage its existing 200-mile-long network of paved active transportation trails and address the impacts of traffic congestion and sea level rise. Once completed, these projects will provide residents with more efficient multi-modal connections to businesses, retail, public transit, and schools – many of which are located in historically disadvantaged communities.

Combined with \$4.8 million in match funding, RAISE grant funds would allow EBRPD to implement innovative and equitable solutions to address the need for safe, environmentally friendly transportation for the East Bay's 2.8 million residents. Thank you for your attention to this important request, and I urge you to give this application your full consideration. If you have any questions, please do not hesitate to contact my San Francisco Office at 415-393-0716.

Sincerely,

A handwritten signature in blue ink that reads "Dianne Feinstein".

Dianne Feinstein
United States Senator

Sabrina Landreth
General Manager
East Bay Regional Park District
2950 Peralta Oaks Court
Oakland, California 94605

RE: Support for East Bay Regional Park District DOT RAISE Grant Application

Dear General Manager Landreth:

On behalf of the San Francisco Bay Area Water Emergency Transportation Authority (WETA), we are writing to express our support for the East Bay Regional Park District's 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application for \$19,940,000. This grant submission is intended to connect East Bay communities sustainably and equitably across 33 cities and two counties.

WETA is a regional public transit agency tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. WETA carries over three million passengers annually utilizing a fleet of 16 high speed passenger-only ferry vessels. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo. For WETA the Oakland Bay Trail Extension as well as the Richmond Bay Trail Extension projects, described below, will provide connections to WETA's Oakland and Richmond terminals, providing safe active transportation routes to and from these terminals and supporting nearby housing and employment developments.

The East Bay Regional Park District (Park District) manages 200 miles of paved active transportation trails serving 2.8 million East Bay residents. With an expansive network in high demand – up to a 50% increase in use during the Covid-19 pandemic – it is a timely need for the Park District to have sufficient resources aimed at expanding the system. In 2010, the Park District received a highly competitive Federal TIGER II grant of \$10.2 million to close gaps in this non-motorized transportation network.

As the East Bay population continues to increase, the Park District is preparing innovative and equitable solutions to address the need for safe, environmentally friendly transportation. Traffic congestion is a high priority for many East Bay residents. With dramatic weather conditions affecting shorelines, the Park District recognizes the role its trail network can play in addressing the impacts of sea level rise with safe, climate friendly Bay and Delta trail infrastructure. This letter is in support of RAISE grant funding for the following proposed projects:

1. Oakland Bay Trail Extension

Project: Construction of a .1-mile paved multi-use connection from East Oakland to the new Brooklyn Basin development and the San Francisco Bay Trail.

Partners: Port of Oakland and City of Oakland

Community Benefits: The Brooklyn Basin was originally part of the Port of Oakland and is now being converted into homes and businesses. This trail will link the Basin to the Fruitvale neighborhood of Oakland and into East Oakland. This new connection will allow cyclists and pedestrians to access businesses and retail or use the Bay Trail for active transportation and health. The proposed project is located in a census tract for which 19% of the population lives below poverty (2019 American Community Survey).

2. Iron Horse Trail Extension – Concord to Benicia Bridge:

Project: Construction of a .25-mile paved multi-use trail extension of the Iron Horse Trail – Marsh Drive to Imhoff Drive. The project includes a safe signalized crossing and safety improvements of Marsh Drive.

Partners: Contra Costa County Flood Control and Water Conservation District

Community Benefits: This is a key extension of the 34-mile paved trail paralleling Interstate-680. It would extend a previously funded TIGER II trail corridor. The Iron Horse Trail, designated as a National Millennium Trail in 2000, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along 34 miles of completed trail. It connects to four BART stations, 19 schools, one community college and multiple business parks – including headquarters for Chevron, AT&T, Kaiser Permanente and Shaklee.

3. Richmond Bay Trail Extension:

Project: Construction of a .9-mile paved multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond – where companies including Amazon, Whole Foods and UPS distribution centers are located – to Point Wilson providing a connection to the Regional Intermodal Transportation Center (RITC) and Pinole Shores railroad overcrossing – two active transportation projects previously funded by TIGER II.

Partners: City of Richmond and Contra Costa Transportation Authority

Community Benefits: The trail would connect to three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in a growing community located at the San Pablo Bay shoreline. The trail also connects to the Bio-Rad Laboratories campus. This trail segment has regional transportation benefits because it would complete the San Francisco Bay Trail between the City of Oakland and the City of Hercules.

4. George Miller Regional Trail to Martinez Intermodal Station Extension

Project: This project is a .5-mile paved multi-use trail extension of the San Francisco Bay Trail. It connects the TIGER II funded segment of the Bay Trail named after former U.S. Representative George Miller to the downtown Martinez intermodal station. The project includes pedestrian safety improvements to the at-grade railroad crossing of Berrellesa Street in Martinez.

Partners: Contra Costa County, Union Pacific Railroad and City of Martinez

Community Benefits: The project will provide direct access to Amtrak, the Capitol Corridor commuter rail service to Sacramento, and regional bus service for the residents of Port Costa and Crockett – as well as providing improved connectivity to the intermodal station for Martinez residents. Completing this gap will create public health, economic and social equity benefits for residents within low-income communities, in addition to enhancing the mobility opportunities for residents.

5. Marsh Creek Trail Extension:

Project: The three-mile paved multi-use extension of the Marsh Creek Trail from a parkway in Brentwood, next to businesses and the Los Medanos College Brentwood Center reside, through Marsh Creek State Historic Park to Round Valley Regional Preserve.

Partners: California Department of Parks and Recreation, Contra Costa County Flood Control and Water Conservation District and Contra Costa County

Community Benefits: The project includes safety barriers near Marsh Creek Reservoir. It also provides a safe grade separated trail and wildlife crossing of the heavily used, high speed Marsh Creek Road in Contra Costa County.

We strongly support this application and respectfully request the Department of Transportation favorably consider the East Bay Regional Park District's application for funding.

Sincerely,



Seamus Murphy
Executive Director