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March 30, 2018

SENT VIA US MAIL, ORIGINAL AND EMAIL TO CC'S

Ryan Russo
Director, Oakland Department of Transportation
250 Frank Ogawa Plaza, Suite 4314
Oakland, CA 94612

Subject: **Caldecott Tunnel Settlement Agreement Projects**

Dear Mr. Russo,

Thank you for sending Ade Oluwasogo and Jason Cook to discuss the Caldecott Tunnel Settlement Agreement Projects #1-4 at the North Hills Community Association annual meeting on March 22, 2018. Our residents warmly received these new facilities and appreciated the efforts of those public servants spending their evening to educate us on the status of the projects.

Our community strongly supports these improvements, which will provide essential and safer bicycle and pedestrian paths and increase mobility in our area. The improvements are part of our Complete Streets vision connected to the construction of the fourth bore of the Caldecott Tunnel, a vision our neighborhood has lobbied for since the scoping phase of the Caldecott Improvement Project in 2003. They also have been part of Oakland's and Alameda County's bicycle vision network for many years.

We were told the estimated "request for bids" date would be in the summer of 2018 and that construction would start early next year. We eagerly await the achievement of this milestone and look forward to joining with you on a groundbreaking ceremony when the construction starts next year.

In the meantime, we would like to know what amount of funds remain in the \$8 million Caldecott Settlement's project budget to complete Projects #1-4 as designed? Our concern is that, because Oakland initially planned to begin these projects around 2013, additional funds may be needed to construct them in 2019.

City staff and consultants last shared project cost estimates — \$1,390,000 for Project 1 and \$1,666,000 for Projects 2-4 (see attached) — with the public in September 2015. We and the Fourth Bore Coalition have asked many times for updated information on what Oakland has spent to date on other projects made possible by the settlement agreement but the response has been repeatedly delayed until staff had a full accounting of the costs of the Broadway bike and pedestrian improvements (Keith Ave. to Brookside Lane), the Broadway/Lawton intersection improvements, and other pedestrian and bike improvements constructed further from the tunnel portals.

The North Hills Community Association board is pleased that Caltrans has finally approved the encroachment permit for Project #1. We expect to see the City of Oakland's intention to fully fund and accomplish these highest priority projects in 2018/2019 even if other funds must be added to complete

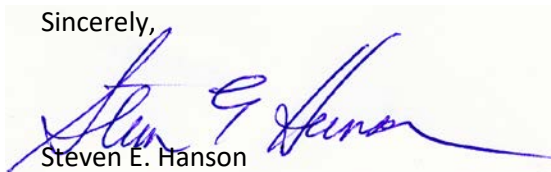
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the projects. We also expect more transparency in the process as things move forward, as transparency and accountability are pillars of your department's strategic plan.

We look forward to Oakland fulfilling its commitment to the neighborhood that was separated from other parts of Oakland by the original Grove-Shafter Freeway and that endured years of 24/7 construction of the Caldecott fourth bore to improve mobility for motorists. Completing Projects 1-4 will improve mobility and safety for bicyclists and pedestrians along the well-used arterials to and from the Caldecott tunnel. They are at a major gateway to Oakland and will be a great way to telegraph to visitors and residents alike that Oakland truly is a bicycle and pedestrian friendly city committed to great and complete streets.

We look forward to your reply.

Sincerely,



Steven E. Hanson

Vice Chair

North Hills Community Association

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Please note our website for your reference:

<http://www.northhillscommunity.org>

cc. Libby Schaaf, Mayor
Sabrina Landreth, City Administrator
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Ann Smulka, Fourth Bore Coalition
Howard Matis, NHCA and Fourth Bore Coalition
Aileen Frankel, NHCA and Fourth Bore Coalition
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