

BARBARA LEE
13TH DISTRICT, CALIFORNIA
**DEMOCRATIC STEERING
AND POLICY COMMITTEE**
Co-Chair

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Member, Subcommittee on
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COMMITTEE ON THE BUDGET



Congress of the United States
House of Representatives
Washington, D.C. 20515-0509

REPLY TO OFFICE CHECKED

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website: lee.house.gov

April 27, 2021

The Honorable Peter DeFazio
Chairman
Committee on Transportation and
Infrastructure
U.S. House of Representatives
2134 Rayburn House Office Building
Washington, DC 20515

The Honorable Sam Graves
Ranking Member
Committee on Transportation and
Infrastructure
U.S. House of Representatives
1135 Longworth House Office Building
Washington, DC 20515

Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the Bay Trail at Shoreline Park in surface transportation reauthorization legislation.

The project sponsor for this project is the City of San Leandro and the project is located at Mulford Point Drive, San Leandro, CA 94577.

The funding is designated to complete a missing link of a key section of the Bay Trail within in San Leandro that is currently located on Monarch Bay Drive. The Bay Trail is a planned 500-mile walking and cycling path around the entire San Francisco Bay running through all nine Bay Area counties and 47 cities. The City will replace existing roads and parking lots with a shoreline park and new facilities, including new trails and pathways, to activate 18-acres of open space that will be constructed on existing paved jetties.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: These infrastructure improvements will provide members of the disadvantaged community adjacent to this site with access to new mobility options, recreational opportunities, and direct shoreline access for the first time. San Leandro will clear this land and regrade it to withstand future sea level rise to help the community adapt for climate change.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Lee".

Member of Congress

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the Port of Oakland Solar, Battery Storage and Electric Vehicle Truck Charger Deployment in surface transportation reauthorization legislation.

The project sponsor for this project is the Port of Oakland and the project is located at the Port of Oakland in Oakland, CA 94607.

The funding is designated to maximize the economic development and environmental sustainability potential of the deployment of heavy-duty electric vehicles (EV) in the freight sector by supporting the development and utilization of a mobile rapid-deployment charger for heavy-duty EV trucks. The charging system will be equipped to be solar-powered and also contains battery storage capability, thereby optimizing the traditional electrical grid resiliency and performance capability during peak usage periods. The mobile charging network can be rapidly deployed at multiple locations throughout the seaport's roadway network, based on the unique and still evolving staging needs of the owners of heavy-duty EV equipment that utilize the seaport.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: The deployment of heavy-duty EV charging infrastructure serving seaport trucking users is among the highest priorities identified by West Oakland community stakeholders, including community leaders that have served as the co-chairs of the Port of Oakland's Air Quality planning efforts ("Seaport 2020 and Beyond Plan"). Heavy-duty EV charging was also identified as a top near-term priority implementation item in the West Oakland Community Air Action Plan ("Owning Our Air"), which was developed by the Bay Area Air Quality Management Plan and the West Oakland Environmental Indicators Project, and as part of which the Port of Oakland also served on the Steering Committee to develop.

I certify that neither I nor my immediate family has any financial interest in this project.

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Member of Congress

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the BART Station Restroom and Lighting Enhancements in surface transportation reauthorization legislation.

The project sponsor for this project is the San Francisco Bay Area Rapid Transit District and the project is located at thirteen separate BART rail transit stations in the cities of Berkeley, Oakland, and San Leandro, CA.

The funding is designated to renovate up to 26 public restrooms at 13 BART stations in Alameda County with new paint, lighting, bathroom fixtures, and floor/wall repairs. Project will also include, where feasible, LED lighting upgrades to the areas adjacent to the restrooms.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: These capital improvements will be paired with staff resources for restroom cleaning paid for by BART's operating budget restroom to ensure that each restroom is cleaned and sanitized on a regular basis, with a daily thorough scrub down. Having dedicated staff will improve station ownership and overall experience of both bathroom and station cleanliness. Where feasible, current halogen lights adjacent to the restrooms will be updated to new LED lights. The new lighting will be energy efficient, brighter, and in keeping with our sustainability goals.

I certify that neither I nor my immediate family has any financial interest in this project.

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Member of Congress

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the Oakland 7th St Bike/Ped Improvements in surface transportation reauthorization legislation.

The project sponsor for this project is the City of Oakland and the project is located in the City of Oakland, CA, specifically on 7th Street between the West Oakland Bay Area Rapid Transit (BART) station, a hub of the BART system serving approximately 16,000 commuters each weekday, and Martin Luther King Jr. Way in Downtown Oakland.

The funding is designated to construct protected bike lanes separating the path of travel for motorized vehicles and people on bikes/scooters; and widen sidewalks to minimum 6-foot effective width with lighting, landscape, accessible curb ramps, and crosswalk improvements, thereby increasing the safety and visibility of pedestrians; and install or modify traffic signals in order to improve multimodal connectivity between West Oakland, Downtown Oakland and the Oakland waterfront.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: By separating modes of travel and allocating more space to non-motorized travel, the project will reduce vehicle trips, vehicle miles traveled, and injuries and/or fatalities in traffic collisions, which disproportionately affect Black residents.

I certify that neither I nor my immediate family has any financial interest in this project.

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Member of Congress

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the City of Alameda, CA Central Avenue Safety Improvement Project in surface transportation reauthorization legislation.

The project sponsor for this project is the City of Alameda, CA and the project is located on Central Avenue in Alameda, CA.

The funding is designated to improve the safety of the Central Avenue corridor for all users: pedestrians, bicyclists, AC Transit riders, and automobile drivers.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: The project is projected to reduce the number of collisions by almost 35% on the corridor and also will reduce speeding and the travel time for automobiles and AC Transit buses. The Central Avenue project includes a road diet with two motor vehicle travel lanes, a two-way left-turn lane as a center lane, roundabouts, improved AC Transit bus stops and bikeways as well as other safety measures, street trees, and pavement rehabilitation. Construction is expected to begin in late 2022.

I certify that neither I nor my immediate family has any financial interest in this project.

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the West Berkeley Bicycle and Pedestrian Improvements in surface transportation reauthorization legislation.

The project sponsor for this project is the City of Berkeley and the project is located on Addison Street from Bolivar Drive to the east side of Sacramento Street and on Addison Street from Milvia Street to Oxford Street in the city of Berkeley, CA.

The funding is designated to provide a safe, low-stress east-west bicycle connection in Berkeley, filling a 1.5-mile gap in the city's existing bicycle boulevard network.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: The project is a Tier I priority project in the Berkeley Bicycle Plan (2017) because it will serve a central role in the City's bicycle network, meets public demand for safe, low-stress bicycle routes, and is in an area of high demand for bicycling in Berkeley.

I certify that neither I nor my immediate family has any financial interest in this project.

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the AC Transit East Oakland Hydrogen Fueling Upgrade in surface transportation reauthorization legislation.

The project sponsor for this project is the Alameda-Contra Costa Transit District (AC Transit) and the project is located in the city of Oakland, CA.

The funding is designated to build the infrastructure needed to increase AC Transit's capacity to refuel a greater number of zero-emission buses which can then be deployed into the community. Currently the East Oakland Division can fuel 10 buses per day. This project will expand the on-site hydrogen storage capacity, replace the compression system with a cryogenic liquid hydrogen pump, upgrade older vaporizers with pressure vaporizers, and add 6 high pressure storage tubes. The increased capacity will allow AC Transit to refuel 60 hydrogen buses per day.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: By deploying more zero-emission buses into the community AC Transit will be helping to improve the air quality and health outcomes in this underserved community. Neighborhoods in East Oakland that are prioritized for zero emission bus service include Coliseum, Foothill and Fruitvale, in addition to the International Blvd. and Macarthur-Grand corridors.

I certify that neither I nor my immediate family has any financial interest in this project.

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the Oakland Alameda Access Project in surface transportation reauthorization legislation.

The project sponsor for this project is the Alameda County Transportation Commission and the project is located in Oakland and Alameda, CA.

The funding is designated to Improve multimodal safety, reduce congestion, enhance bicycle and pedestrian accessibility, and improve mobility between Interstate 880, State Route 260, City of Oakland downtown neighborhoods, and the City of Alameda.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: The project addresses transportation inequities and significant safety concerns identified through extensive multilingual public outreach efforts. Pedestrian vehicle conflicts will be reduced by intersection improvements, such as new sidewalks, bulbouts, high visibility crosswalks, signal modifications to provide pedestrian priority, a pedestrian hybrid beacon, and pedestrian-scale lighting. The community would benefit economically and socially from reduced traffic congestion, improved access, connectivity, and cohesion due to the new ramp configuration, and bicycle/pedestrian infrastructure improvements. The project will provide environmental benefits for two parks by enhancing access and reducing effects of visual barriers by removing portions of an off-ramp and constructing new landscaping. The bicycle path and sidewalk additions will close gaps in the existing network and will help provide additional opportunities to reduce the I-880 barrier and improve active transportation (non-motorized) connections between other parts of Downtown Oakland neighborhoods, its residents, and local-run businesses. Motorists will benefit from reduced congestion and reduced travel time accessing I-880 from Alameda.

I certify that neither I nor my immediate family has any financial interest in this project.

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Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for the Bay Bridge Forward – I-80/Powell Street transit access and I-80 westbound bus lane extension in surface transportation reauthorization legislation.

The project sponsor for this project is the Metropolitan Transportation Commission and the project is located I-80 corridor between Powell Street interchange and Bay Bridge Toll Plaza, in the Cities of Oakland, CA 94607 and Emeryville, CA 94608.

The funding is designated to deliver a suite of near-term and low-cost infrastructure projects and operational improvement to deliver faster transit access for East Bay commuters into San Francisco, reduce greenhouse gas emissions by serving more Bay Area residents in fewer vehicles, and improve transit travel time reliability, which is especially important for the Bay Area's transit-dependent population. Funds will support the delivery of two critical infrastructure components of the Bay Bridge Forward initiative, the I-80/Powell Street transit access improvements and the I-80 westbound bus lane extension project.

The project is an appropriate use of taxpayer dollars and is anticipated to have the following benefits: the Bay Bridge Forward initiative is part of a broader Bay Area effort to meet our ambitious climate goals, including through increasing transit ridership. Climate benefits from shifting single occupant vehicle trips to transit trips will increase once we achieve our related ambitious goal of electrifying the AC Transit (and other Bay Area) bus fleet. By improving transit reliability, connectivity, and moving more people within our existing growth footprint, these projects also support the transit-oriented land use strategy that is essential if the Bay Area is to make progress on the ambitious equity and affordability goals laid out in Plan Bay Area 2050.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,

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Member of Congress