

City of Oakland  
Public Works Agency  
250 Frank H. Ogawa Plaza, Ste. 4314  
Oakland, CA 94612-2033



**FAX**

July 17, 1998

**To:** Mayor Appezzato, Mayor Bukowski, Mayor Corbett, Mayor Dean, Mayor Mast, Mayor White, Vice Mayor Nora Davis, Vice Mayor DeWitt, Councilmember Kerr, Councilmember Damon, Councilmember Wooley, Councilmember Worthington

**From:** Diane Tannenwald      **Fax:** (510) 238-2233      **Phone:** (510) 238-6386

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Thank you for all of your efforts and support during the last phase of the Bay Bridge Project. The City of Oakland is continuing to try to work with Caltrans to enhance the design of the remaining 85% of the Bay Bridge Eastern Span. We will be having a design workshop on Thursday July 23, 1998, at 9:30 am in the Caltrans District 4 Building located at 111 Grand Ave. in Oakland. The meeting will be held on the 15<sup>th</sup> floor in the Executive Conference Room. It will be a "design" work session with Caltrans and the design consultants. We will be working on the viaduct section of the bridge and the approach to the East Bay. Please let me know if you, or a representative, will be able to attend.

In addition, please see the attached memo I sent to Jason Kinney (Assemblyman Don Perata's office). I am working with him to establish legislation that will require an analysis of rail on the bridge and subsequently, inclusion of rail on the bridge. This will pick up in the first week of August (after the budget talks are over). If you have anything to add/delete. Please let me know. Hopefully, regardless of the bridge type we will have provisions for rail included in the structure of the bridge.

Please let me know if I may help in anyway or if you have any questions. Thank you very much for all of your help.

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**E-MAIL MEMORANDUM**

**July 7, 1998**

<b>To:</b> Jason Kinney	<b>From:</b> Diane Tannenwald
<b>Fax:</b> (916) 319-2116	<b>Fax:</b> (510) 238-2233
<b>Phone:</b> (916) 445-7442	<b>Phone:</b> (510) 238-6386

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I apologize for not getting this to you yesterday. The following items are of concern to the City of Oakland and should be considered for legislation for the future Bay Bridge "commuter rail":

- A feasibility study and cost analysis of light and heavy rail through the Oakland /SF corridor (study should include traffic impacts, future high speed rail potential, impacts to Oakland, Yerba Buena Island, and SF).
- Study should be expedited (can we claim it's an "emergency" issue because it's related to the new Bay Bridge Eastern Span? Public safety issue if we delay the design of the bridge) 4-5 months max. (especially if we have separate legislation for the provisions for rail if it is determined feasible).
- Study should be conducted by an independent agency (impartial and not affiliated with this project).
- The rail line should run from Oakland to San Francisco.
- No vehicle lanes or shoulders should be removed from service to provide for rail.
- The study could be financed from the existing funding or "amenities" funding (no new money needs to be allocated).

Perhaps the \$1.00 toll increase is extended to pay for the provisions for future rail (will this have support?). The main question, however, is do you believe there will be strong public support for a study? For provisions for rail on the Eastern span (if proven feasible)?

There will be minimal impact if we can just pass the legislation for a study. However, if we are successful in passing legislation to include provisions for rail in the framework of the bridge, then there may be impacts to the design of the bridge. The bridge design is currently at 30% and Caltrans expects to be completed with the design by the end of 1999. There is still time in the design process to make modifications and the impacts to the design of the bridge (and therefore the cost of the project) will be minimal if we make necessary modifications to accommodate rail as early in the process as possible.

A study of the rail possibilities will hopefully be less threatening than a "feasible solution" at this point. nonetheless, we defer to your judgement. Ultimately, we would like to see provisions for rail included on the bridge that satisfy the aforementioned conditions.

Please let me know if I may help in anyway or if you have any questions. Thank you very much for all of your help.

Box 2, Folder 1

**Item 4**

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