
From: MacIver, Lily </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=0DB6EE275F33477FA2E3B784D95E81F2-MACIVER, LI>
To: Ferrara, Nicole
Sent: 7/12/2019 4:58:53 PM
Subject: RE: Definition of a non-exempt, regionally-significant project (the ones feeding in to Plan Bay Area 2050)

You mean this list, correct?

Priorities:

As the Megameasure takes shape, we're including a preliminary list of priority projects. This is not a comprehensive list, and the projects below are at varying stages in the project development process:

- Regional Connectivity:
 - **Second tube** from San Francisco to Oakland
 - **Sustainable estuary crossing** between Oakland and Alameda. Some initial planning has begun on a pedestrian/bicycle bridge, and other considerations include a Transit bridge/tunnel and Gondola.
 - **Multi-modal Bay Bridge Connections:**
 - Fully funding the partially funded **LINK project** to get people walking and biking from West Oakland to the East Span of the Bay Bridge
 - **West span of Bay Bridge pedestrian/bike path**
 - **Priority transit access** to the Bay Bridge from the East Bay, and potentially on the Bay Bridge
 - **I-580 general purpose lane to HOV/Express Lane conversion:** ACTC project through Oakland portion of the I-580
 - **I-980 tear-down**, converting freeway to housing and rebuilding the street network and connectivity between Downtown and West Oakland
 - **Infill stations along BART**
 - Potential Oakland Locations: 98th Ave, High St, Howard Terminal/Jack London Square, Children's Hospital
 - **Jack London railroad track undergrounding:** the current railroad alignment along Embarcadero West through Jack London Square makes for one of the highest injury and delay areas along the Amtrak network, and it results in noise pollution in an area undergoing a massive transition from industrial to mixed use commercial and residential zones. Undergrounding the railroad, perhaps in alignment with a second tube and the A's Howard Terminal development, creates an opportunity to increase reliability of Amtrak and the development of a new East Bay transit hub.
 - **Regional Express Bus Transit:** using regional system of managed lanes, provide for high frequency, high quality regional express transit
 - **Undergrounding BART in East & West Oakland:** undergrounding BART in East & West Oakland creates a great opportunity for new parcels to be designed for transit oriented development and can right historic injustices
- Major pedestrian/bicycle infrastructure projects
 - **Coliseum BART to Bay Trail connection:** this creates a class IV pedestrian and bicycle path between the Coliseum BART station in East Oakland to the Bay Trail, linking BART riders and East Oakland community members to an incredible open space/active transportation resource that's fairly inaccessible. It requires extensive I-880 interchange reconstruction. The project is on Caltrans' PID list.
 - **East Bay Greenway:** this project has been designed and requires construction dollars to build & maintenance resources
 - (Also see LINK Project and West Span of Bay Bridge above)
- Programmatic Categories:
 - **Transit capital improvements:** implementation of surface transit investments (bus only lanes, BRT projects) in coordination with AC Transit
 - **Transit operations:** increasing frequency of AC Transit buses, expanding routes, reducing fares
 - **Shared mobility & parking:** planning, management, upgrading to "smart" infrastructure, e-charging

stations, etc.

- **Pedestrian and bicycle safety and maintenance:** flexible dollars to both build new safety projects and maintain existing infrastructure and paths
- **Roadway maintenance and operations:** for signals, lighting, pavement, concrete, and ADA retrofits

From: Ferrara, Nicole

Sent: Friday, July 12, 2019 4:54 PM

To: MacIver, Lily <LMacIver@oaklandca.gov>

Subject: RE: Definition of a non-exempt, regionally-significant project (the ones feeding in to Plan Bay Area 2050)

This is super helpful. Let's use this as our guide as we consider what goes into the spreadsheet. Also, in addition to the major projects list, can you also cross reference the list we shared with the FASTER coalition?

From: MacIver, Lily <LMacIver@oaklandca.gov>

Sent: Friday, July 12, 2019 4:40 PM

To: Ferrara, Nicole <NFerrara@oaklandca.gov>

Subject: Definition of a non-exempt, regionally-significant project (the ones feeding in to Plan Bay Area 2050)

Hi Nicole,

The projects Bruce submitted to Plan Bay Area 2050 were all non-exempt regionally significant projects. I am adding them to our list now.

A non-exempt, regionally-significant project means a transportation project that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities. In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
- Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
- Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
- Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
- Extends or expands the fixed guideway transit infrastructure
- Adds new or expands transit stations or terminals, including parking facilities
- Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
- Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).

The Principal Arterial System includes Interstates, Other Freeway or Expressways, and Other Principal Arterials.

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