
From: Logan, Warren </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=013C5FCA933C471FADD24BC42D81C797-LOGAN, WARR>
To: Ferrara, Nicole
Sent: 7/17/2019 5:07:45 PM
Subject: RE: Follow-Up and Update on FASTER

Thanks Nicole,

This is super helpful context. One question I have off the top of my head (I'm sure I'll have more follow up later): why did you all not include infill BART at San Antonio?

Warren Logan
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From: Ferrara, Nicole
Sent: Tuesday, July 16, 2019 10:55 PM
To: Logan, Warren <WLogan@oaklandca.gov>
Subject: FW: Follow-Up and Update on FASTER

From: Russo, Ryan
Sent: Wednesday, May 29, 2019 11:30 AM
To: Gwen Litvak <glitvak@bayareacouncil.org>
Cc: Jason Baker <jbaker@svlg.org>; Ferrara, Nicole <N Ferrara@oaklandca.gov>
Subject: RE: Follow-Up and Update on FASTER

Dear Gwen,

We're looking forward to meeting with you today to discuss the Megameasure and how we can improve our transportation system for all Bay Area residents. In advance of our meetings, I want to share a few key principles and priorities.

Principles:

- 1) **Values:** The City of Oakland will work to ensure that the measure reflects our values as a City, many of which are shared with other cities throughout the Bay Area:
 - a. **Equity:** reversing systemic inequities that have persisted in our transportation systems for generations, including inequitable access to safe streets and a variety of mobility options, as well as authentically engaging communities of concern in planning processes
 - b. **Safety:** targeting areas with the highest numbers of severe and fatal crashes for infrastructure improvements, calming speeds through improved street design
 - c. **Sustainability:** creating a transportation system where the most affordable, most reliable and fastest way to get around is also the most environmentally sustainable
 - d. **Responsible governance:** transparent processes that include accountability measures and metrics, and build the public's confidence in government's ability to spend their dollars wisely and responsibly
- 2) **Funding source:** as Bay Area transportation leaders consider funding sources for the

megameasure, we are committed to ensuring that the funding source is guided by our values:

- a. **Sales taxes** are regressive and don't align with our equity value. There is also no link between sales taxes and transportation. We discourage you from considering this funding source option.
- b. **Parcel taxes** are less regressive, but also aren't clearly linked to transportation and the Bay Area is already grappling with an immense housing crisis, and raising housing hosts seems inopportune. While this is more acceptable than a sales tax, we are interested in funding sources with a better nexus.
- c. **Vehicle License Fee & Regional Gas Taxes** are either more progressive measure, provide an incentive to the outcomes we want and/or have an obvious direct link to the improvements we're seeking. We strongly encourage you to seek state legislation to allow Bay Area residents to significantly increase their VLFs and/or allow for a regional gas tax to pay for transportation infrastructure

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

We're looking forward to our initial discussion, and fleshing out these ideas further over the coming months.

Sincerely,

Ryan

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From: Gwen Litvak [<mailto:glitvak@bayareacouncil.org>]

Sent: Thursday, May 9, 2019 5:15 PM

To: Russo, Ryan <RRusso@oaklandca.gov>

Cc: Jason Baker <jbaker@svlg.org>

Subject: Follow-Up and Update on FASTER

Hi Ryan,

I hope this email finds you well.

The FASTER coalition is reaching out to a number of transportation leaders and we'd love to meet ASAP and hear about your ideas for a possible regional transportation measure.

Please see the attached for more information for discussion- no need to respond in writing; we plan to discuss these live during our meeting!

Any chance you are free Friday the 17th after 2:30pm to discuss? If not, I can provide some dates and times the following week that may work.

Thanks so much,
Gwen Litvak

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