

# A FASTER Bay Area

A seamless public transportation network

**F**reedom

**A**ffordability

**S**peed

**T**ransparency

**E**quity

**R**eliability



# Bay Area congestion is worse than ever and won't improve without a plan and major investments.



Bay Area traffic delays are now second worst in the nation, crippling the Bay Area economy and degrading our quality of life.

In 2017, the average commuter **wasted** 103 hours in traffic delays -- the equivalent of 2.5 weeks of work.

In that same year, the Bay Area experienced over \$4 billion in lost productivity and burned an extra 95 million gallons of gas due to traffic delays.

46% of respondents to a recent Bay Area Council poll stated they are considering leaving the region altogether.

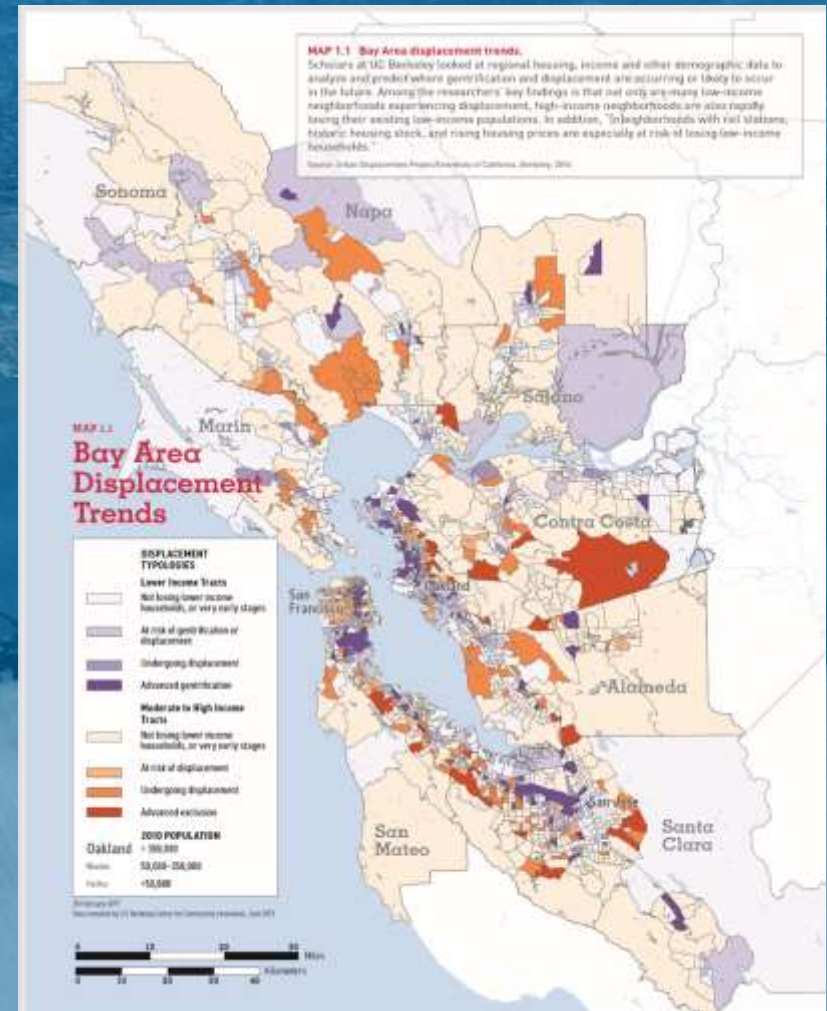


# Displacement is pushing long-time residents further from transit and jobs.

As families get pushed out in search of lower-priced housing people get stuck with long car commutes and high transportation costs.

The result is strain on families and communities.

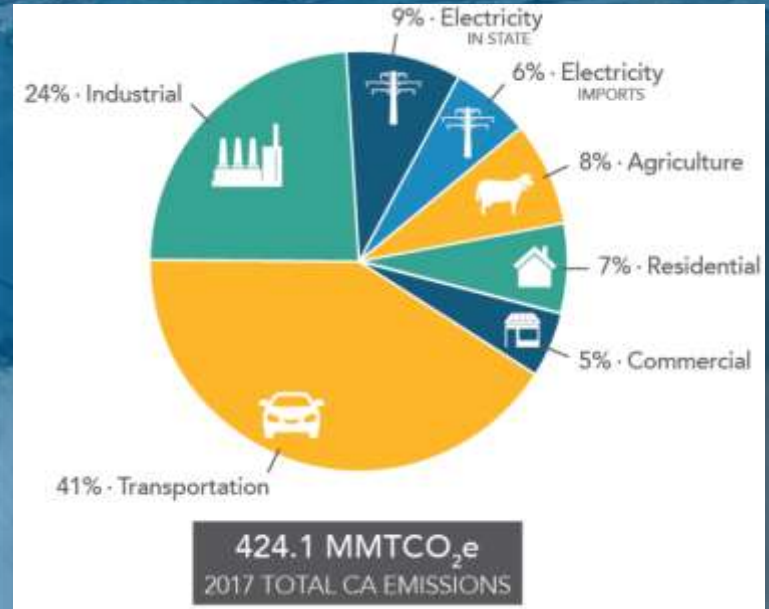
Many low-income families are now spending 30% or more of their income on vehicles, gas and car maintenance.



Climate change poses an existential threat to our economy, health and quality of life.



Transportation is the largest source of California's emissions (over 40%) and transportation emissions are still growing.



Public transportation could be a big part of the solution to all of these problems but our system evolved over time to include 27 different operators. It is **fragmented and confusing** and deters many people from riding.

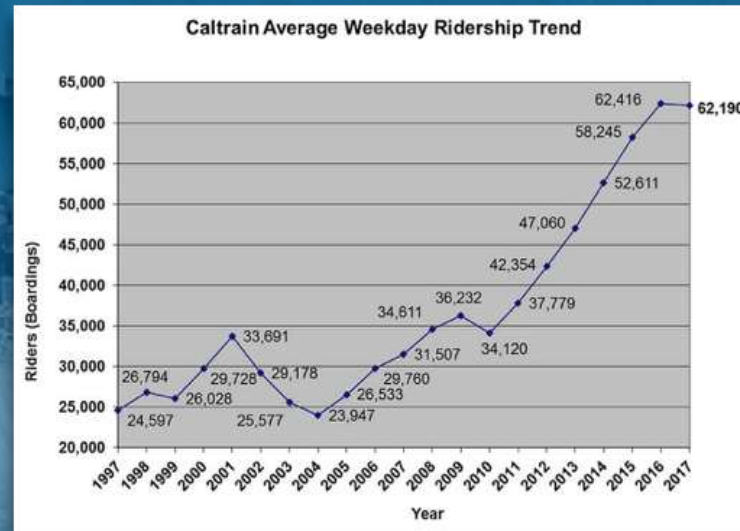
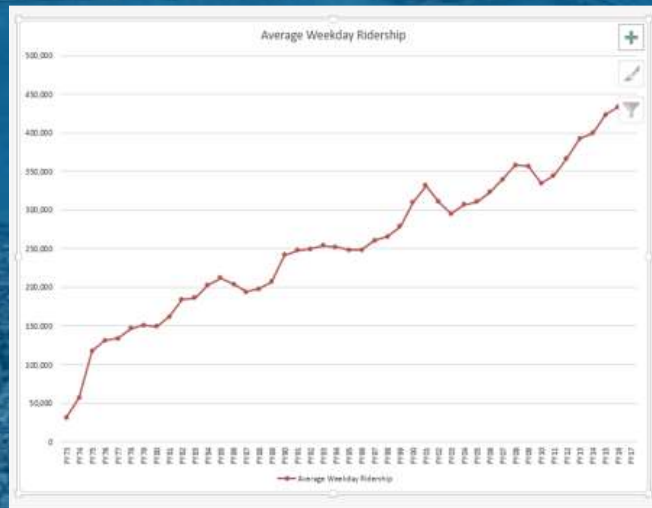
Even worse, **public transit is not always frequent or reliable** as rail systems age and buses slow down in growing traffic congestion.

The result: too many commuters choose to drive instead of taking public transit, **making traffic and pollution even worse.**



Getting transit out of traffic and speeding it up, like Caltrain did with Baby Bullet trains, attracts riders.

BART, Caltrain and Muni are full at peak periods and can't provide more relief unless we invest in new capacity.



In 2016, LA and Seattle voted for major investments to transform their transportation systems.

**VOTERS APPROVE  
SOUND TRANSIT 3**

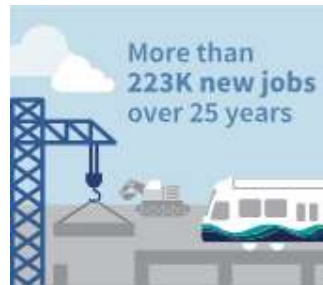
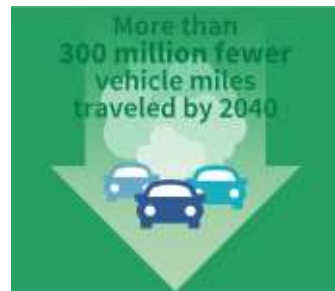


- Rigorous independent oversight
- Demanding internal cost and project controls



RISING CONGESTION

+800,000 people



# The Future is FASTER



In 2020, the Bay Area should also have a chance to vote for transformative improvements to our public transportation system.

We need transit that works for everyone – that means fixing it, expanding it and making it fast, frequent, reliable, affordable and easy to access.



# The Future is FASTER



Today, a group of Bay Area policy, government, business, transportation and community leaders is creating a plan to make the future FASTER.

FASTER will be the Bay Area's first Regional Rapid Transit Network, knitting together rails, buses and ferries.

The FASTER Regional Rapid Transit Network will be a **combination of upgraded existing transit lines and new transit lines.**

FASTER will be delivered through a combination of dedicated funding for **major transit investment and policy changes.**

FASTER is not a new operator, but **creates, connects and brands a Bay Area-wide Rapid Transit Network from existing operators** that enables a connected and coordinated journey.

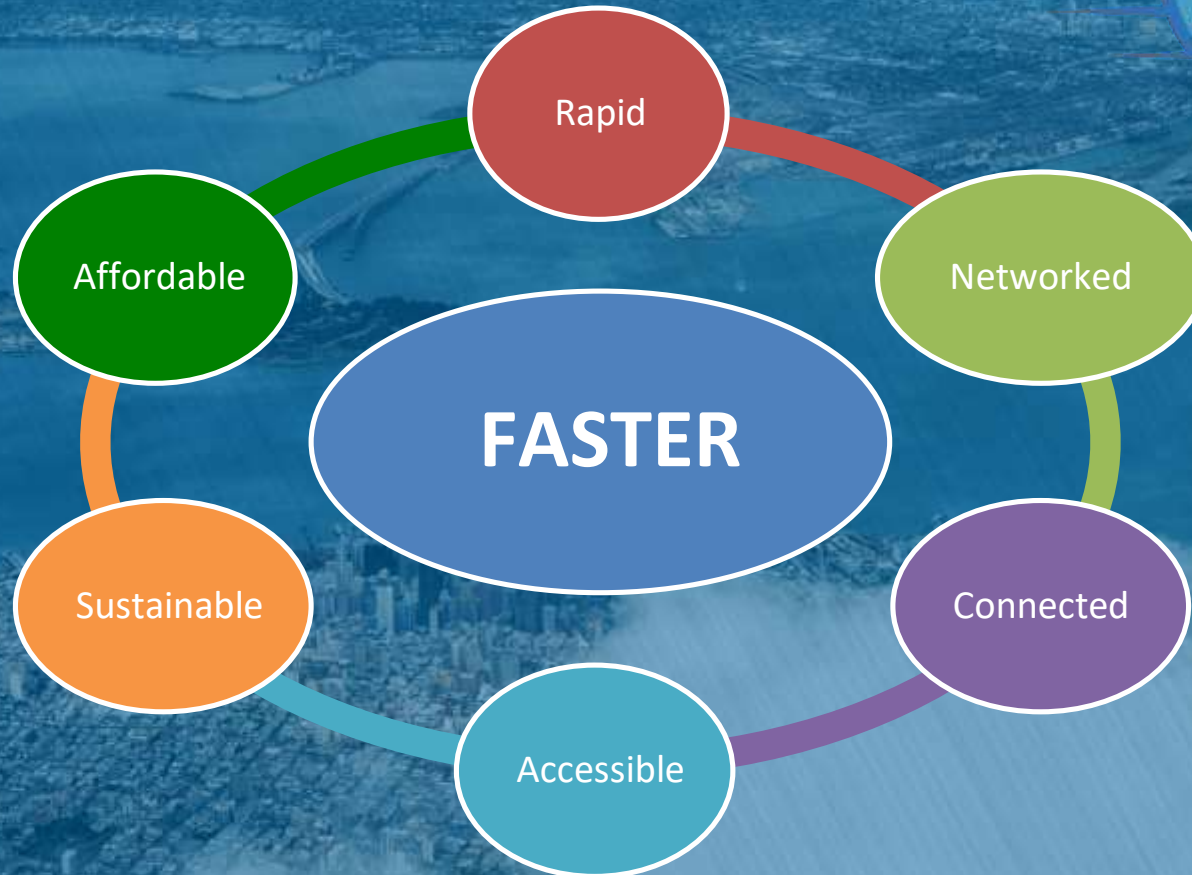
# The Future is FASTER



## With FASTER:

- It won't take you so long to get where you need to go
- You'll be free from schedules and waiting, from uncoordinated transfers and confusing fares
- You won't have to worry about missing a train or bus, as they will come frequently and be coordinated
- If you still choose to drive, there will be less congestion because of investments in FASTER

# FASTER's Guiding Principles



# The Future is FASTER



The need for a regional, seamless transit network is greater than ever. The FASTER framework that follows is based on over 200 meetings with:

- local governments and elected officials
- transportation and transit agencies
- transportation engineers and experts
- equity, environmental, labor and community groups

FASTER Bay Area wants you to weigh in on this too.

# How do we get there?



## Four Primary Categories of Funding Dedicated to Transit and Policy Change:

- 1: FASTER Rapid Transit Network Build Out & Operations
- 2: Connections to FASTER Rapid Transit Network
- 3: An Affordable and Seamless Network
- 4: Employer-funded Congestion Reduction Programs

# 1: FASTER Rapid Transit Network Build Out & Operations



- **Upgrade existing service** to FASTER standards (e.g., BART, Caltrain, SMART, Golden Gate, VTA, ferries), expand and operate new FASTER lines based on ridership and cost-effectiveness.
- **Create a new 9-county Rapid Bus Network** to run on the emerging express and carpool lane system. Fund hub stations and critical express lane gaps to ensure fast, reliable trips for commuters across the region.
- **Ensure FASTER serves the entire Bay Area**, by dividing region into significant commute sheds and guaranteeing minimum investments in those corridors.

## 2: Connections to FASTER Rapid Transit Network



*Local Transit:* Service is fully out of traffic in dedicated lanes or otherwise prioritized to be competitive with driving. Seamlessly connected to FASTER hub stations. Return to Source.

*Local & Regional Active Transportation:* Complete, connected bike, pedestrian networks, prioritized for connections to regional transit, jobs, schools and parks. Mostly Return to Source.

*Regional Transportation Innovation:* Take advantage of new and emerging technologies to increase access to the FASTER network.

### 3: An Affordable and Seamless Network



- Low-income sales tax credit
- Means-based & student fares
- Funding for integrated fares & seamless customer experience
- Funding for construction and operations workforce development
- A Project Delivery & Operations Excellence Center
- Long-term service planning and coordination to ensure the FASTER Network operates as a single, seamless system



# Potential: Mandated Employer-funded Congestion Reduction Programs



Large employers reduce congestion and grow public transit ridership by providing their workers, including low- and moderate-wage employees and contractors, better options to get to work other than by driving alone including transit subsidies/reimbursements on the FASTER Rapid Transit Network.

# Potential Min. Standards for FASTER Network Investments



- Rapid = frequencies of 12 minutes or less in most places. Investments need travel time faster than solo driving (during peaks).
- Networked = synched scheduling and short wait times; shared hub stations; uniform fare system, FASTER branded wayfinding.
- Reliable = Out of traffic (or prioritized over it).
- Sustainable = Zero-emission by 2025, reduce driving (total vehicle miles travelled), sea level rise-ready.
- Fully Funded = Funding for transit operations, from FASTER and other known funds, is identified before funding for construction.
- Connects to growing dense and transit-oriented population centers, major transit-oriented job centers, and major transit-oriented education or healthcare institutions
- Adoption of best-practice on project delivery / operations excellence

# Potential FASTER Prioritization for FASTER Network Investments



- Cost effectiveness; ridership
- Connects to the FASTER network, rather than as an isolated line, enabling riders to reach many more destinations
- Uses Shared FASTER Hub Stations
- Improves access to disadvantaged communities, and has policies to protect residents vulnerable to displacement
- Communities that are planning for affordable and middle-income housing

# Standards and Prioritization Framework



In addition to the standards and prioritization framework that will be developed for category #1, regional investments, there will be additional standards for Connections to the FASTER Rapid Transit Network as well as Affordable and Seamless network categories.

# Potential Policy Changes

## Project Delivery Supercharging, including:

- Transit & express lane projects
- Procurement reform
- Reform of entitlements & approval processes
- Pooling construction expertise, resources and authorities

## Regional Coordination, including:

- More coordinated transit planning and operations
- Seamlessly connected and operated express lanes and FASTER Network

## Employer Congestion Reduction Investments

## Low-Income Sales Tax Credit (LISTC)



# Proposed Funding Mechanism



Based on our research, the One Cent Sales Tax generated substantial funding, has the flexibility to fund operations, is politically viable, and is a funding source that has historically garnered broad support for transportation investments in the Bay Area.

It is expected to generate \$100.6 billion over 40 years.

# Proposed Funding Mechanism



## Pros:

- Use of proceeds are not restricted and straightforward tax that voters understand
- The revenue is sufficient to fund a long-term strategic plan for capital improvements and operating budgets
- Bay Area employers contribute significantly in sales tax, with more than 35 percent of sales tax paid by businesses (roughly \$550 million annually from this measure)
- Sales taxes are not paid on three big expenses: housing, health care and groceries

## Cons:

- Regressive
- Other sales taxes may go to the same ballot, though it is not clear what the impact would be

# Sales Tax Mitigation Options



To address regressive nature of sales tax revenue source and encourage business participation in the solution, FASTER Bay Area is exploring the following options:

**Low income tax rebate program**

**Means based transit discounts**

**Traffic Demand Management (TDM):** Employer funded and executed programs to reduce car commutes and incentivize public transit, including for low- and middle-income workers and contractors.



## Potential Oversight Mechanisms:



Independent oversight body created to rigorously check on implementation and project delivery, finance, etc.

Annual reports on investments, by category, including on actual ridership and cost-effectiveness of projects.



# Process and Next Steps

# Process and Timeline



**Spring/Summer 2019:** Over 200 meetings with stakeholders from transportation, environment, equity, business, labor and elected leaders to shape a draft framework

## **Sept/Oct: Release Draft Framework with Proposed Funding Categories**

- Presentations to transportation agencies and meetings with elected leaders
- Collect feedback from all Bay Area counties with public forums and a public survey
- Based on input define a draft framework with funding categories
- Initiate a Technical Advisory Group of county and regional transportation agencies and public transit operators
- Present the draft framework at MTC Commission on October 23

# Process and Timeline



## **Nov/Dec: Develop Final FASTER Framework and Legislative Proposal**

- Continue presenting to transportation agencies and operators, and engaging with elected officials and stakeholders
- Incorporate information from MTC's Plan Bay Area 2050 project and scenario evaluation (to be released in November)
- Further refine proposed programs and recommend funding levels
- Refine policies to ensure the system is integrated at a regional scale and to expedite project delivery
- Finalize proposed revenue mechanism
- Second presentation to MTC (anticipated)

**Jan 2020: Legislature considers FASTER proposal.** Legislation would authorize a regional entity, likely MTC, to place it on the ballot

**Spring/Summer 2020:** Regional Entity considers whether to place on the ballot

**November 2020: Voters in the nine Bay Area counties vote for transformational change to our regional transit system.**

# Join Us!



Do you have ideas or want to support this effort?

Learn more and take our survey at [www.FASTERBayArea.org](http://www.FASTERBayArea.org)

Contact us at [Info@FASTERBayArea.org](mailto:Info@FASTERBayArea.org)

Thank you!