

Meeting Agenda

Bay Area Partnership Board

Rick Ramacier, Chair
Kate Miller, Vice Chair

Monday, January 6, 2020

1:30 PM

Yerba Buena Conference Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 1:30 p.m.

1. Call to Order / Introductions

Chair Rick Ramacier

2. [20-0022](#) Approval of the Bay Area Partnership Board Minutes of the October 25, 2019 Meeting

Action: Board Approval

Attachments: [02_10-25-2019_Partnership_Meeting_Draft_Minutes.pdf](#)

3. Various Information Updates

A series of updates on topics of interest to Partnership Board Members. Some of the items may assist in setting the stage for priority partnership collaboration in the coming year.

- 3a. [20-0023](#) Plan Bay Area 2050: Transportation Element Next Steps

Information on the approach to move forward with the transportation investment strategy and complementary strategies for the Draft Blueprint.

Action: Information

Presenter: Adam Noelting and Raleigh McCoy

Attachments: [3a_TransportationBlueprint_NextSteps.pdf](#)
[3ai_Correspondence_Seamless Bay Area.pdf](#)

- 3b. [20-0055](#) FASTER Bay Area

FASTER Bay Area framework and discussion of transit-related policy concepts under consideration for inclusion in the bill.

Action: Information

Presenter: Rebecca Long, MTC and Manny Leon, California State Senate
Transportation Committee Consultant

Attachments: [3b_FASTER.pdf](#)

4. Board Member Wrap-Up / Next Steps

An opportunity for Board Members to provide additional input / direction to staff on priorities and future meeting topics.

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Bay Area Partnership Board will be held at a time and location to be duly noticed.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者, 請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知, 以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0022 **Version:** 1 **Name:**
Type: Minutes **Status:** Committee Approval
File created: 11/27/2019 **In control:** Bay Area Partnership Board
On agenda: 1/6/2020 **Final action:**
Title: Approval of the Bay Area Partnership Board Minutes of the October 25, 2019 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [02_10-25-2019_Partnership_Meeting_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of the Bay Area Partnership Board Minutes of the October 25, 2019 Meeting

Recommended Action:
Board Approval

Attachments:

Meeting Minutes - Draft

Bay Area Partnership Board

Rick Ramacier, Chair
Kate Miller, Vice Chair

Friday, October 25, 2019

9:00 AM

Yerba Buena – 1st Floor

1. [19-1200](#) Call to Order / Introductions

Presenter: Chair Rick Ramacier

Present: 18 - Hursh, Ramacier, Richman, Bransen, Dagang, Anderson, Dao, Ede, Halls, Krieg, Ristow, Russo, Smith, Tellis, Whelan, Wong, Maguire, and McMillan

Absent: 29 - Miller, Chang, Decoteau, Adams, Albee, Broadbent, Corey, Feinstein, Fernandez, Goldzband, Hartnett, Hoevertsz, Iwasaki, Kranda, Mammano, Mansourian, Mitchell, Mulligan, Omishakin, Powers, Rannells, Sanchez, Stoker, Tavares, Tree, Underwood, Wan, Woldesenbet, and Zabaneh

Kristina Botsford acted as a delegate and voting member of the Board in place of Beth Kranda, Solano County Transit. Actions noted below as “Kranda” were taken by Botsford.

Damian Breen acted as a delegate and voting member of the Board in place of Jack Broadbent, Bay Area Air Quality Management District. Actions noted below as “Broadbent” were taken by Breen.

April Chan acted as a delegate and voting member of the Board in place of Jim Hartnett, San Mateo County Transit District. Actions noted below as “Hartnett” were taken by Chan.

Kevin Connolly acted as a delegate and voting member of the Board in place of Nina Rannells, SF Bay Area Water Emergency Transp Auth. Actions noted below as “Rannells” were taken by Connolly.

Amber Crabbe acted as a delegate and voting member of the Board in place of Tilly Chang, San Francisco County Transportation Authority. Actions noted below as “Chang” were taken by Crabbe.

Austin Danmeier acted as a delegate and voting member of the Board in place of Ernie Sanchez, California Highway Patrol. Actions noted below as “Sanchez” were taken by Danmeier.

Amy Frye acted as a delegate and voting member of the Board in place of Denis Mulligan, Golden Gate Bridge, Hwy & Transp Dist. Actions noted below as “Mulligan” were taken by Frye.

Richard Fuentes acted as a delegate and voting member of the Board in place of Robert Powers, Bay Area Rapid Transit District). Actions noted below as “Powers” were taken by Fuentes.

Beverly Greene acted as a delegate and voting member of the Board in place of Michael Hursh, AC Transit. Actions noted below as “Hursh” were taken by Greene.

Tim Haile acted as a delegate and voting member of the Board in place of Randell Iwasaki, Contra Costa Transportation Authority. Actions noted below as "Iwasaki" were taken by Haile.

Tess Lengyel acted as a delegate and voting member of the Board in place of Art Dao, Alameda County Transportation Commission. Actions noted below as "Dao" were taken by Lengyel.

Tony Onorato acted as a delegate and voting member of the Board in place of Kate Miller, Napa Valley Transportation Authority. Actions noted below as "Miller" were taken by Onorato.

Joanna Parker acted as a delegate and voting member of the Board in place of Farhad Mansourian Sonoma-Marín Area Rail Transit District. Actions noted below as "Mansourian" were taken by Parker.

2. [19-1201](#) Approval of the Bay Area Partnership Board Minutes of the July 19, 2019 Meeting

Action: Board Approval

Attachments: [02_07-19-2019_Partnership_Meeting_Draft_Minutes.pdf](#)

Upon the motion by Halls and second by Bransen, the Minutes of the July 19, 2019 meeting was unanimously approved. The motion carried by the following vote:

Aye: 28 - Hursh, Ramacier, Miller, Chang, Richman, Bransen, Dagang, Anderson, Broadbent, Dao, Ede, Halls, Hartnett, Iwasaki, Kranda, Krieg, Mulligan, Powers, Rannells, Ristow, Russo, Sanchez, Smith, Tellis, Whelan, Wong, Maguire and McMillan

Absent: 19 - Decoteau, Adams, Albee, Corey, Feinstein, Fernandez, Goldzband, Hoevertsz, Mammano, Mansourian, Mitchell, Omishakin, Stoker, Tavares, Tree, Underwood, Wan, Woldesenbet and Zabaneh

3. Various Information Updates

3a. [19-1081](#) Recommendations for Key Partnership Board Focus Areas

Key Partnership Board Focus Areas.

Action: Information

Presenter: Chair Rick Ramacier and Working Group Members

Attachments: [03a Focus Areas.pdf](#)

3b. [19-1210](#) MTC ABAG Equity Framework

A presentation on the proposed MTC ABAG Equity Platform.

Action: Information

Presenter: Therese W. McMillan

Attachments: [03b_Equity Presentation Memo Partnership Board.pdf](#)

Adina Levin of Seamless Bay Area was called to speak.

3c. [19-1083](#) Seamless / Connected Mobility

The Seamless Mobility effort seeks to better integrate existing and new mobility options to create an interconnected, multimodal transportation system to reduce vehicle miles traveled, increase transit ridership and achieve Plan Bay Area goals. Seamless Mobility suggests an opportunity for Partnership Board collaboration and problem solving, as the policies & roles and responsibilities need to be developed together - ideally on a regional stage - if the effort is to be successful.

Action: Information

Presenter: Toshi Shepard-Ohta

Attachments: [03c_Connected Transportation Seamless.pdf](#)

Adina Levin of Seamless Bay Area was called to speak.

Roland Lebrun was called to speak.

3d. [19-1082](#) Investment Strategy - Upcoming Opportunities for Partnership Board Input

Update on two investment opportunities - FASTER and Regional Measure 3 - that would benefit from direction and coordinated position of the Partnership Board. In addition, a preview of upcoming milestones related to development of the Plan Bay Area 2050 Investment Strategy.

Action: Information

Presenter: Alix A. Bockelman

Attachments: [03d_Investment Strategy.pdf](#)

Roland Lebrun was called to speak.

Adina Levin of Seamless Bay Area was called to speak.

4. Board Member Wrap-Up / Next Steps

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Bay Area Partnership Board will be held at a time and location to be duly noticed.

Metropolitan Transportation Commission

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Title: Plan Bay Area 2050: Transportation Element Next Steps

Information on the approach to move forward with the transportation investment strategy and complementary strategies for the Draft Blueprint.

Sponsors:

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Attachments: [3a_TransportationBlueprint_NextSteps.pdf](#)
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Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2050: Transportation Element Next Steps

Information on the approach to move forward with the transportation investment strategy and complementary strategies for the Draft Blueprint.

Presenter:

Adam Noelting and Raleigh McCoy

Recommended Action:

Information

Attachments:

Bay Area Partnership Board

January 6, 2020

Agenda Item 3a

Plan Bay Area 2050: Transportation Element Next Steps

Subject: Information on the approach to move forward with the transportation investment strategy and complementary strategies for the Draft Blueprint.

Background: The Plan Bay Area 2050 Blueprint will be comprised of four elements; Transportation, Housing, Economy, and Environment. Comprehensively, actions related to these four elements will strive to move the Bay Area towards a more affordable, connected, diverse, healthy, and vibrant region. The Blueprint's transportation element will build upon Horizon's nearly two years of exploratory analyses to identify a fiscally constrained investment strategy.

It is not feasible to include all of the proposed transportation investments within the region's forecasted revenues, even if new revenues become available. As a result, the investment strategy will strive to balance the forecasted revenues across strategies to maintain our existing transportation system—*road and transit infrastructure and run transit service*—and strategies to implement and build the region's next-generation transportation projects/programs.

The Blueprint will be crafted in two phases: the **Draft Blueprint** (analyzed in February 2020), and the **Final Blueprint** (analyzed in summer 2020). The Draft Blueprint will emphasize investments in regional strategies evaluated in Horizon to achieve PBA 2050's vision and state-mandated GHG emissions reduction goals. The Draft Blueprint will leave fiscal capacity for additional investments in strategies and to include other county priorities. The Final Blueprint will continue to refine the strategies and incorporate a more comprehensive yet fiscally constrained list of transportation investments. Both the Draft Blueprint and Final Blueprint will leverage work from the Project Performance Assessment to understand which projects are most effective and most equitable, given the financial constraints.

Issues: New to PBA 2050 is a more stringent per-capita GHG emissions reduction target set by the California Air Resources Board. Initial analysis shows that the region will fall short of the new target if the strategies from prior iterations of Plan Bay Area are advanced into PBA 2050. A more cohesive and comprehensive approach will be needed to meet PBA 2050's more stringent target, including consideration of more aggressive strategies. If PBA 2050 were to fall short of the GHG target, the region would be at risk for not receiving future funding allocations from the Senate Bill 1 Solutions for Congested Corridors Program.

Also new to PBA 2050, the Blueprint will consider two revenue scenarios: a scenario with revenue in line with the traditional forecasting methodology, and a scenario with a sizeable influx of new revenues. These two scenarios, titled Blueprint *Basic* and Blueprint *Plus*, will prepare the region to meet its goals in two disparate funding scenarios. Blueprint *Plus* will result in additional fiscal capacity for increased levels of investment in regional strategies to create a more aspirational Plan.

From Compelling Case to Collaborative Space

In previous iterations of Plan Bay Area, the most cost-effective capital-intensive projects (“high-performers”) formed the backbone of the Plan’s investment strategy and low-performers were required to present a “compelling case” to the Commission prior to their inclusion into the Plan. Staff propose an alternative to the compelling case process that would rely on collaboration with CTAs, transit operators, or other project sponsors to identify mitigations to boost a project’s performance across one or more of the three assessment metrics—*B/C Ratio, Equity Score, and Guiding Principles Flags*—through project-level refinements or support of complementary strategies. Staff propose working collaboratively with CTAs to draw upon the Project Performance Assessment findings and identify avenues to improve the performance of projects, such as rescoping or adopting strategies to mitigate negative outcomes, as an alternative to the Compelling Case process of previous Plans. Staff proposes to set aside a share of the Plan’s revenues for the Final Blueprint, thereby leaving capacity to add projects that align with the Blueprint strategies and that mitigate performance concerns.

Outreach and Strategy Refinement

Between October and December 2019, MTC carried out three engagement campaigns to solicit feedback on proposed strategies in order to refine the strategies for inclusion in the Draft Blueprint. Two campaigns were aimed at members of the general public, one in person and one online, soliciting a combined 15,000 comments. In an effort to engage with expert stakeholders from around the region, a half-day workshop was held in mid-November to further refine the strategies and dive into the priorities for the investment strategy. **Attachment A** details the three efforts and their key takeaways.

Next Steps:

The ABAG Executive Board and MTC Commission will meet in January 2020 to discuss an initial set of regional strategies and investments to maintain our existing transportation system. In February 2020, MTC will prepare and present the Draft Blueprint’s investment framework, and in Spring 2020 MTC will present the Draft Blueprint’s preliminary analysis findings.

Attachments:

Attachment A: Presentation


Therese W. McMillan



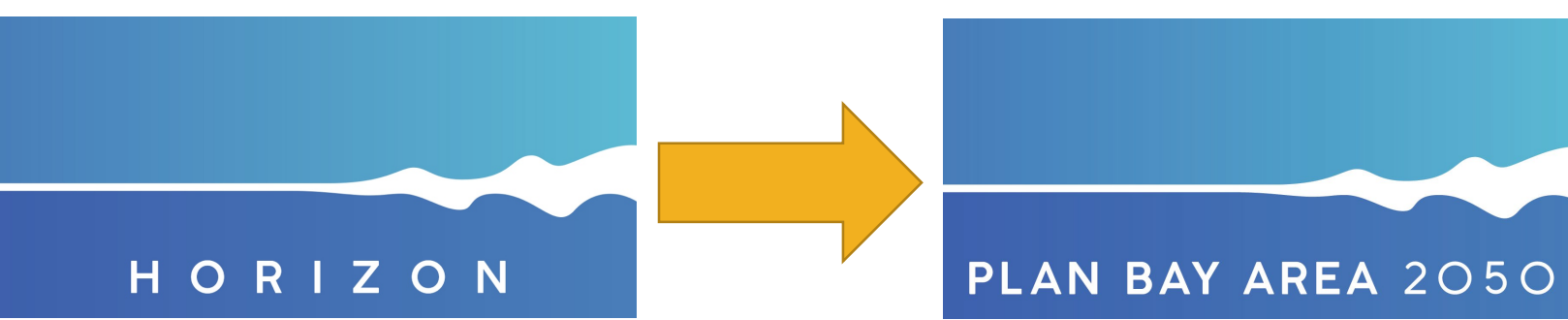
PLAN BAY AREA 2050

Plan Bay Area 2050 Draft Blueprint: Developing the Transportation Element

Bay Area Partnership Board

January 6, 2020

Adam Noelting and Raleigh McCoy



Similar to *Horizon*, ***Plan Bay Area 2050*** is integrating **four core topic areas**, as we work to create a long-range integrated regional vision for the next 30 years

Cross-Cutting Issues



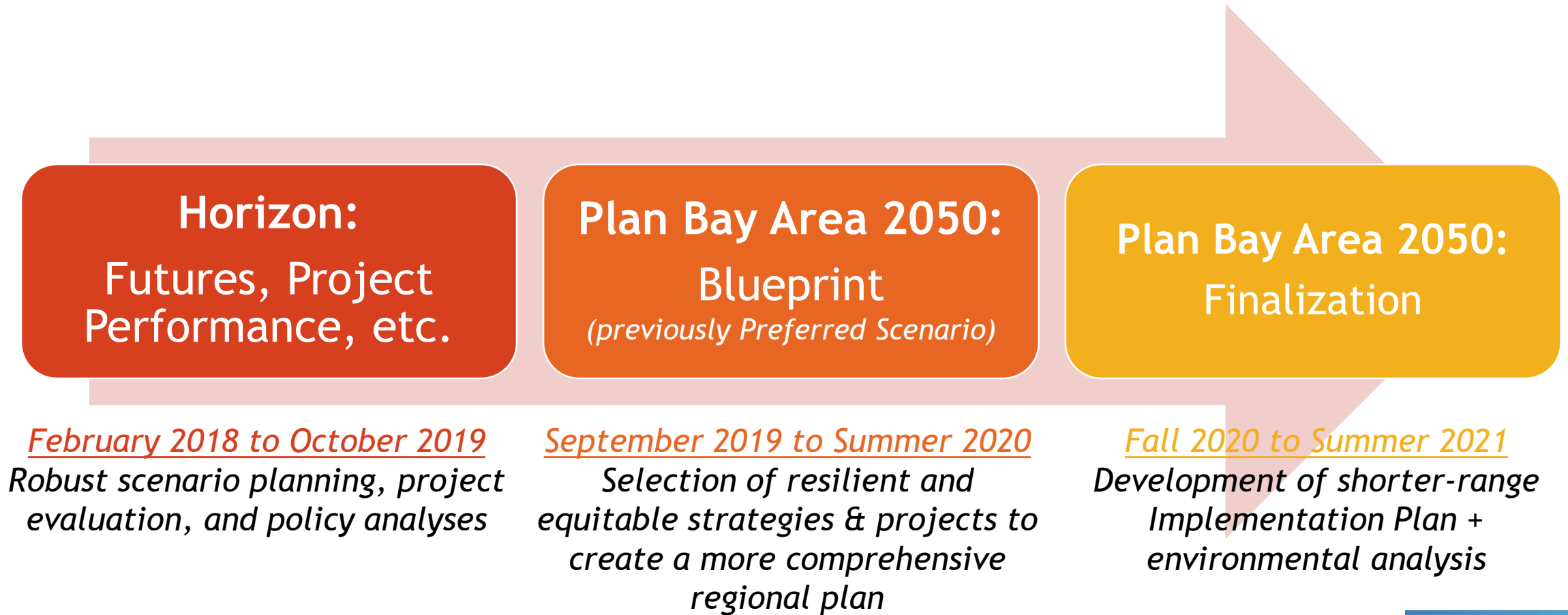
Equity



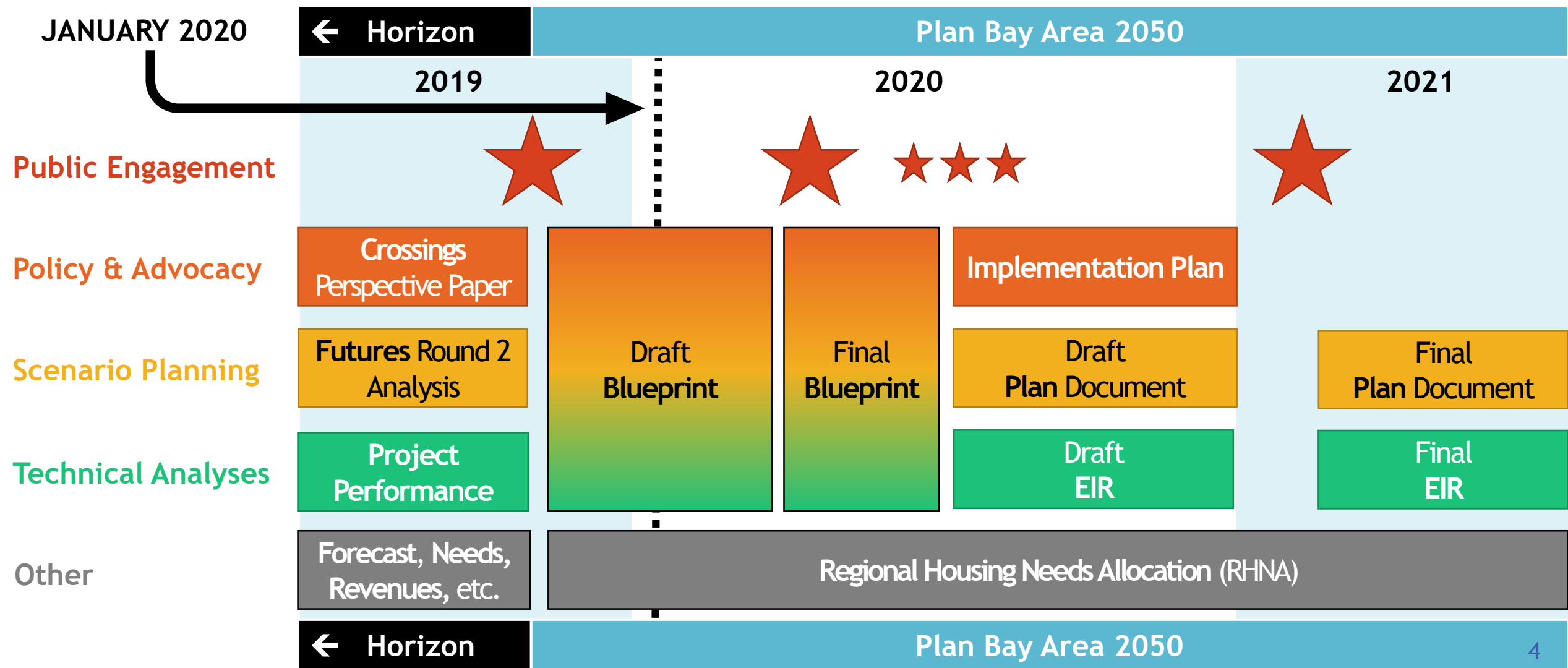
Resilience



Plan Bay Area 2050 builds on Horizon



Plan Bay Area 2050 Schedule





The Draft Blueprint Will Integrate Complementary Strategies to Achieve Improved Regional Outcomes



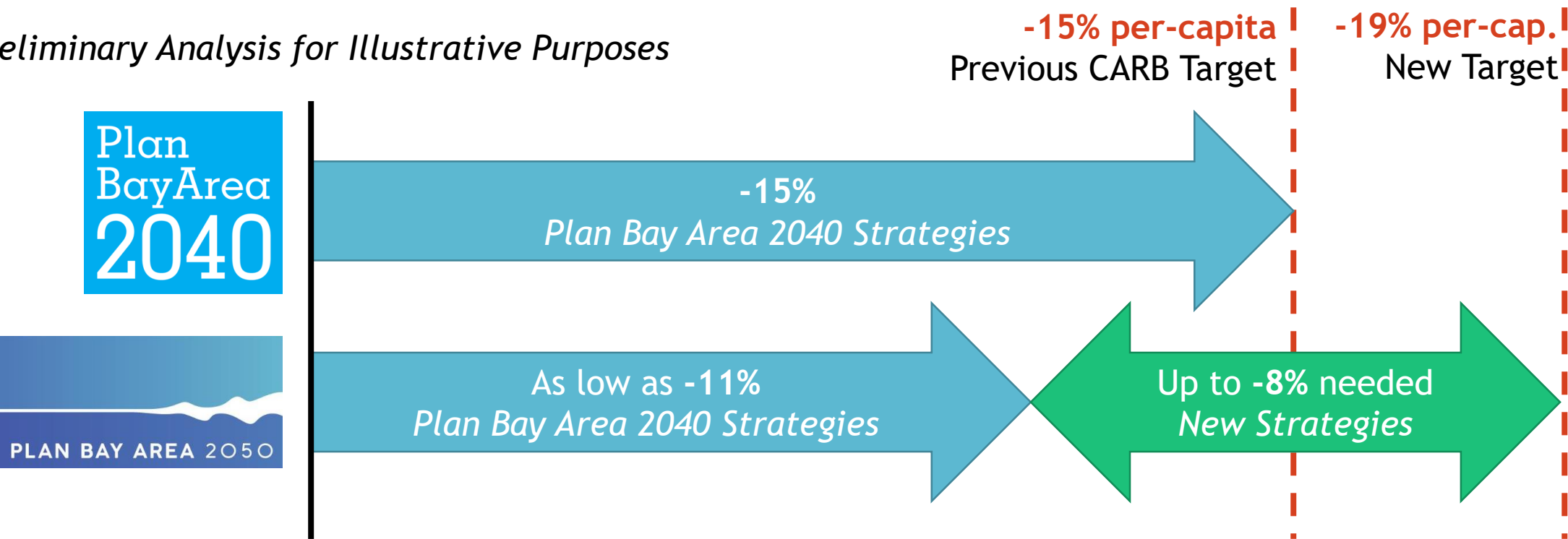
Plan Bay Area 2050 Blueprint

- **Transportation** Investments & Strategies
- **Housing** Geographies & Strategies
- **Economic** Geographies & Strategies
- **Environmental** Strategies

Cross-Cutting Issues	<div> <div>  Equity </div> <div>  Resilience </div> <div>  Adopted by MTC and ABAG Boards September 2019 </div> </div>		
Vision	To ensure by the year 2050 that the Bay Area is affordable, connected, diverse, healthy, and vibrant for all.		
Guiding Principles	 Affordable	All Bay Area residents and workers have sufficient housing options they can afford - households are economically secure.	
	 Connected	An expanded, well-functioning, safe and multimodal transportation system connects the Bay Area - fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.	
	 Diverse	The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place - with full access to the region's assets and resources.	
	 Healthy	The region's natural resources, open space, clean water and clean air are conserved - the region actively reduces its environmental footprint and protects residents from environmental impacts.	
	 Vibrant	The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.	

Plan Bay Area 2050 Must Meet a More Ambitious Greenhouse Gas Reduction Target Under SB 375

Preliminary Analysis for Illustrative Purposes



A More Cohesive, Comprehensive Approach Will be Needed to Meet this GHG Target

- Horizon provided the means to test transformative transportation and land use strategies for resilience to future uncertainty
- While previous plans have relied upon “high performer” projects and a focused growth strategy, our preliminary analysis suggests that this will not be sufficient to meet GHG goals
- Plan Bay Area 2050 will require a comprehensive approach to create a well-connected network of transportation investments, focused on complementary transportation and land use strategies that magnify the positive impacts of projects and mitigate negative externalities

The Role of “New Revenues”

Transportation



Housing



Economy



Environment



Plan Bay Area 2050 Blueprint *Basic*
Includes available revenues from Needs & Revenue assessments, but does not include New Revenues from future regional measures



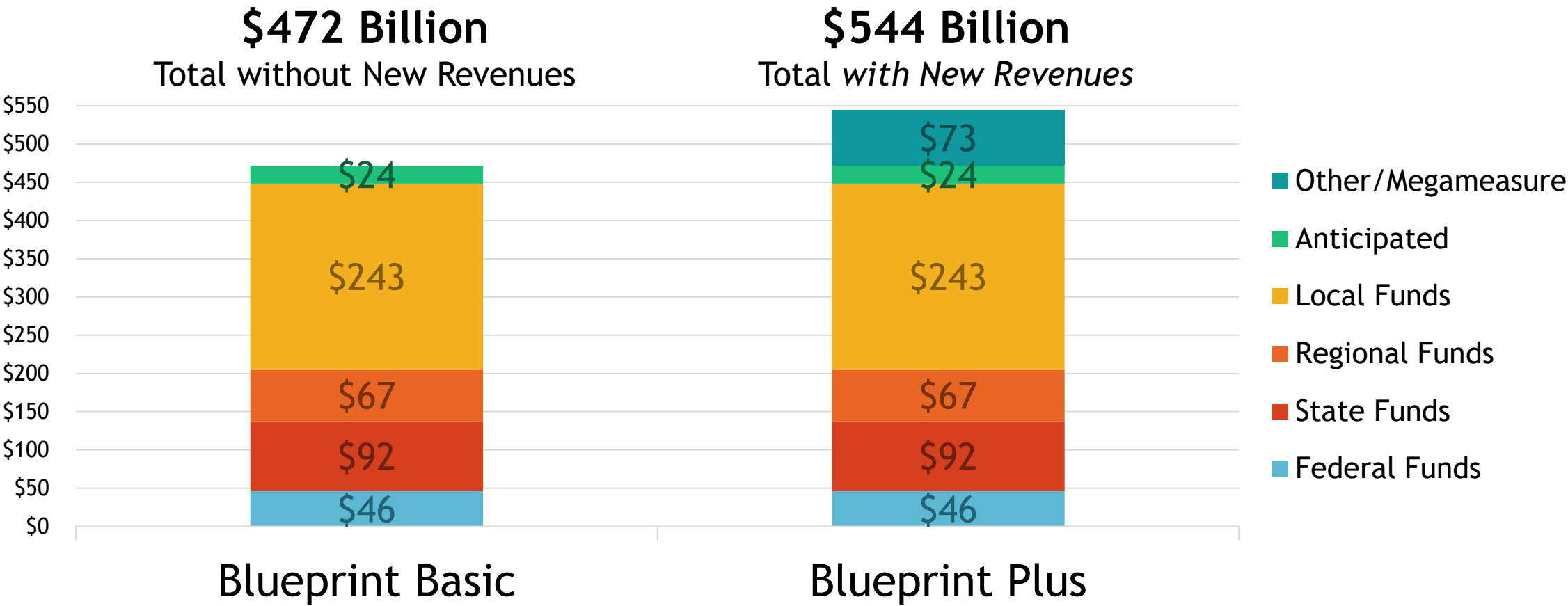
Plan Bay Area 2050 Blueprint *Plus*
Includes available revenues from Needs & Revenue assessments + additional New Revenues distributed to one or more topic areas of the Plan

This approach will provide more flexibility over the next year, should the MTC/ABAG boards wish to integrate new revenues to create a more aspirational Plan.

Either could be adopted as the Preferred Alternative in 2020 or 2021.

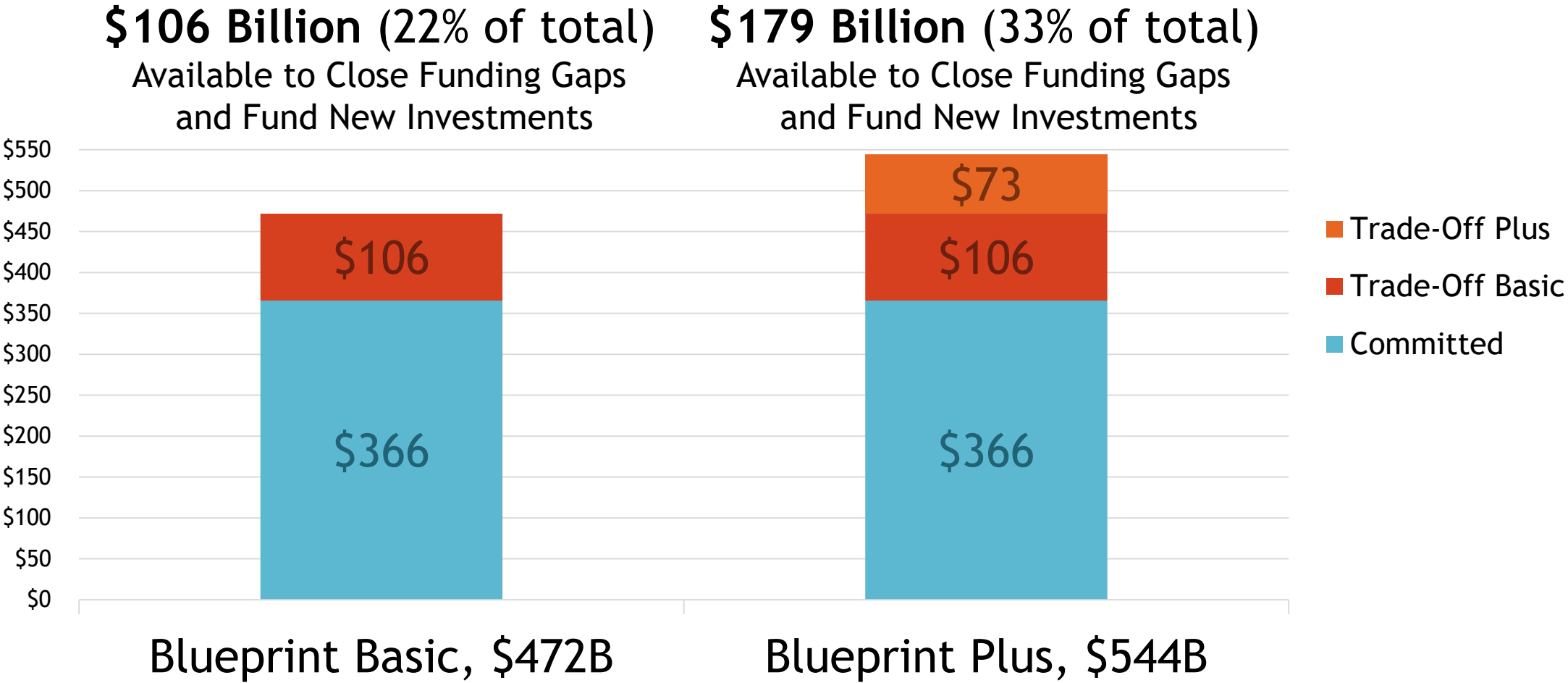
Sources of Transportation Revenues

30-Year (2021-2050) Revenue Forecast (in Billions of YOE\$)



30-Year (2021-2050) Revenue Forecast (in Billions of YOE\$)

Draft Transportation “Trade-Off” Revenues

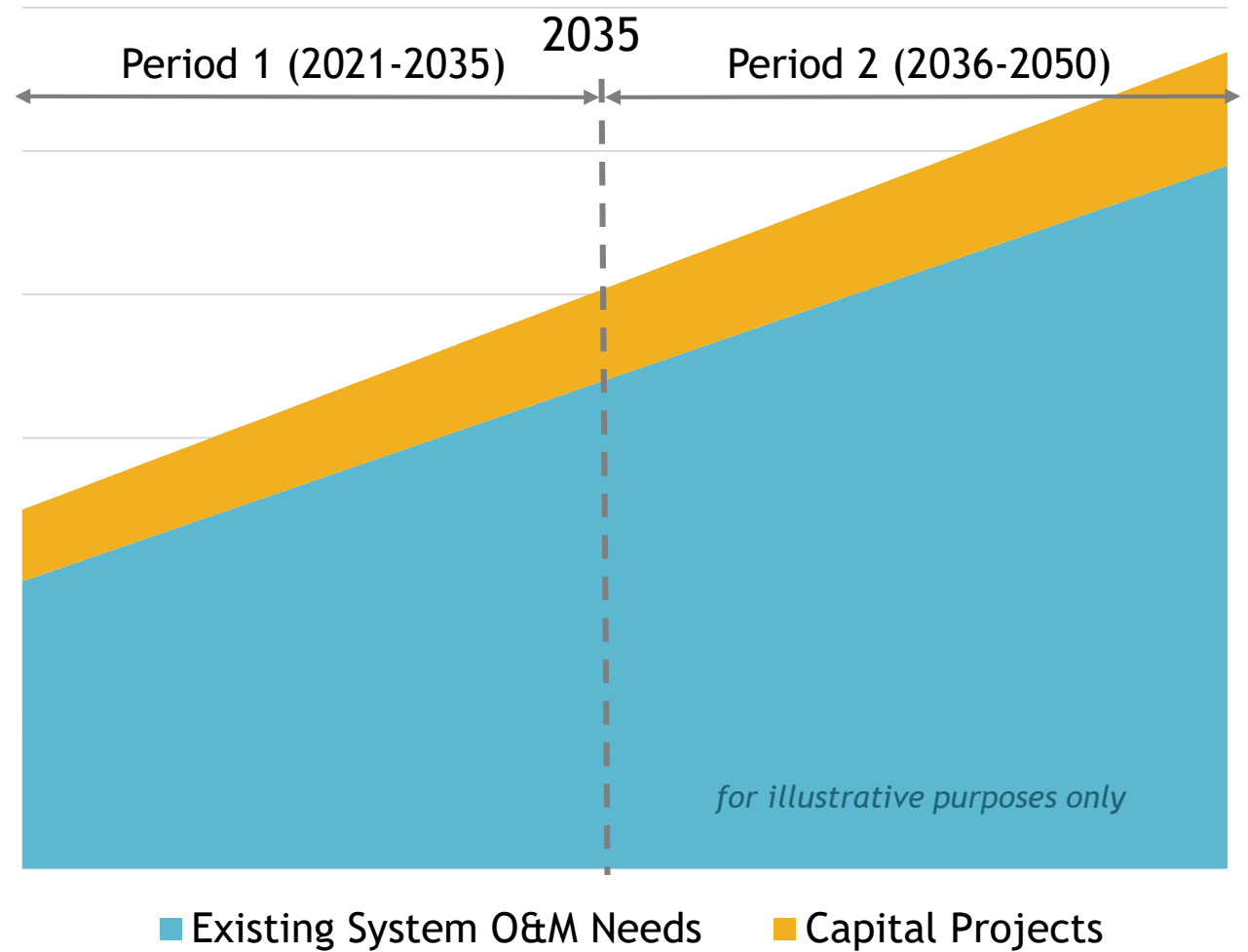


30-Year (2021-2050) Revenue Forecast (in Billions of YOE\$)

Transportation Revenues

PBA 2050's 30-year planning horizon will be divided into two 15-year periods.

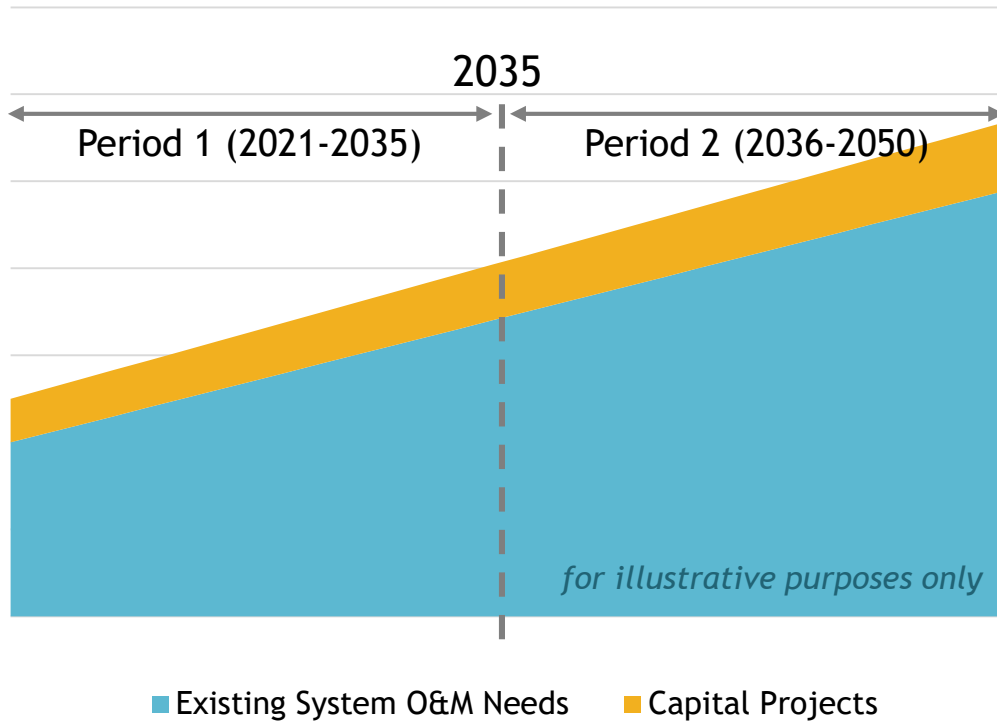
This will affect when we assume major capital projects will be delivered.



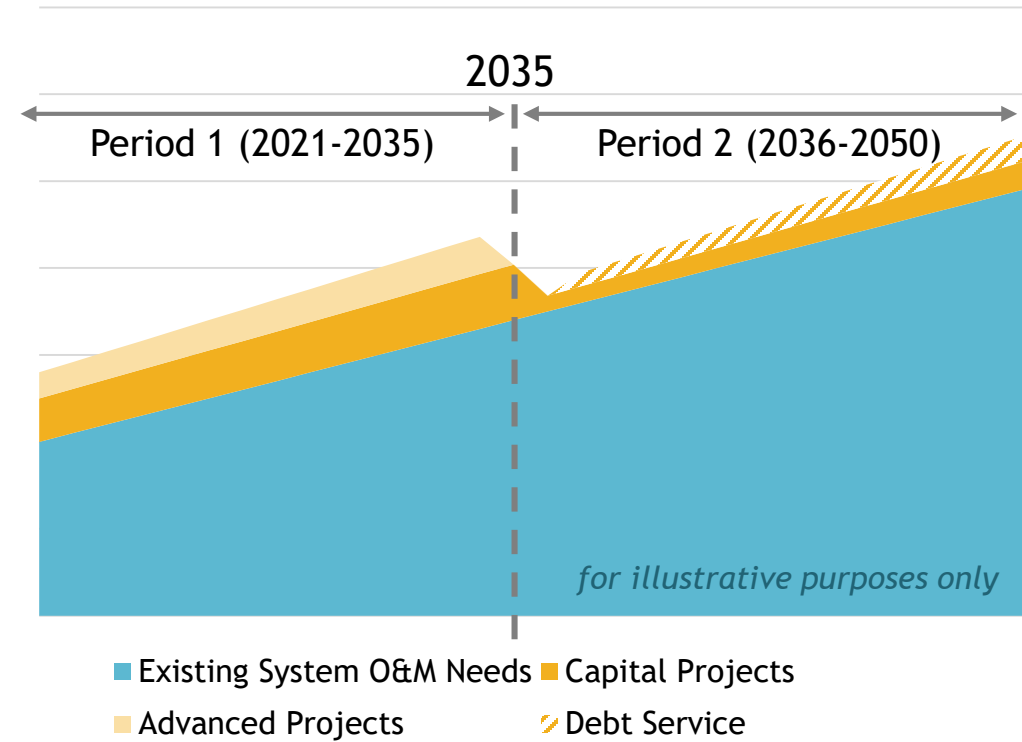
30-Year Revenue Forecast (in Billions of YOES\$)

Two Methods to Fiscally-Constrain Capital Projects in PBA 2050

Cashflow



Financing



Needs and Revenue Transportation Summary

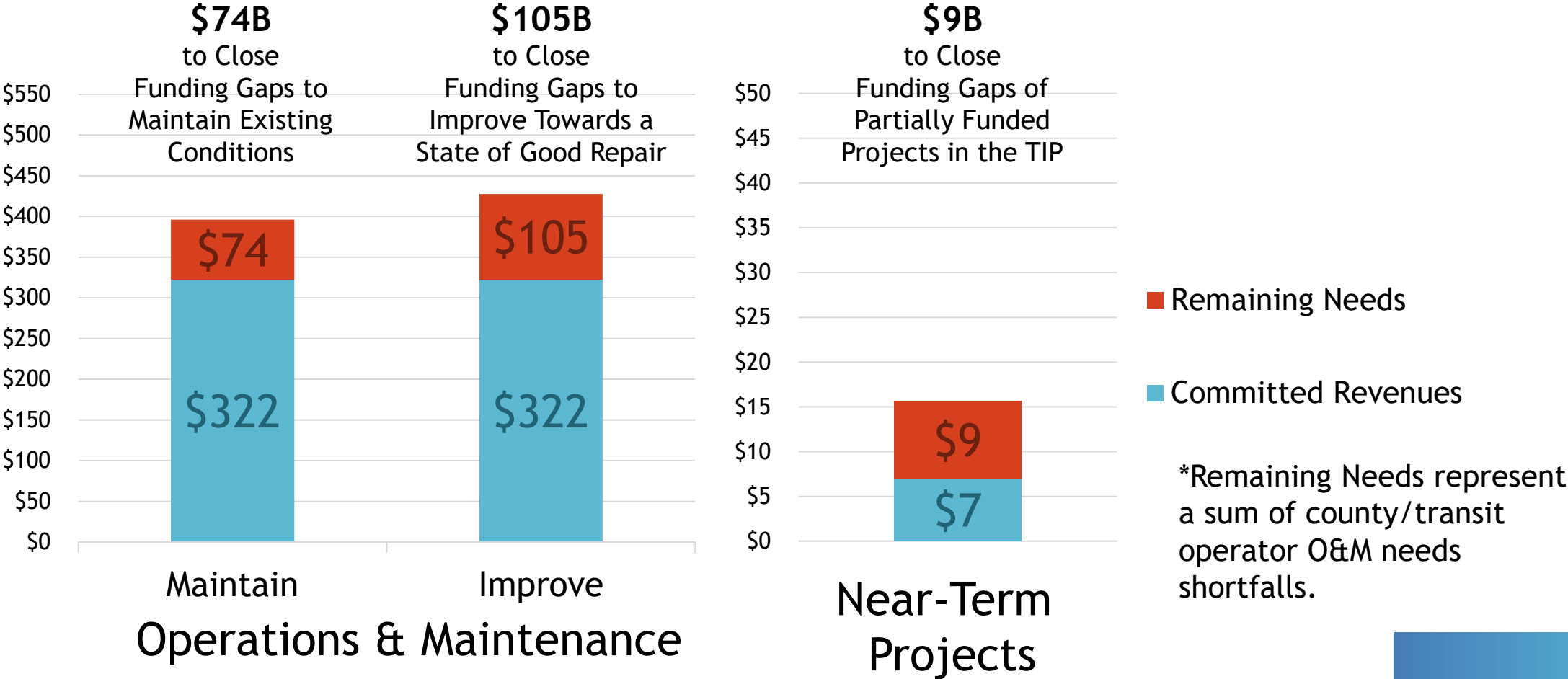
- \$423 billion to improve and maintain the system in a state of good repair
- \$392 billion to prevent further deterioration / maintain existing conditions

30-Year Transportation Operations and Capital Maintenance Needs (in Billions of YOES)

	Maintain Existing Conditions	State of Good Repair
Public Transit Operations	\$218 B	\$218 B
Public Transit State of Good Repair	\$63	\$88
Local Streets & Bridges State of Good Repair	\$64	\$71
Highways State of Good Repair	\$24	\$24
Bridges State of Good Repair	\$22	\$22
TOTAL	\$392 B	\$423 B

Note: Two condition scenarios could only be calculated for Local Streets, Roads, and Local Bridges, and Transit Capital

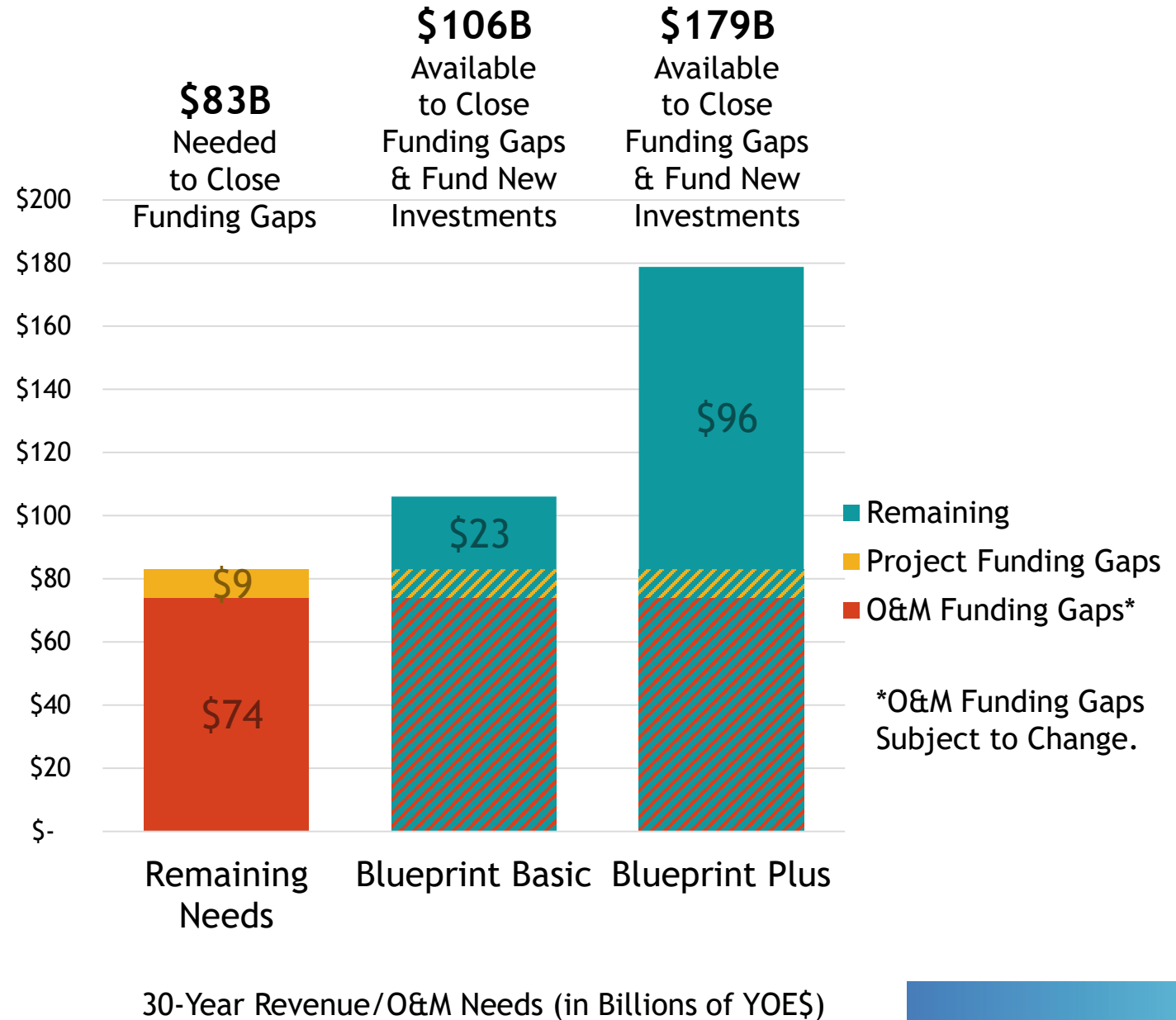
Unfunded Needs: Operations & Maintenance Needs and Near-Term Projects



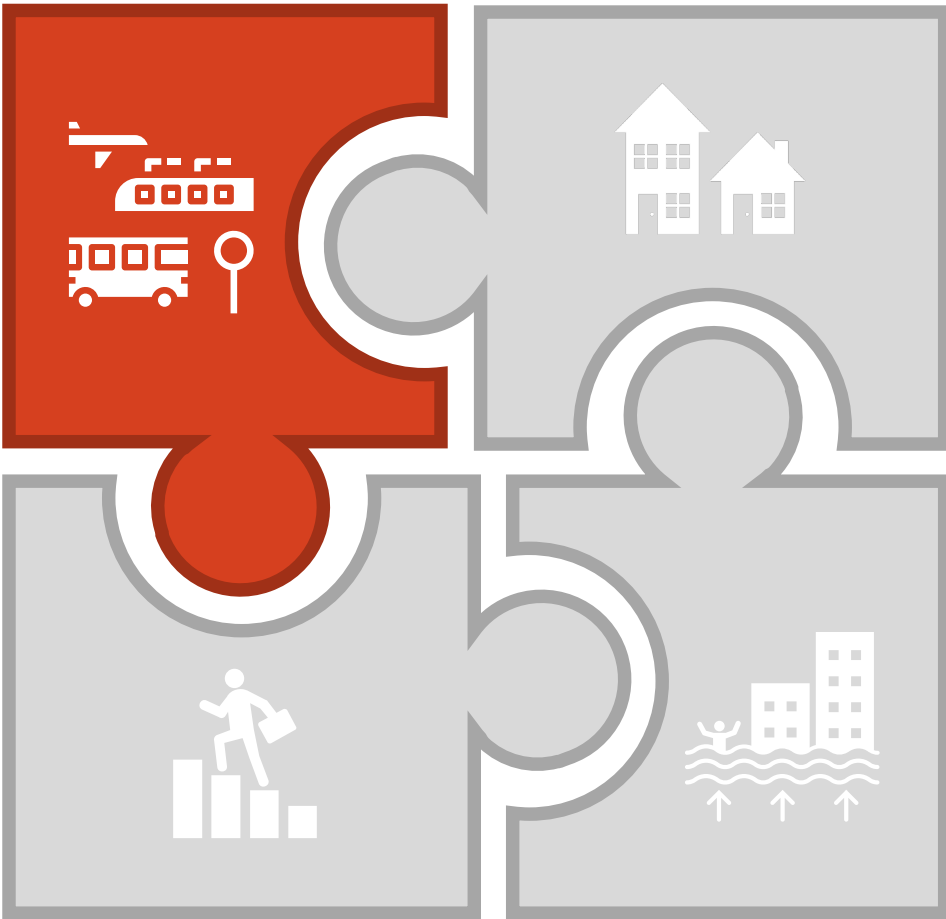
30-Year Revenue/O&M Needs (in Billions of YOES)

Trade-off Revenues Available for Strategies

- The **Draft Blueprint** will assign Trade-Off revenues to transportation strategies, some of which will be comprised of a subset of major transportation projects that performed well in the Project Performance Assessment.
- A share of the Trade-Off revenues will be set aside for the **Final Blueprint** to fund local priorities and major projects that align with the strategies and commit to mitigations to boost performance.
- The additional Trade-Off revenues in **Blueprint Plus** allow for increased investment in strategies, resulting in more projects inclusion in the Plan.



Plan Bay Area 2050 Blueprint: Transportation Element



Emerging Strategy Themes:

- Operate and Maintain the Existing System
- Create Healthy Streets
- Enhance Regional Transit
- Manage Freeway Demand

Plan Bay Area 2050 Blueprint: Transportation Element

Emerging Themes:



Create Healthy Streets

Incorporate into Draft Blueprint

- ✓ **Build a Complete Micromobility Network:** build out nearly 10,000 miles of new bicycle infrastructure, including protected bike lanes and trails.
- ✓ **Lower Speed Limits on Highways & Local Streets:** reduce local street speed limits in growth areas to 25 mph and reduce highway speed limits to 55 mph.
- ✓ **Build & Operate Lower Cost Transit Projects,** including Bus, BRT, and Ferry Projects.

Incorporate into Final Blueprint

- ❑ Provide Free Shared Bike & Shuttle Service

Plan Bay Area 2050 Blueprint: Transportation Element

Emerging Themes:



Enhance Regional Transit

Incorporate into Draft Blueprint

- ✓ **Complete Set of Plan Bay Area 2040 Transit Expansion Projects:** Construct projects including BART to Silicon Valley Phase 2, SMART to Windsor, and key rapid bus lines.
- ✓ **Build a New Transbay Rail Crossing*:** Invest in a new transbay rail crossing, enabling significant frequency boosts on rail systems in the East Bay and West Bay. This strategy will only be assumed in the Blueprint Plus.
- ✓ **Integrate Transit Fares Across the Region's Operators**

Incorporate into Final Blueprint

- ☐ **Create a Next-Generation Rail Network**
- ☐ **Build and Operate a Regional Express Bus Network**
- ☐ **Provide Free Transit to Lower-Income Residents**

Plan Bay Area 2050 Blueprint: Transportation Element

Emerging Themes:



Manage Freeway Demand

Incorporate into Draft Blueprint

- ✓ **Develop a Single Platform to Access and Pay for All Mobility Options:** Enable integrated trip planning and fare payment for all travel modes via smartphone.
- ✓ **Apply Tolls Based on Time of Day and Vehicle Occupancy on All Freeways:** Reduce traffic congestion by implementing tolls ranging from 5 cents to 15 cents per mile.

Incorporate into Final Blueprint

- ❑ **Build Express Lanes and Address Interchange Bottlenecks:** Will incorporate recommendations from the Bay Area Express Lanes 10-Year Strategic Implementation Plan.

What We've Been Hearing

Stakeholder Engagement: RAWG workshop

- **Investment Strategy: Priorities**
 - Participants dedicated funding to optimizing existing transit, reforming fare policy, and investing in micromobility infrastructure
 - With additional revenues, participants funded a new Transbay rail crossing, Express Lanes, and state of good repair
- **Strategies: Example Revisions**
 - **Fare Policy:** reorient to focus on fare integration instead of free transit
 - **Per-Mile Freeway Tolls:** roll out pilot projects on congested corridors with transit alternatives already in operation
 - **Micromobility Network:** increase the emphasis on amenities for pedestrians

Public Outreach: pop-ups and Mayor of Bayville “digital engagement”

- **Most Popular Strategies**
 - Modernize existing bus/rail
 - Micromobility network
- **Least Popular Strategies**
 - Lower speed limits for safety
 - Free shared bike and scooter service



Project Performance Assessment Results Will be Leveraged for Project Next Steps

Draft Blueprint

Will include:

- All committed transportation projects
- A fiscally-constrained subset of the Project Performance Assessment projects that:
 - Align with the Blueprint strategies
 - Performed well in the performance assessment
 - Are network improvements, advance equity, or reduce VMT (GHGs)

Final Blueprint

A share of Trade-off revenues will be set aside for the Final Blueprint.

Will incorporate:

- Projects that align with the Blueprint strategies and that commit to performance mitigations, and are network improvements, advance equity, or reduce VMT (GHGs)
- All other CTA priorities

From Compelling Case to Collaborative Space

What issues are causing projects to underperform:

- **Inequities** - project benefits skew through higher-income demographics
- **Increased GHG** - project leads to greater GHG and/or VMT
- **High costs** - project's costs are well in excess of project's benefits
- **Safety** - project leads to greater fatalities or injuries than baseline
- **Displacement** - project may displace homes or businesses

What mitigation actions can address these performance shortcomings:

- Through a revision of project scope, or...
- Through a new project- or local-level mitigation, or...
- Through support for a new regional mitigation strategy

What's Next?

January 2020

Answer key transportation questions in advance of the February committee meeting.

- Are these the right strategies to include in the Transportation element of the Plan Blueprint?
- How might we weave equity more substantially into the strategies?
- How might we fund these efforts?

February 2020

Finalize the strategies to test in the Draft Blueprint.

- At the February committee meeting, staff will present the full package of strategies proposed for the Draft Blueprint *Basic* and Draft Blueprint *Plus*.

Spring 2020

Share feedback on the Draft Blueprint results.

- Staff will present on the regional outcomes resulting from the Draft Blueprint *Basic* and Draft Blueprint *Plus* at committees and public workshops in spring 2020.
- Further refinements to all strategies can be made at this time in advance of the Final Blueprint, including integrating CTA's project priorities.



Re: Plan Bay Area 2050: Transportation Element Next Steps
To: Bay Area Partnership Board, Metropolitan Transportation Commission
From: Seamless Bay Area

January 5, 2020

Dear Partnership Board Members, MTC Commissioners, and Staff,

Thank you for considering the following comments on the Plan Bay Area 2050 project evaluation process in advance of the upcoming MTC workshop on January 30.

We are very glad to see that this iteration of project evaluation includes valuable advances over previous years, such as:

- An equity lens to evaluate the benefits and impacts of projects on low-income and disadvantaged populations;
- Giving agencies opportunities to refine and improve projects;
- An open submission process that has generated valuable ideas from nonprofits, community groups, and local governments; and
- The use of scenarios to explore project performance in a range of futures.

However, the scoring also reveals how Plan Bay Area does not provide a strategic vision or plan for a well-performing, well-integrated transit network. This reflects the institutional reality that there is no public agency whose job it is to do strategic transit network planning on behalf of the nine-county Bay Area.

We have compiled a list of detailed observations of the project scoring results, included in Attachment to this letter. These observations have led us to the following critiques of the current scoring framework:

1. Project scoring depends greatly on how projects are grouped, which is often a reflection of transit agency jurisdictional boundaries and mandates, resulting in potential missed benefits of certain grouped investments.
2. Project scoring sometimes does not include an accurate reflection of both project costs and benefits when these extend beyond the region's boundaries, leading to wildly different assessment of project cost-effectiveness.
3. Project scoring evaluates capital projects based on current fare policies that render some parts of the system more affordable than others, resulting in muddled assessment of capital program priorities
4. Equity appears to be assessed too narrowly, rather than considering the equity benefits of freedom of movement across the region to a range of opportunities and destinations.

The Bay Area needs an integrated plan, rather than a jigsaw puzzle with mismatched parts

The fundamental issue is that the Plan Bay Area transportation “Regional Transportation Plan” isn’t developed as a plan for a transit system that works as a system, with an integrated network of routes designed to move people across the region quickly and affordably. Instead, the MTC asks many transit agencies and jurisdiction to submit projects, and then patches together a collection of projects that have been developed in isolation from each other. The outcome is a whole that is less than the sum of the parts, a system that moves fewer people than it should because it is less convenient, predictable, and affordable.

Ways to Improve scoring in 2020

Fortunately, the scoring process includes a window of time to improve projects. This window can be used proactively. Instead of waiting for individual agencies to propose changes, MTC can identify sets of gaps and potential changes, and reach out to update projects and scores that are affected by these systematic gaps. We request that MTC take the following steps to refine the scoring:

- Harmonize assumptions about projects that are potentially part of a family of projects, such as the Transbay program
- Align costs and benefits - for projects that have costs and benefits at a mega-regional and statewide travel, consider both sides of the equation (or neither, if such analysis may not yet be feasible, as in the case of HSR features for the Caltrain corridor)
- Assess project equity with a scenario of integrated, affordable fares (and not just assuming current fares); and considering feeder local service to fast regional service
- Assess project equity considering the economic opportunities provided by enabling low-income neighborhoods to have access to middle-wage jobs

Actively Support Establishing a Transportation Network Manager agency as soon as possible

Regions around the world that have well-coordinated, high-performing transit systems have an agency that plays the role of a “[Network Manager](#)”, which is in charge of planning transit as a network, and making sure that the network is operated as an integrated system, with coordinated fares, schedules, wayfinding and branding. The book [Transport for Suburbia](#) makes the case that in regions that are polycentric and mixed-density such as the Bay Area, this approach is essential in achieving high transit ridership. This is clearly missing in the Bay Area.

While improving project scoring for this Plan Bay Area iteration, we urge the Commissioners and MTC staff to reflect on what’s missing, and start the process now move toward the creation of a regional Transportation Network Manager entity, so that the next round of Plan Bay Area can prioritize projects that together create a whole that is greater than the sum of the parts.

In summary, we hope that MTC, transit agencies, jurisdictions, and the region learn from this experience to fill in the gaps where feasible in this iteration of Plan Bay Area, and move toward creating a process and process for long range transportation network planning that can produce an integrated systemplan where the whole is significantly greater than the sum of the parts.

Sincerely,

A handwritten signature in black ink, appearing to be 'AL' with a large loop and a horizontal stroke extending to the right.

Adina Levin
Seamless Bay Area
<https://seamlessbayarea.org>
650-646-4344

ATTACHMENT: Observations of Plan Bay Area 2050 draft scoring that reveals lack of regional leadership or accountability for an integrated regional transportation network.

1. The Transbay Rail program scores better as a whole than its component parts separately

The largest project the region is contemplating, a second Transbay Rail Crossing, which incorporates the downtown extension (DTX) of the Caltrain tracks to the Salesforce Transbay Terminal in its conventional rail options, scores better as a system than the one-mile, one-station DTX segment as a standalone project. The additional value provided by greater number of destinations and trip options, and the ability to decongest the constrained transbay crossing makes the expensive tunnel in downtown San Francisco worth the cost.

<https://www.greenocaltrain.com/2019/11/why-so-expensive-deciphering-and-improving-caltrain-network-cost-benefit-scores/>

		Benefit-Cost Ratio		
		Rising Tides Falling Fortunes	Clean and Green	Back to the Future
New San Francisco-Oakland Transbay Rail Crossing - Commuter Rail (Crossing 5)	\$46.1B	0.7	2	2
New San Francisco-Oakland Transbay Rail Crossing - BART + Commuter Rail (Crossing 7)	\$83.5B	0.6	1	1
Caltrain Full Electrification and Blended System: High Growth	\$36.9B	<0.5	1	0.5
Caltrain Full Electrification and Blended System: Moderate Growth	\$24.6B	<0.5	0.9	0.5
Caltrain Downtown Extension	\$4.8B	<0.5	<0.5	0.5
Dumbarton Rail (Redwood City to Union City)	\$3.9B	<0.5	<0.5	0.5

2. Caltrain Business Plan scoring considers HSR costs but not benefits

While the Transbay Rail Crossing scores well using MTC's project assessment methods, the evaluation of the Caltrain Business Plan growth scenarios show subpar cost-benefit results. The benefits are high - the growth scenarios are expected to increase ridership between San Francisco to San Jose by 3 to 4 times - [the equivalent of double-decking Highway 101](#).

Looking more closely, though, the costs and benefits in MTC's analysis for the region don't line up. The costs included in the estimate for the large Caltrain program also incorporates passing infrastructure that will be needed for High Speed Rail. The cost-benefit accounting includes the costs for the High Speed Rail infrastructure. But it does not account for the benefits of the long distance trips enabled by High Speed Rail. If the benefits can't be accounted for, the costs should also be deducted.

3. BRT projects score well - but feasibility is uncertain due to lack of a common transit priority framework on roads

This approach has generated some insightful conclusions. Lower-cost transit improvements, such as arterial BRT lines have advantages along many dimensions - cost-benefit, equity, and value in an uncertain future.

Unfortunately, the region's current process to approve BRT projects leaves their fate uncertain, since any of the jurisdictions along the route can halt or cripple the project which provides benefits for the region.

SamTrans El Camino Real BRT: Capital and Service Improvements *	CCAG	\$0.4B	0.7	2	1	Advances	Even	Challenges
SamTrans El Camino Real BRT: Capital and Service Improvements *	CCAG	\$0.4B	0.7	2	1	Advances	Even	Challenges
Geary BRT (Phase 2)	SF	\$0.6B	1	2	3	Even	Even	Challenges

4. Fares treated as a constant, not a variable

MTC's project analysis attempts to consider social equity as an aspect of the scoring, which is a valuable initiative. However, the equity scoring shared in first-draft project evaluation is misleading, and reveals the fragmented approach taken in this PlanBayArea assessment.

The equity scoring assumed that the fares associated with each project are a fixed attribute of the system, the way that the cost of electrifying a railroad includes the cost of poles and wires. This can be seen by comparing the scores of increasing the capacity of the crowded Caltrain line using mostly existing rail lines and infrastructure, versus building a brand new BART line parallel to Caltrain on the same corridor - a project submitted by VTA

While the "Replicate Caltrain" project scores poorly on cost-benefit (it would cost \$48 billion to duplicate a rail line that's already in place), it scores better than Caltrain on equity, because it takes for granted the current fares for both BART and Caltrain; and BART's fares are lower on a per-ride basis than Caltrain current fares. To achieve the same equity benefits, it would be possible to take a tiny fraction of the \$48 billion and use it to pay for more moderate Caltrain fares.

The fact that current fares are considered a given calls into question the equity scores of all of the projects. The equity score appears to be more of an indication of current fares rather than an assessment of which projects, when coupled with an equitable fare policy, would provide the greatest benefit to low income people and other disadvantaged groups.

			Equity Score		
			Rising Tides Falling Fortunes	Clean and Green	Back to the Future
Caltrain Full Electrification and Blended System: High Growth	VTA, City of San Jose	\$36.9B	Challenges	Even	Challenges
Caltrain Full Electrification and Blended System: Moderate Growth	Caltrain + HSR	\$24.6B	Challenges	Even	Challenges
BART Gap Closure (Millbrae to Silicon Valley)	VTA	\$40.4B	Advances	Advances	Even

5. Fare integration may offer great value

As of the writing of this letter, the MTC staff have not yet published the scores for a "transformative project" submission from SPUR and Seamless Bay Area for a system of integrated fares. A "sneak preview" from staff revealed that the fare integration projects are expected to score very well, with the only "drawback" being that a system of integrated, affordable fares would draw so many new riders that capacity would need to be added to the system to carry all of the new people who would be attracted by simpler, more affordable fares.

If the outcome of fare integration is much higher transit ridership, greater mobility, lower carbon emissions, cleaner air and healthier residents, this sounds like a major win and not a drawback. And if integrated, affordable fares result in higher transit ridership and greater equity, it would make sense to plan for this in advance - starting with assumptions of integrated service.

6. Equity scoring underestimates access to opportunity

Another drawback in the method for equity scoring is lack of consideration of access to economic opportunity. It is good that the equity scoring includes potential access to jobs for low income commuters. Unfortunately, the scoring only considers access to low-wage jobs, which are spread out around the region in every county and can be accessed with local transit. However, the scoring does not include the potential for access to middle wage jobs that likely require longer commutes, and would benefit from faster and more affordable regional transit.

The scoring is missing a more detailed assessment of where the middle-wage jobs are located, including a more granular assessment of wage bands within industries, and assessing routes that serve areas known to have middle wage jobs, such as hospitals, education centers, etc.

As a region, We should strive for a regional transportation system that helps people in lower-wage jobs access middle and higher-wage jobs. We shouldn't assume that people with lower-wage jobs will always have lower-wage jobs and moreover, we should build a transportation system that helps them access better jobs.

7. Access to communities of concern should include feeder service

Fast rail lines received lower equity scores because access was measured by walking distance to a stop. Physical access is greater with effective feeder bus service; access should be measured considering the watershed of feeder buses with integrated fares and schedules.

<https://www.greencaltrain.com/2019/12/equity-benefits-of-coordinating-caltrain-and-samtrans/>

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0055	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	12/9/2019	In control:		Bay Area Partnership Board	
On agenda:	1/6/2020	Final action:			
Title:	FASTER Bay Area				

FASTER Bay Area framework and discussion of transit-related policy concepts under consideration for inclusion in the bill.

Sponsors:

Indexes:

Code sections:

Attachments: [3b_FASTER.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

FASTER Bay Area

FASTER Bay Area framework and discussion of transit-related policy concepts under consideration for inclusion in the bill.

Presenter:

Rebecca Long, MTC and Manny Leon, California State Senate Transportation Committee Consultant

Recommended Action:

Information

Attachments:

Bay Area Partnership Board

January 6, 2020

Agenda Item 3b

FASTER Bay Area

Subject: FASTER Bay Area framework and discussion of transit-related policy concepts under consideration for inclusion in the bill.

Background: **FASTER Bay Area**

For several years the Bay Area Council, the Silicon Valley Leadership Group and SPUR have been working on a Bay Area transportation funding measure known as FASTER Bay Area. The proposal currently contemplates a 1% sales tax in the nine Bay Area counties, subject to voter approval, generating approximately \$100 billion over 40 years. Senator Jim Beall (San Jose) has agreed to carry the legislation. While the FASTER Bay Area proponents have developed a detailed proposal (see Attachment A), Senator Beall intends to seek feedback on it from his colleagues in Sacramento over the next month before including it in legislation. Until such time as a bill on the FASTER proposal is introduced, the framework should be viewed as a work in progress and the proposal of the FASTER proponents rather than Senator Beall.

To help inform the legislative effort, Manny Leon, Consultant to the Senate Transportation Committee and the lead staff person on the FASTER proposal, will attend the meeting and seeks feedback on the following questions:

1. **Uniform/Integrated Means-Based Fare Discount Program:** What are some of the limitations to establishing an integrated/uniform fare discount program? What are the initial steps needed to make a fare discount program a reality? Has your agency considered the potential implementation cost for such a program outside of the regional studies/efforts that have been or will soon be undertaken?
2. **Overall integration:** What are some of the limitations of moving towards a regionwide integrated system? What efforts have been carried out so far and is it possible to build on those efforts?
3. **Operations:** How do we effectively align the necessary amount of revenue for new/expanded service in proportion to the amount of revenue provided for transit capital enhancements/acquisitions?

In addition, MTC legislative staff will facilitate questions and feedback on the FASTER framework.

Issues: None

Recommendation: Request input on questions above and feedback on FASTER framework

Attachment: Attachment A: FASTER Framework


Therese W. McMillan



To: Bay Area Partnership
From: FASTER Bay Area
Date: 1/6/2020
Re: FASTER Bay Area

The Bay Area is facing an unprecedented transportation and affordability crisis. Most commuters lack fast, reliable public transit options and have no choice but to drive. Our highways are stretched to the breaking point. The growth in driving has meant that transportation is California's largest source of greenhouse gas emissions, recently reaching 40% of total emissions.

FASTER's Origins and Outreach

FASTER Bay Area (FASTER) is a group of policy, government, business, transportation and community leaders who have come together to develop and bring to Bay Area voters a transformational measure.

Co-led by the Bay Area Council, Silicon Valley Leadership Group, and SPUR, FASTER was formed in 2017, following the passage of massive transportation funding measures in the Seattle region and Los Angeles County. Multiple polls in 2019 show that about 2/3 of voters may be willing to support a large transportation funding measure, and that they understand that we face a regional transportation crisis. Voters feel piecemeal projects haven't solved our problems and that we need a more holistic approach that integrates our regional systems into a seamless system for riders. They also want large businesses to help pay for solving the problem. Finally, the public has lost faith that agencies can deliver projects that come in on time and on budget.

To develop a framework for addressing these problems, FASTER has held over 300 stakeholder meetings, nine focus groups, four town halls, two online polls and an online survey that is ongoing. In addition to public and stakeholder outreach, FASTER has presented at all of the largest transit agencies and all of the County Transportation Agencies.

A New Approach

FASTER has heard from people across the Bay Area that the status quo is unacceptable, that we must transform public transportation so it is fast, seamless, reliable and affordable. FASTER is now developing a framework to do that with 3 synergistic elements.

- 1) A \$100 billion investment in a regional transit network.
- 2) Fundamental changes in how we plan for transit at a regional scale and how we deliver transportation infrastructure projects.
- 3) A mandate that large employers make a multi-billion dollar investment in transit and other modes to reduce solo driving.

With these three elements working in conjunction :

- FASTER hopes to knit together and brand a cohesive regional transit system made up of rail, buses and ferries, with a focus on upgrading existing transit lines and strategically developing new transit lines and hub stations.
- FASTER will focus on getting transit out of traffic, with more buses running on dedicated lanes or prioritized over traffic.
- FASTER will have service operating at 15 minutes or less in most places and the ability to switch seamlessly between systems at shared hubs, with maps and signs that are unified and make sense.
- Regional transit discounts, a means-based fare, and more free student and senior passes will make the system affordable for everyone.

FASTER has set up a Technical Advisory Group made up of transit operators, CTAs, MTC and Caltrans to help deliver a framework that is ambitious, achievable, and can garner widespread support.

The Proposal

FASTER Bay Area is seeking to raise \$100 billion over 40 years with a 1 cent sales tax with guaranteed investments in each county and city. The goal is to bring this to voters in November, 2020. Senator Jim Beall, chair of the Senate Transportation Committee will introduce legislation that details the framework and authorizes MTC to hold a vote in Summer 2020 to place it on the ballot in all nine counties. The housing community and MTC are also considering a regional funding measure in November 2020, and FASTER is coordinating closely with them.

Advancing Social Equity

FASTER's strategies will improve transportation for everyone but there are deep commitments to ensure that low-income residents facing the most severe affordability and access issues get the most dramatic benefits. FASTER is trying to design the measure to be the most equitable ever developed – where low-income residents would not pay any more than they currently do, would get free or discounted passes for the life of the measure, and would be prioritized for investments. Dramatically improving transit and other modes besides solo driving will enable increased access to jobs and other opportunities for communities of concern while also enabling reduction in household transportation costs. How might FASTER achieve this?

First, FASTER will be the first funding measure in California that shields low-income families from new costs by providing a sales tax fairness credit. This first-in-California mechanism would

refund low-income residents the estimated additional tax burden created by the FASTER one-cent sales tax. The credit would be provided to all low-income households, using the same upper income thresholds as the California Earned Income Tax Credit (EITC). The credit would be worth \$120-\$200 per year depending on household size.

Second, FASTER will provide at least a 50% discounted transit fare for low-income riders for the life of the measure, and many may receive free transit passes through the employer mandate. There would also be an expansion of free student bus pass programs.

Third, FASTER will prioritize investments that serve disadvantaged communities.

Fourth, FASTER will include a small business and displacement prevention program to mitigate issues where FASTER funds construction of large projects.

FASTER Framework and Investment Strategy

The vast majority of funding would go towards two strategies with transit funding not just for new projects but for maintenance (state of good repair), operations, safety and cleanliness. The third strategy includes funding to make the program affordable and to resource planning and delivery entities that will help make the system seamless.

1. Build and Operate the FASTER Regional Transit Network

- Develop a network plan that links together the region's operators, then invest in cost-effective BART, rail, ferry and bus projects that connect communities.
- Complete the Bay Area's network of express lanes and deliver fast, frequent express bus service that uses the express lanes to speed past congestion.
- Modernize our transportation system to adapt to rising sea levels and extreme weather.

Funding for this strategy would be divided into commutesheds with a return to source guarantee to make sure that all parts of the Bay Area receive significant benefits from the measure. There will be a bi-annual competitive funding program for this strategy.

2. Enhance Local Transportation Connections

- Make local transit faster and more reliable, with a focus on connections to regional transit and jobs. Funding would be guaranteed to transit operators based on sales taxes generated in their county.
- Create complete connected bike and pedestrian network to make it safe and easy to access the FASTER network, jobs, schools, and parks. Funding would primarily be return to source at the county level.
- Use new tech-enabled transportation choices as well as carpool and vanpool incentives to leverage the growing network of express lanes. This will include funding for transit innovation and would include some return to source funds and some competitive funding at the regional scale.

- Repave local streets and roads, school buses, or other local measures to reduce traffic. This would be distributed by population formula to each jurisdiction.

3. Create an Affordable and Seamless System

FASTER would create a first-ever Regional Transit and Managed Lanes Network Planner whose role is to integrate the Bay Area's disparate transit systems so they are planned and function like a single, seamless network.

The Network Planner would plan the regional transit network, identifying different categories of hub stations and setting service standards for the corridors connecting those hubs. It would work with transit agencies to integrate their schedules, fares, branding and wayfinding. All operators who receive FASTER funds will be required to comply with standards established by the Network Manager.

FASTER will also include funding to integrate the Bay Area's fragmented transit system via comprehensive signage, wayfinding, and real-time departure information to allow first-time users to navigate the system with ease.

Based on some highly successful projects in North America and around the world, FASTER will authorize significant reforms and establish an Infrastructure Authority to work with transit agencies to deliver major transit infrastructure projects quicker and more cost-effectively. A companion Operations Excellence Center would evaluate existing transportation operations and maintenance costs and help agencies deliver service more cost-effectively.

FASTER will also make funds available to invest in workforce development to ensure there's an adequate supply of highly-trained workers to build FASTER projects.

4. Employer Congestion Reduction Mandate

The Bay Area's innovation economy has generated phenomenal job growth, but with a continued reliance on driving alone, that also has meant more traffic on our roads. FASTER would require large Bay Area employers to help fix our transportation system by providing subsidized transit passes to their employees and offering incentives to carpool and vanpool or other options to reduce the amount that workers drive alone. These benefits would be extended to all workers, including low-wage and entry-level workers.

FASTER Bay Area has heard loud and clear that business need to contribute more, and that is why their total investment will be at least \$65 billion over 40 years, or at least half of the entire FASTER Bay Area program.

Other regions like Seattle are getting this right and seeing amazing results. Together, we can make sure the Bay Area provides more affordable transportation options, reduce climate pollution, and improve access to jobs and economic opportunity for low-and middle-income residents.

Strategy 1: Build out and operate the FASTER Regional Transit Network	Regional Network Build-Out & Operations	Eligible Uses: developing, building, operating and maintaining the regional transit network; providing sustainable access to transit stations; ensuring the resiliency of the regional transit network including natural infrastructure and nature-based solutions; and traffic light synchronization with bus priority to allow for greater transit speed and reliability.
	Express Bus Network Build-Out & Operations	All eligible uses described above that are focused on supporting regional express bus service are allowable expenditures, as well as managed lanes on which the regional transit network operates; and expansion of the regional park & ride network. This includes conversion of existing lanes to Express Lanes, which this bill will authorize.
Strategy 2: Develop Connections to FASTER	Local Transit Connections	Eligible uses are operating and maintaining local transit systems, including paratransit services, flexible transit, school-focused public transit service, bus priority signals
	Active Transportation & Micromobility	Bicycle and pedestrian infrastructure that improves safety and addresses known hazards, Bicycle parking including operation of staffed bike stations. Reconfiguration of transit vehicles to accommodate more bikes.
	Transportation Innovation and Technology	Will take advantage of emerging technologies to increase access to the FASTER network.
	Local Community Safety and Sustainability	Eligible uses include: Street repaving projects that meet complete streets criteria. Construction and maintenance of active transportation facilities. Installation and maintenance of electric vehicle charging stations. Signal timing and intersection improvements, Safe routes to schools programs and projects.
	Carpool and Vanpool Expansion	
Strategy 3: Create an Affordable and Seamless Network	Bay Area Sales Tax Fairness Credit	
	Means Based, Student, & Integrated Fares	
	Regional Coordination to Plan and Operate a Seamless Network	
	Integrated Customer Experience	
	Workforce Development for Construction, Maintenance & Operations	
	Project Delivery & Operations Excellence	
	Community Benefit and Displacement Prevention Fund	



A FASTER Bay Area



Let's Build a FASTER Bay Area Together

[Watch our Video](#)

The Bay Area is in a transportation crisis



Congestion is up



Greenhouse gas
emissions are up



Transit ridership
is down



Inequality is
deepening

We can do better



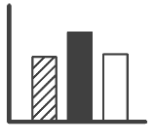
3 groups came together to see if the Bay Area had an appetite to solve our transportation crisis



Comprehensive outreach campaign



9 Focus Groups



2 Region-wide Polls



Online Survey



300+ Stakeholder Meetings



Town Halls Across Region

Regular meetings with:

Equity & Transit Advocacy Orgs

County Transportation Agencies

Environmental Groups

Labor Groups

Affordable Housing Groups

Voices for Public Transportation

What we heard



People:



Know the Bay Area is in a transportation crisis



Know that transforming transit is the solution



Willing to pay for transformational change



Want outcomes—fast, reliable, affordable, and integrated transit



Show little enthusiasm for specific projects, especially megaprojects

The public wants meaningful reform



“Pair big Bay Area transit tax with tough decisions... There is no doubt about the need for a radical new approach to transportation.”

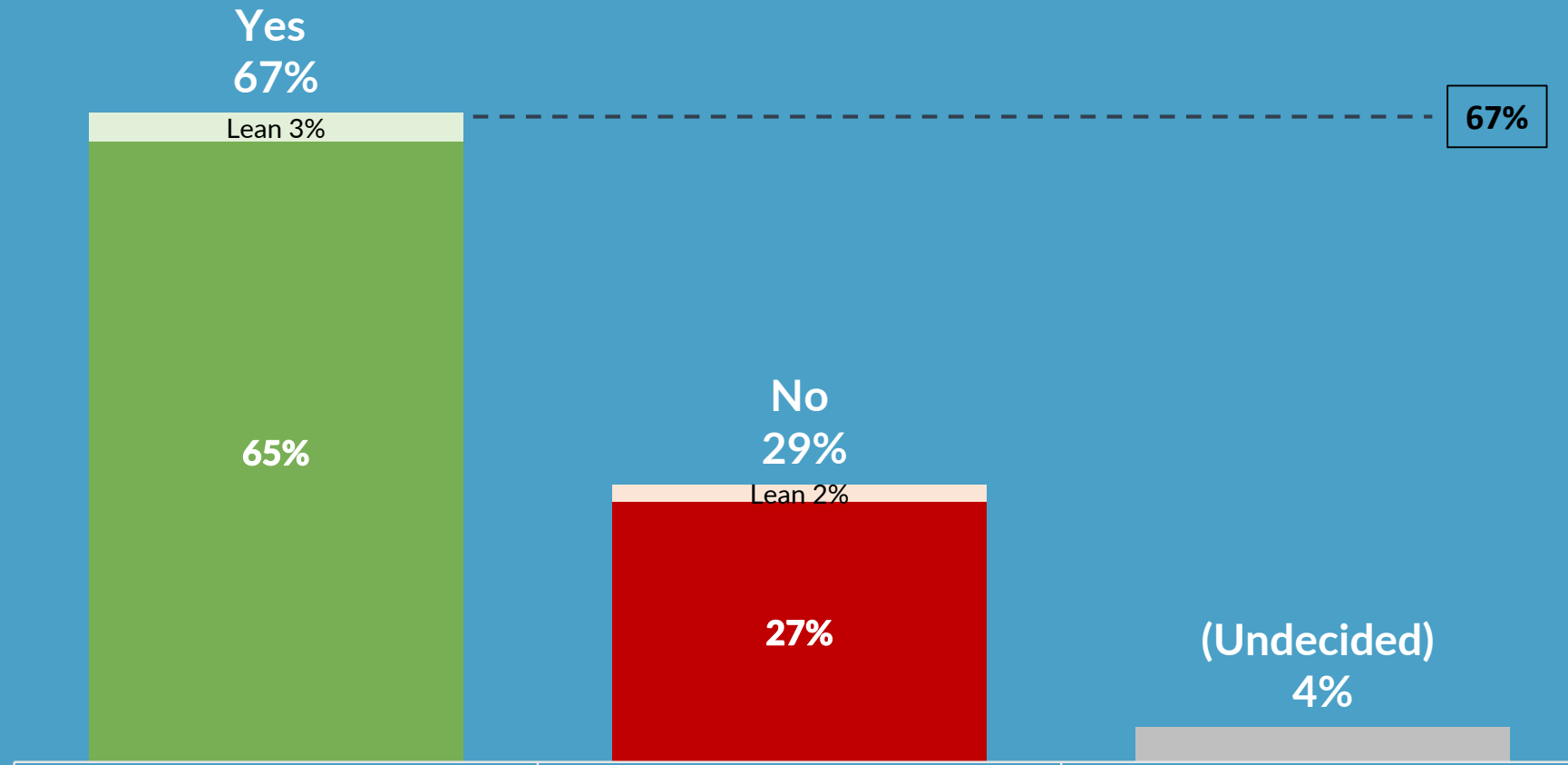
San Francisco Chronicle

“The last thing we need is yet another ballot measure with a grab bag of projects. What’s needed is a holistic approach that integrates the Bay Area’s 26 bus, train and ferry agencies and nine congestion management agencies.”

The Mercury News



1% Sales Tax increase to transform transit polls at 67% support



2075 interviews



Seattle and Los Angeles have passed regional transit measures in 2016 of a similar scale





The FASTER Vision: a Regional Transit Network that's faster than driving alone

FASTER Transit is...



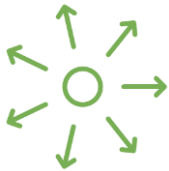
High quality service:



transit comes **every 15 minutes** in most places



transit is out of traffic—that means **faster transit and fewer cars** sitting in traffic



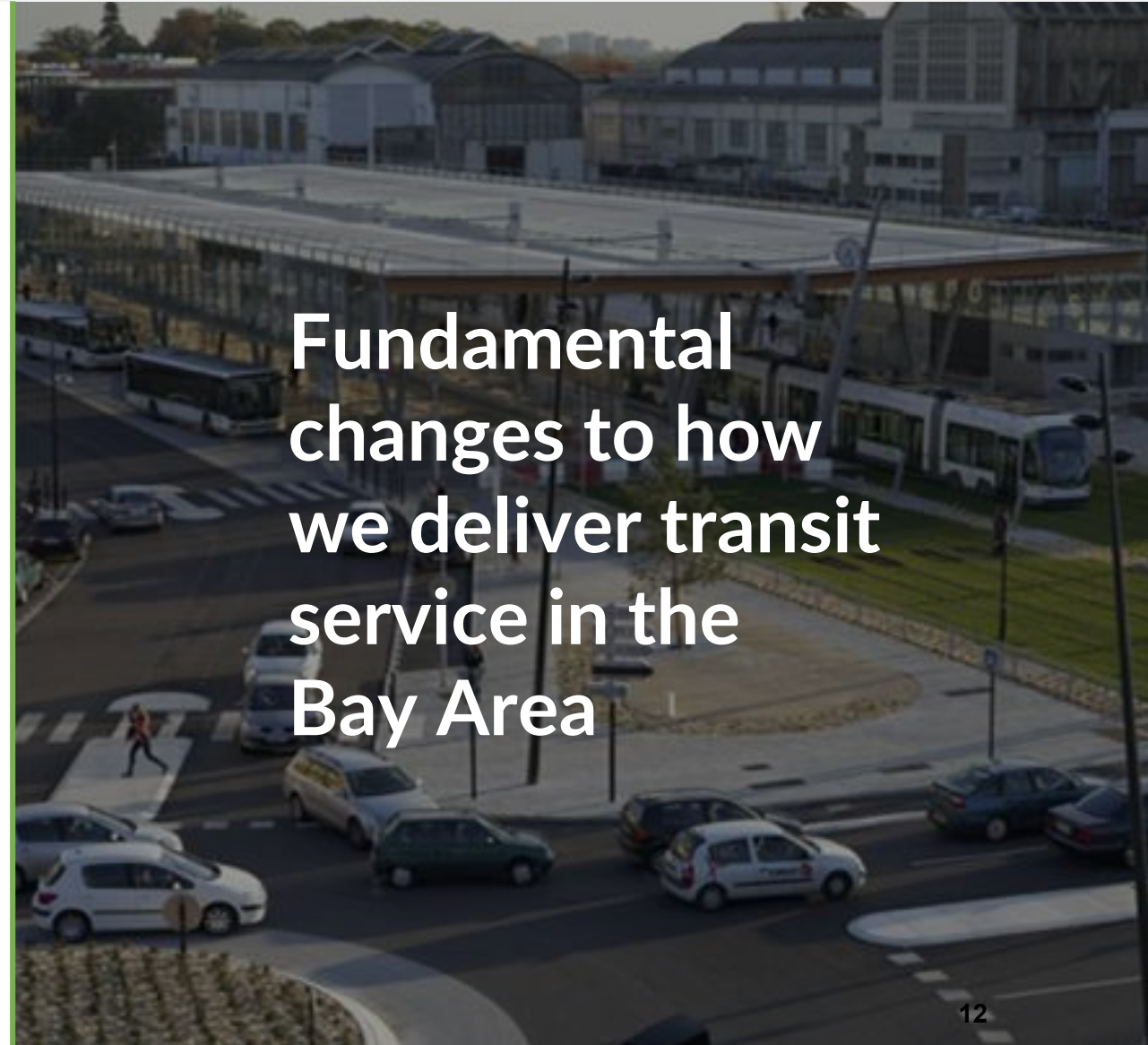
transit serves the entire region

Delivering FASTER

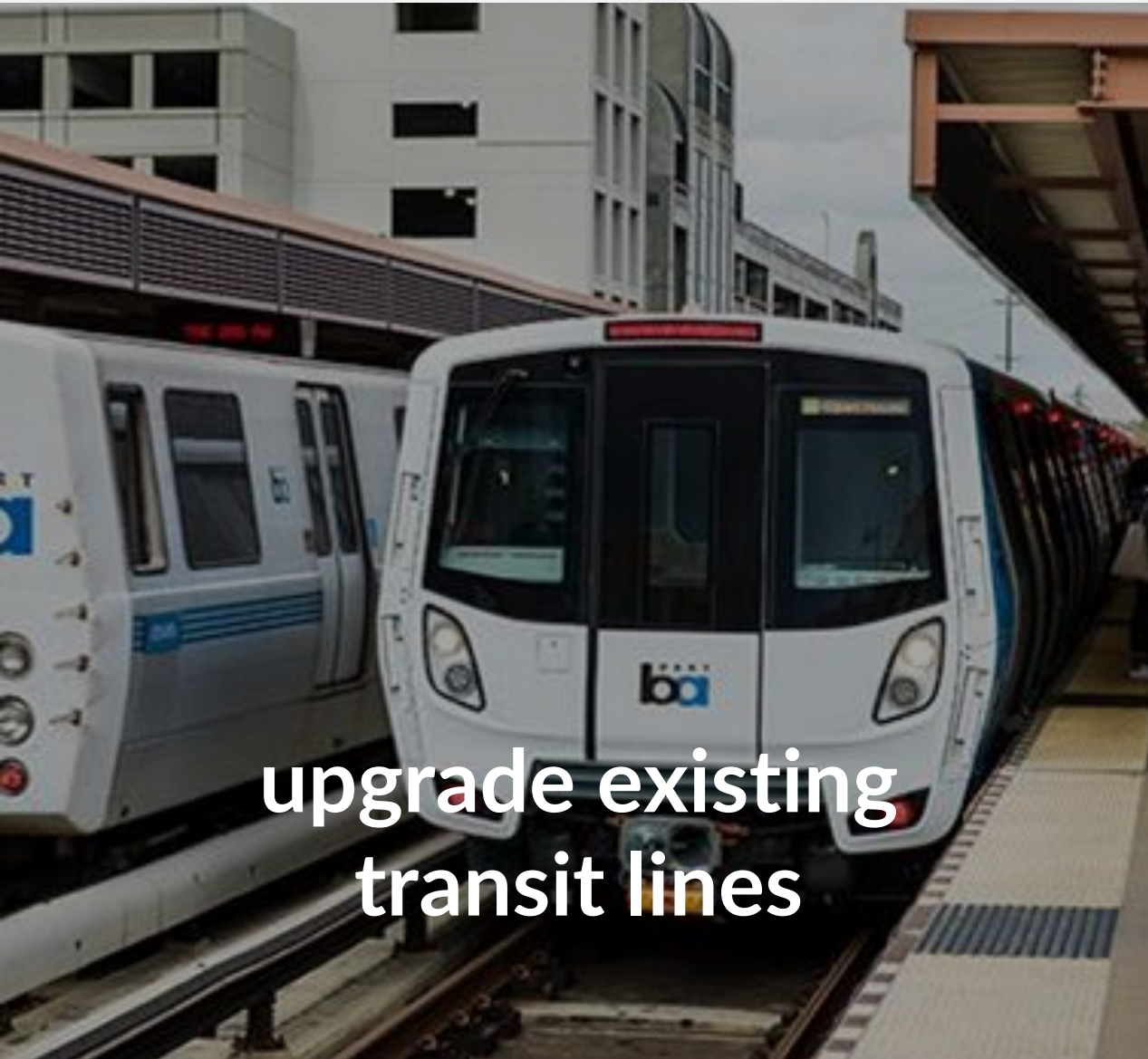


A \$100bn
investment in a
Regional Transit
Network
(FASTER Transit)

Fundamental
changes to how
we deliver transit
service in the
Bay Area



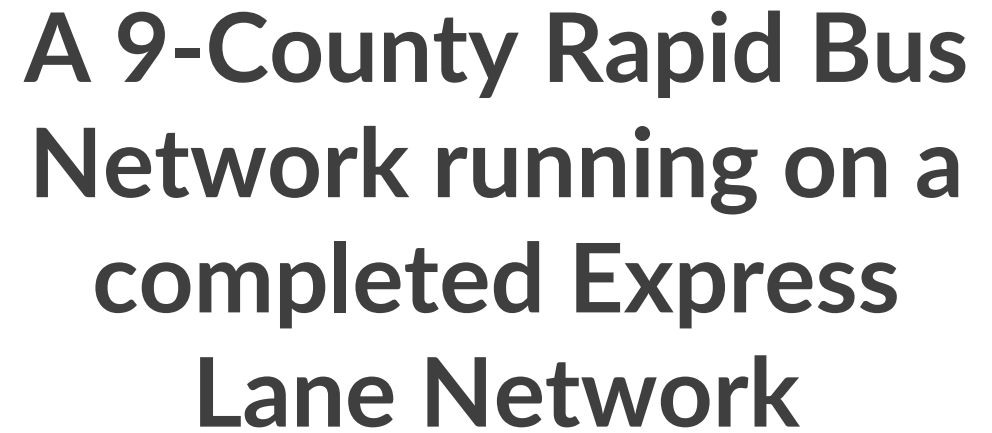
FASTER will



upgrade existing
transit lines



develop new
transit lines



The most equitable transportation revenue measure in Bay Area history



Shield low income families from the sales tax increase with a
Sales Tax Fairness Credit



Exploring a mandate requiring the **region's employers to invest in sustainable commutes for millions of workers**



Provide **massively discounted transit fares to students and low-income riders** on a permanent basis

all communities receive their share of FASTER's transformative benefits:



Each commute shed will receive billions of dollars in guaranteed investment.



Each transit operator will receive guaranteed investments (including money for staff) to support local transit service and connecting communities to FASTER.



Each county will receive guaranteed investments to support safe walking, biking, and micromobility use, as well funding for school buses and paratransit.

Transforming how we do Transit



Supercharge project delivery
reducing cost and delays

- Streamline Process
- Transit Construction
Center of Excellence

Enable transit work as
one regional network:

- Seamless customer experience
across transit operators
- Regional network planned
at the regional scale

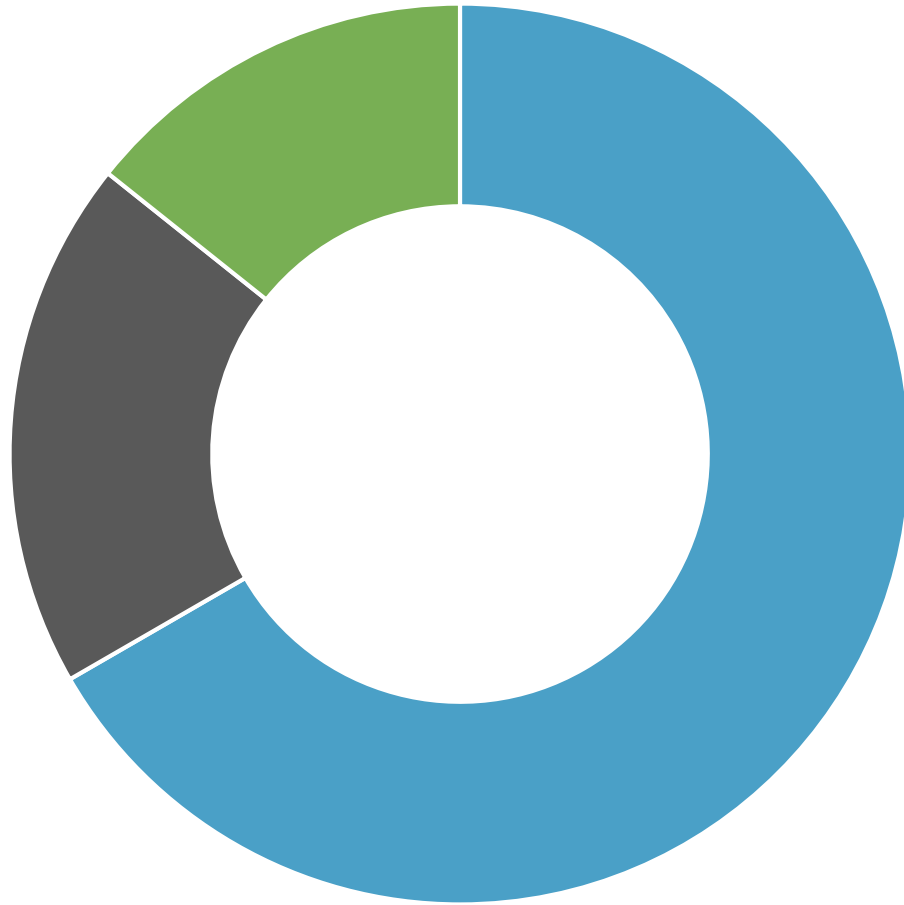
Outcomes first, projects second



We will only write into the measure FASTER Network projects that are sufficiently defined and can be delivered in a short enough time that we can **project with confidence that they will be transformative**—meeting objective performance metrics—and **good value for money**.

We will also put guardrails in the measure so that these projects would need to be re-evaluated for funding if they no longer deliver transformative outcomes or are good value for money.

Draft Expenditure Plan



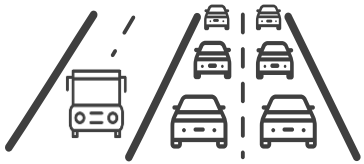
- 1. FASTER Transit Network Build Out & Operations
- 2. Connect to the FASTER Transit Network
- 3. Make Network Affordable & Seamless

+ 4. Employer-Funded Sustainable Commute Subsidies

1: FASTER Transit Network Build Out & Operations

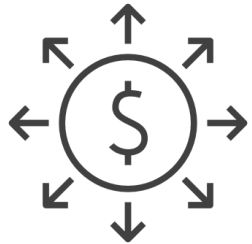


Upgrade existing service to FASTER standards



Expand and operate new FASTER lines, including:

- a new 9-county Rapid Bus Network running on a completed Express Lane Network



FASTER will serve the entire Bay Area, with *guaranteed investments in each commute shed*

2: Connect to the FASTER Transit Network



Local Transit: Service connecting communities to FASTER Transit Network



Active Transportation: Complete, connected bike & pedestrian networks, connecting communities to FASTER Transit Network, as well as jobs, schools and parks



Regional Transportation Innovation: Investments in emerging transportation technologies to increase access to the FASTER network



Local Street Safety and Sustainability: Funding for local street repaving, building electric vehicle charging stations, school buses, and paratransit



Carpools and Vanpools: Provide incentives and fund existing programs to encourage commuters to join carpools or vanpools.

3: Make Network Affordable & Seamless



- Sales Tax Fairness Credit



- Means-based & student fares



- Funding integrated fares & seamless customer experience



- Funding construction & operations workforce development



- Funding a Project Delivery & Operations Excellence Center



- Funding and empowering service planning & coordination to ensure the FASTER Network operates as a single, seamless system



-Community Benefit and Displacement Prevention Fund

4: Employer-Funded Sustainable Commute Subsidies



A mandate requiring the region's large employers to invest billions of dollars in the sustainable commutes of millions of their workers



This FASTER Transit Network would attract hundreds of thousands more riders onto transit, and significantly reduce congestion for drivers.

Next steps



Outreach continues

Local Elected Leaders

Regional Stakeholders

State Legislators

Riders



Technical Advisory Group

MTC, Caltrans, County Transportation Agencies, Transit Agencies *(meeting every 2 weeks)*



Regular Updates to MTC Commission, Transit Agency Boards,
County Transportation Agency Boards



Synching up with Plan Bay Area 2050



Initial legislative structure, SB 278 (Beall), in development



Join Us

Learn more and take our survey at www.FASTERBayArea.org

Contact us at Info@FASTERBayArea.org

Potential Min. Standards for FASTER Network Investments



- **Rapid** = frequencies of 15 minutes or less in most places
= competitive with or better than solo driving (during peak)



- **Reliable** = Out of traffic (or prioritized over it)



- **Networked** = synched scheduling and short wait times; shared hub stations; uniform fare system, FASTER branded wayfinding



- **Sustainable** = congestion reducing (decrease vehicle miles traveled), sea level rise-ready



- **Fully Funded** = Funding for project construction & operations identified 4 years after first FASTER funding commitment, and before project construction funds released



- **Efficiently Delivered** = Project adopts best-practices for project delivery / operations excellence

Potential Prioritization Framework for FASTER Network Investments



- Cost effectiveness



- Increases speed, reliability, and frequency of transit



- Seamless connection to the FASTER network



- Reduces vehicle miles traveled and greenhouse gas emissions



- Connections for disadvantaged communities



- Connections to communities with greater current and planned population densities, employment densities, and transit



- Reduces or mitigates impacts on the natural environment