

A FASTER Bay Area

A seamless public transportation network

Freedom

Affordability

Speed

Transparency

Equity

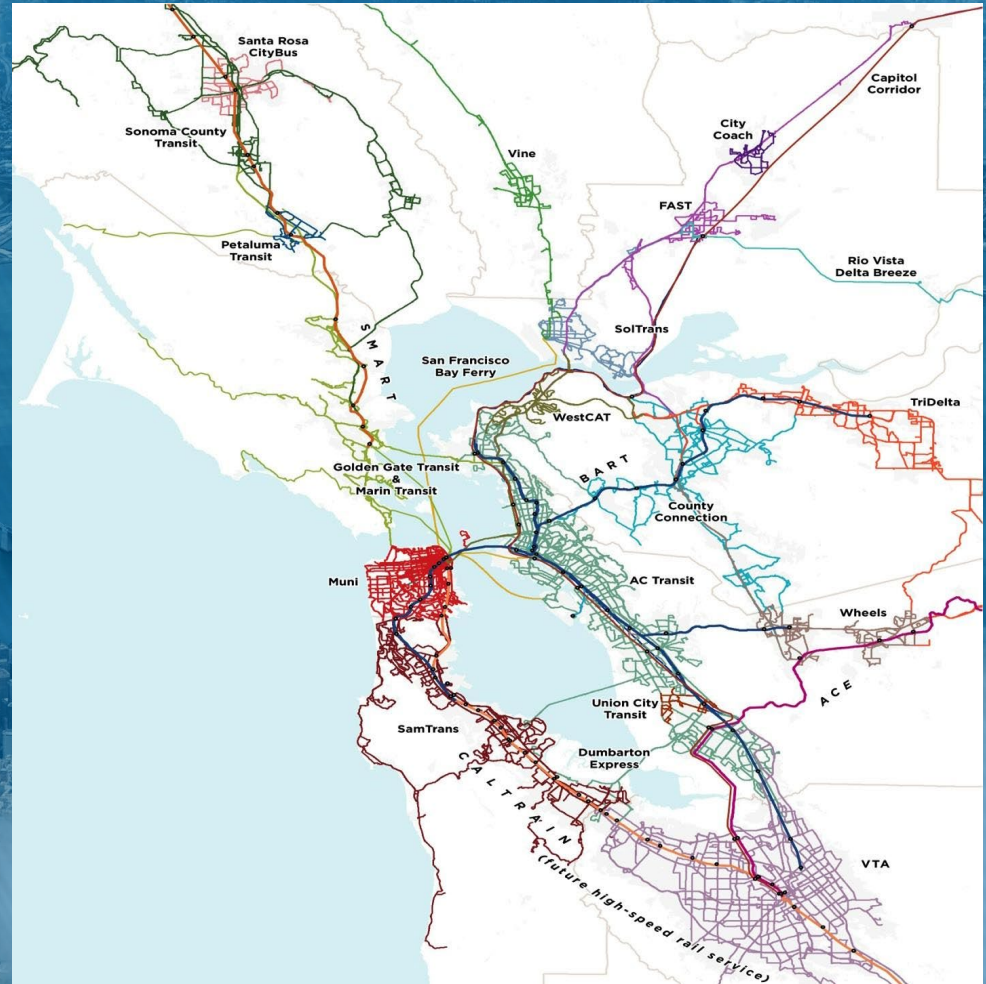
Reliability



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.

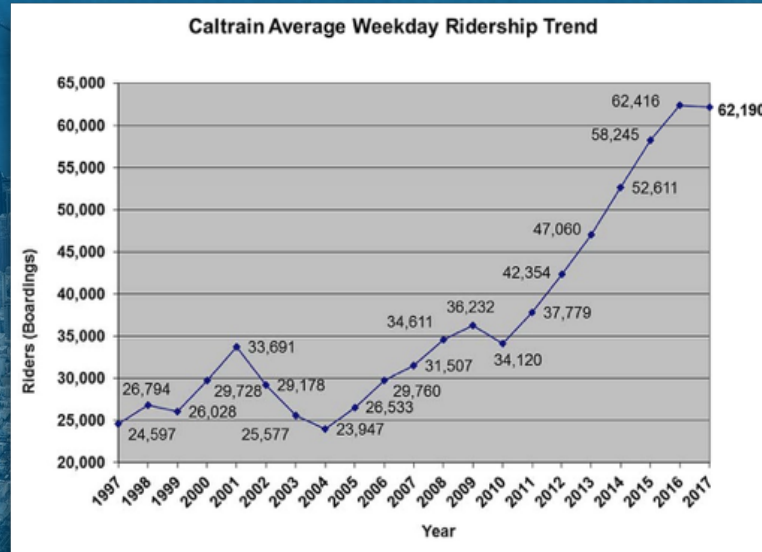
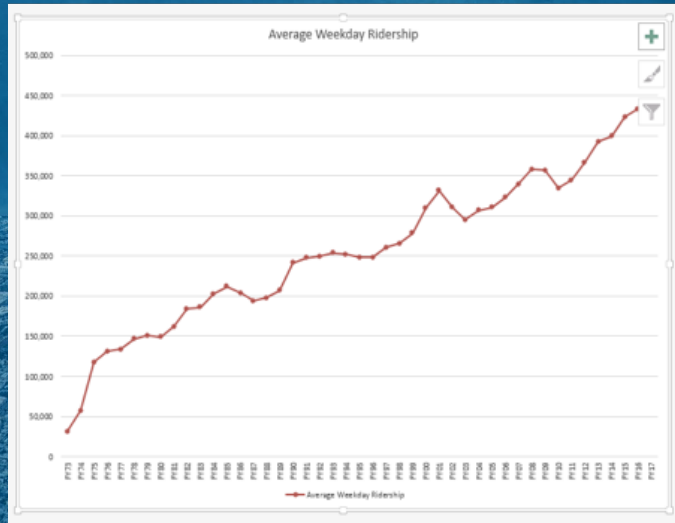
Even worse, **public transit is not always frequent or reliable** as rail systems age and buses slow down in growing traffic congestion.

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.



Regional vs. Local Improvements



Two-thirds of voters would like see regional transportation improvements..

I would prefer major **regional** transportation improvements focused on connecting our transit networks to more efficiently move people around the whole Bay Area.

Regiona
I
43%

Local
22%

I would prefer **local** transportation improvements focused on specifically improving transit and traffic congestion in my city and county.

Both
23%

Neither/
Don't
Know
12%

The Future is FASTER



In 2020, the Bay Area should 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



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.

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, 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 out of traffic or 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; shared hub stations; uniform fare system, FASTER branded wayfinding
- Reliable = Out of traffic (or prioritized over it)
- Sustainable = Reduce driving , sea level rise-ready
- Connects to growing dense and transit-oriented population centers, major transit-oriented job centers, and major transit-oriented education or healthcare institutions
- Projects need to be cost-effective
- Adoption of best-practice on project delivery / operations excellence

Potential FASTER Prioritization for FASTER Network Investments



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

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 coordinated express lanes and FASTER Network



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.

Advancing Social Equity



- ❑ Shield low income families from the sales tax increase with a Sales Tax Fairness Credit -- the first time in the state that this deeply progressive mechanism will be used.
- ❑ Require the region's large employers to invest billions of dollars in the sustainable commutes of millions of workers, including those on minimum wage, to dramatically improve the affordability of their commutes, increase transit ridership and sharply cut congestion.
- ❑ Provide massively discounted transit fares to the low-income and students on a permanent basis
- ❑ Prioritize FASTER Network projects that connect communities of concern where anti-displacement measures have been enacted
- ❑ Increase the speed and reliability of transit, by getting it out of traffic, disproportionately benefiting those who are transit-dependent.
- ❑ Accelerate transition to zero-emission fleets which will bring cleaner air to communities most at-risk from pollution.
- ❑ Create safe walking and bicycling infrastructure. Low-income communities of color that are at highest risk for injury and death will see the greatest health and safety benefits.

Process and Timeline



Nov/Dec: Develop Final FASTER Framework and Legislative Proposal

- Continue presenting to transportation agencies, and engaging with elected officials and stakeholders
- Incorporate information from MTC's Plan Bay Area 2050 project assessment and scenario evaluation
- Further refine proposed programs and recommend funding level
- Refine policies to ensure the system is integrated at a regional scale and to expedite project delivery
- Develop parameters for an early investment strategy.

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.

Learn more



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

Contact us at Info@FASTERBayArea.org

Thank you!