



DATE: November 21, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director *Anne Richman*
Dan Cherrier, Principal Project Delivery Manager
Derek McGill, Planning Manager

SUBJECT: Update on FASTER Initiative (Action), Agenda Item No. 8

RECOMMENDATION

The TAM Board further discusses and refines the Marin County FASTER (Freedom, Affordability, Speed, Transparency, Equity, Reliability) Project List, and authorizes staff to add detail where necessary and to provide the list to the FASTER proponents, legislators, and others as appropriate.

BACKGROUND

The FASTER Bay Area Measure is led by a coalition of business and civic groups, including the Bay Area Council, the Silicon Valley Leadership Group, and the San Francisco Bay Area Planning and Urban Research Association (SPUR), in partnership with local environmental, equity, and labor communities. The coalition is hoping to develop a “public transit network that is reliable, coordinated and easy-to-use” for the Bay Area funded by the proposed FASTER Bay Area Measure (1% sales tax) that is expected to raise \$100 billion over the next 40 years. The coalition has conducted polling to educate and survey the general public in the Bay Area and has met with stakeholder groups including congestion management agencies and transit agencies throughout the Bay Area.

DISCUSSION/ANALYSIS

At the July 8, 2019 TAM Board meeting, a list of potential projects in Marin was discussed with the TAM Board. Following that initial discussion, the Bay Area Council presented to the TAM board in September with refined goals and categories of investment. FASTER is now proposing four major categories of investment:

1. FASTER Rapid Transit Network Build Out & Operations
2. Connections to FASTER Rapid Transit Network
3. An Affordable and Seamless Network
4. (Potential) Employer-Funded Congestion Reduction Programs

The proposed prioritization principles currently focus on transit ridership and connectivity; connections to the proposed FASTER network; use of shared FASTER hub stations; improved access for disadvantaged

communities and protection of residents vulnerable to displacement; and communities that are planning for affordable and middle-income housing.

At the October 24, 2019 TAM Board meeting, staff received comments on the list that had been expanded to include projects advanced by Marin Transit, Golden Gate Bridge Highway and Transportation District (GGBHTD), and Sonoma-Marín Area Rail Transit (SMART). To expedite review, the Board directed staff to create a working group, consisting of Commissioners Arnold, Fredericks, Colbert, Hillmer, Lucan and Rice, to further refine the list. The working group met on November 14, 2019, with Commissioner Rice unable to attend.

The working group commented favorably on the Project Evaluation Matrix (Attachment A) staff presented, which is organized by categories and indicating consistency with FASTER categories and the additional criteria discussed at the October 24, 2019 TAM Board meeting. In addition, the working group supported staff's recommendation to provide TAM's priority project/program needs to FASTER broken down by major corridors, (Attachment B: Draft Preliminary Project List by Corridor).

Based on the proposed updated categories, the list was refined to emphasize key projects that align with the FASTER strategies but are short of funding, as well as to include or reference several key regional-level projects and projects that reflect the County's priorities. To meet the aggressive FASTER timeline, the working group agreed that the list should be provided no later than December.

The importance of some return to source was mentioned. As context for that concept, Marin's share of the regional sales tax would be about 3.5% based on current estimates, while the population of Marin is 3.4% of the region.

The working group also considered policy implications raised by other groups including a potentially crowded November 2020 ballot where FASTER may adversely affect other local measures (or vice-versa); whether TAM's action of approving and providing a list provides tacit endorsement of an initiative that is not fully defined; the potential impact a 1% sales tax would have on other future local sales taxes; and if the entire FASTER initiative should be funded by a sales tax only. The consensus was to recommend to the Board to approve and provide a list, so staff can actively work with FASTER proponents to ensure Marin's priorities be considered and included in the expenditure plan that is expected to be developed over the next few months. The TAM Board will not take a formal position on the FASTER Initiatives until it has the opportunity to fully review and evaluate the expenditure plan.

FISCAL CONSIDERATION

The FASTER Coalition has explored various scenarios for raising \$100 Billion for transportation purposes. The funding strategy recommended by the FASTER team currently is a one-cent regional sales tax. Since many jurisdictions are at or approaching the local sales tax limit, special legislation may be required to allow an exemption before placing the measure on the ballot. This regional sales tax measure could potentially limit individual jurisdictions' abilities to raise sales taxes in the future. It is being investigated to see if FASTER will be considered a local tax.

NEXT STEPS

Based on Board action at the November 21, 2019 Board meeting, staff will either provide the FASTER team with the approved Marin County FASTER Project List or continue to work with the working group to further

refine the list. Estimated costs will continue to be refined as more information is gathered. Staff is working closely with the FASTER team to make sure that Marin County's projects and programs are being considered for inclusion in the draft expenditure plan that may be developed over the next few months.

ATTACHMENTS

Attachment A: Project Evaluation Matrix

Attachment B: Draft Preliminary Project List by Corridor

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Project Evaluation Matrix

ID	Project	Meets FASTER Goals				Additional Criteria					
		Rapid Transit Network Buildout (\$65B)	Connections for FASTER (\$25B)	Affordable & Seamless Network (\$10B)	Employer Funded Congestion Reduction Program (\$TBD)	Achieves Multiple Benefits	Feasibility	Regional Significance	Reduces VMT/ GHG Emissions	Committed Existing Funding (Partial)	Estimated Cost
Rail											
R1	Extend SMART to Cloverdale	✓					✓	✓	✓	✓	\$\$
R2	Provide SMART commuter rail service from Novato to Suisun City	✓					✓	✓	✓		\$\$\$
R3	Double-Tracking of SMART	✓					✓	✓	✓		\$\$
R4	Extend SMART from Larkspur platform to Larkspur Golden Gate Ferry Terminal	✓						✓	✓		\$\$
R5	Down Payment on Richmond-San Rafael Bridge replacement to include rail service from San Rafael to Richmond	✓					✓		✓	✓	\$\$\$
Regional Transit Services/Express Bus											
B1	Bus Rapid Transit Lane on Richmond San Rafael Bridge (Convert Mixed Flow Lane)	✓					✓	✓	✓		\$
B2	Implement Regional Express Bus on Hwy 101, SR-37 and I- 580 (Richmond Bridge) corridors by providing HOV/express lanes, signal priorities, and queue jumps as appropriate	✓					✓	✓	✓		\$\$
B3	Increase ferry service to and from Marin	✓					✓	✓	✓		\$\$
Local Transit											
T1	Implement Bus-on-Shoulder in Northern Marin along Hwy 101	✓					✓	✓	✓		\$
T2	Close funding gap for Downtown San Rafael Transit Center	✓					✓	✓	✓	✓	\$
T3	Marin Transit Operations and Maintenance facility	✓					✓	✓		✓	\$
T4	Electrify the transit fleet							✓	✓	✓	\$\$\$
T5	Maintain the transit fleet in a state of good repair						✓		✓	✓	\$\$\$

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T6	Modernize transit stops and hubs with passenger communications, lighting, and other amenities	✓				✓	✓			✓	\$
Transit Facilities/Capital											
T7	Manzanita Park and Ride Sea Level Rise Improvements	✓				✓	✓	✓	✓		\$\$
T8	Park & Ride Lot Expansion & Improvements		✓			✓	✓		✓		\$
T9	Bicycle and Pedestrian access to transit		✓			✓	✓		✓	✓	\$
T10	Implement first-last mile solutions, considering innovative solutions		✓			✓	✓		✓	✓	\$
Transit Operations											
O1	Consider free fare or means based fare on all transit			✓	✓	✓	✓	✓	✓		\$\$
O2	Increase Regional Fare Integration to Increase Transit Usage			✓		✓		✓	✓		\$
O3	Increase Transit Service for Seniors and Persons with Disabilities		✓	✓		✓	✓		✓	✓	\$
O4	Increase home-to-school bus service		✓	✓			✓		✓	✓	\$
O5	Increase local transit services to underserved communities and connections to multi-modal hubs		✓	✓		✓	✓		✓		\$
Additional Services / Capital Improvements											
C1	Protect and improve State Route 37	✓				✓	✓	✓		✓	\$\$\$
C2	Provide shoulder running westbound travel lane on Richmond San Rafael Bridge	✓					✓	✓			\$
C3	Complete carpool lane and bike/ped facilities in Marin Sonoma Narrows	✓				✓	✓	✓		✓	\$\$
C4	Implement commute alternatives in the highway corridors	✓			✓	✓	✓	✓	✓		\$

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C5	Improve interchange access throughout Marin to and from Hwy 101/ improve east/west corridors		✓			✓	✓			✓	\$\$
C6	Complete core improvements in the North-South Greenway bike ped system		✓			✓	✓		✓	✓	\$
C7	Complete core improvements in East-West bike ped corridors		✓			✓	✓		✓	✓	\$
C8	Provide intersection improvements including roundabouts and innovative signal technologies on major roadways		✓			✓	✓				\$
C9	Autonomous shuttles for transit connections		✓		✓				✓		\$
C10	Provide Ramp Metering throughout the county	✓					✓	✓		✓	\$
C11	101/580 Sea Level Resiliency Project(s)	✓				✓	✓	✓			\$\$\$

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Draft Preliminary Project List by Corridor

ID	Project	Timeline	Recommended for Inclusion (Regional)	Recommended for Inclusion (Marin)	Support Eligibility in Programmatic Categories
US 101 Corridor Projects					
T1	Provide Bus on Shoulder Lanes in Northern Marin	Mid		✓	
B2, T6, T9, C5, T8, T4, T5, C4	Provide Regional Express Bus in HOV/Express lanes - Provide modernized station amenities - Provide improved Bike/Ped access to/across Highway 101 - Expand and improve Park and Rides (includes Manzanita Sea Level Rise mitigation/protection) - Implement First/Last Mile infrastructure and service solutions, including innovative solutions - Provide Local O&M Facility - Electrify the Transit Fleet - Maintain the Transit Fleet at a State of Good Repair - Implement Commute Alternatives/Employer Programs	Near		✓	
C11, T7	Protect US 101 and Manzanita Park and Ride from Sea Level Rise	Long			✓
C3	Complete carpool lane and bike/ped facilities in Marin Sonoma Narrows	Near		✓	
R1	Extend SMART to Healdsburg and Cloverdale	Near	✓		
R4	Extend SMART from Larkspur Platform to Larkspur Golden Gate Ferry Terminal	Long		✓	
R3	Double Tracking of SMART to provide service frequency increases	Long		✓	
T2	Close funding gap for Downtown San Rafael Transit Center	Near		✓	
C10	Provide Ramp Metering throughout the county	Near			✓
I-580/RSR Bridge (Regional) Projects					
R5	Down Payment on Richmond-San Rafael Bridge replacement and include rail service from San Rafael to Richmond	Long	✓		

Draft Preliminary Project List by Corridor

ID	Project	Timeline	Recommended for Inclusion (Regional)	Recommended for Inclusion (Marin)	Support Eligibility in Programmatic Categories
C1, B2, T4, T5, C4	Provide Regional Express Bus in HOV/Express lanes - Provide HOV/Express Lane - Protect I-580 from Sea Level Rise - Provide modernized station amenities - Provide improved Bike/Ped access to/across I-580 - Expand and improve Park and Rides - Implement First/Last mile infrastructure and service solutions, including innovative solutions - Provide Local O&M Facility - Electrify the Transit Fleet - Maintain the Transit Fleet at a State of Good Repair - Implement Commute Alternatives/Employer Programs	Near		✓	
C11	Protect I-580 from Sea level Rise	Long			✓
C2	Provide shoulder running westbound travel lane on Richmond San Rafael Bridge (Joint Use with Bike/Ped)	Near		✓	
B1	Provide Bus Rapid Transit Lanes on Richmond San Rafael Bridge (Conversion of Existing Mixed Flow Lanes)	Mid			✓
Resilient State Route 37 (Regional) Projects					
C1, B2, T4, T5, C4	Provide Regional Express Bus in HOV/Express lanes - Provide Down Payment on Long Term Resilience Project with HOV/Express Lanes - Protect State Route 37 from SLR (near term) - Provide modernized station amenities - Provide improved Bike/Ped access to/across Highway 37 - Expand and improve Park and Rides - Implement First/Last Mile infrastructure and service solutions, including innovative solutions - Provide Local O&M Facility - Electrify the Transit Fleet - Maintain the Transit Fleet at a State of Good Repair - Implement Commute Alternatives/Employer Programs	Long	✓		

Draft Preliminary Project List by Corridor

ID	Project	Timeline	Recommended for Inclusion (Regional)	Recommended for Inclusion (Marin)	Support Eligibility in Programmatic Categories
R2	Provide SMART commuter rail service from Novato to Suisun City	Long	✓		
Connections to Regional Travel Corridors					
B3	Increase ferry service to and from Marin	Mid		✓	
O5	Increase local transit services to underserved communities and connections to multi-modal hubs	Near			✓
C8	Provide intersection improvements including roundabouts and innovative signal technologies on major roadways	Mid			✓
C9, T10	Implement first-last mile solutions considering innovative solutions such as AV shuttles	Near			✓
C6, C7, T9	Complete core improvements in the North-South Greenway bike ped system, Bay Trail, East West Bike/ped Corridors, SMART MUP, and provide bike/ped access to transit	Near			✓
Operational Strategies					
O1	Consider free fare or means based fare on all transit	Near			✓
O2	Increase Regional Fare Integration to Increase Transit Usage	Near			✓
O3, O4	Increase Transit Service for Seniors and Persons with Disabilities, youth/home to school bus service	Near			✓

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