

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

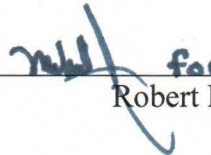
DATE: January 16, 2020

FROM: General Manager

RE: Resolution in Support of a Bus-Only Lane on the Bay Bridge

At the Board meeting on January 23, 2020, at the request of Director Saltzman, attached is a proposed resolution in support of the concept of installing a bus-only lane on the Bay Bridge. Recently this item has attracted interest from some Bay Area legislators, and is supported by our partners at AC Transit.

If you have any questions, please contact Val Menotti at (510) 287-4794.



Robert Powers

cc: Board Appointed Officers
Deputy General Manager
Executive Staff

BEFORE THE BOARD OF DIRECTORS OF THE
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

In the Matter of Support of
Bus-Only Lane on the Bay Bridge /

Resolution No. _____

WHEREAS, the State of California, through Senate Bill (SB) 32 (Pavley, 2016), requires that statewide greenhouse gas (GHG) emissions are reduced to 40% below the 1990 level by 2030; and

WHEREAS, the California Air Resources Board (CARB), the entity responsible for monitoring SB32, indicates in California's 2017 Climate Change Scoping Plan that transportation is responsible for 39 percent of statewide GHG emissions, and the single-largest source of CO₂ in the state; and

WHEREAS, the State of California seeks to reduce greenhouse gas (GHG) emissions in the transportation sector; and

WHEREAS, the Metropolitan Transportation Commission (MTC) consistently ranks the San Francisco-Oakland Bay Bridge (Bay Bridge) Corridor as the most congested corridor in the region; and

WHEREAS, the MTC Bay Area Core Capacity Transit Study (CCTS) (Sept. 2017) showed that the corridor was operating in the peak at 105% of capacity in 2015; and

WHEREAS, the CCTS near-term findings showed that, even with all planned improvements in the corridor, peak conditions would continue to worsen, and the corridor would be operating at 152% of capacity by 2040; and

WHEREAS, Public transit already carries approximately 65% of the peak hour travel in the Bay Bridge Corridor; and

WHEREAS, Bay Area Rapid Transit (BART) transbay peak train service is currently operating at approximately 110% of capacity; and

WHEREAS, while the Board of Directors has awarded a Communications Based Train Control contract and has commenced the planning for the construction of a New Transbay Rail Crossing to increase BART train capacity in the corridor, capacity improvements for riders will not be realized until at least 2027; and

WHEREAS, a dedicated right-of-way for buses can attract additional riders as the service can be faster and more reliable; and

WHEREAS, the availability of Transbay bus services can give riders travel choices as an alternative to high parking demand at BART stations; and

WHEREAS, the Board of Directors shares and supports the goal of better utilization of regional infrastructure to move people instead of vehicles;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Francisco Bay Area Rapid Transit District that it hereby supports the advancement of the concept to install dedicated bus-only lanes on the San Francisco-Oakland Bay Bridge, and connecting highways, interchanges, onramps, offramps, and approaches; and

BE IT FURTHER RESOLVED, that the Board of Directors calls on the California Department of Transportation to coordinate with the MTC and relevant bus transit operating agencies to plan and implement the bus-only lanes; and

BE IT FURTHER RESOLVED, that the Board of Directors encourages the General Manager to assign BART staff to assist in the planning and implementation efforts with all relevant agencies.

Adopted on _____, 2020