

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

TO: Board of Directors

DATE: November 13, 2020

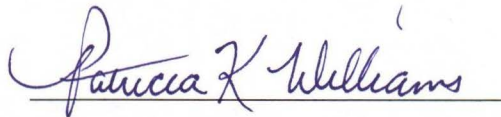
FROM: District Secretary

SUBJECT: Resolution in Support of the Seamless Transit Principles

At the request of President Simon, Director Saltzman, and Director Li, the attached Resolution, In the Matter of Support of the Seamless Transit Principles, is submitted for consideration at the November 19, 2020, Board Meeting.

If you have any questions, please contact Director Saltzman or me.

Thank you.

A handwritten signature in blue ink, reading "Patricia K. Williams", is written over a horizontal line.

Patricia K. Williams

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 Seamless Transit Principles

Resolution No. _____

WHEREAS The San Francisco Bay Area, despite being an exceptional place to live, faces an uncertain future due to several interrelated crises -- decreasing housing affordability, increasing congestion, rising pollution, widening inequality, and the recent COVID-19 public health crisis -- with a complex public transportation system which strives to be World Class;

WHEREAS, BART plays a critical role in regional transportation, providing high-capacity heavy rail transit to five counties, directly serving multiple regional job centers and transit hubs, and serving as a key connector with other operators in the Bay Area;

WHEREAS The California Air Resources Board reported in 2018 that no California regions, including the Bay Area, are on track to meet their greenhouse gas reduction targets, with increasing Vehicle Miles Travelled (VMT) and declines in transit ridership cited as a primary factors;

WHEREAS UCLA completed a study for the Metropolitan Transportation Commission (presented to the Commission in January 2020) which identified possible explanations for declining transit use in the Bay Area to be changing residential locations relative to jobs (in the context of the housing affordability crisis) and competition from new mobility options such as transit network companies;

WHEREAS Using public transit in the Bay Area can be inconvenient and costly for some types of trips, requiring riders to: use multiple transit systems; pay multiple separate fares; experience unpredictable transfers; and navigate different wayfinding systems;

WHEREAS Low income people, many of whom have experienced displacement and have long commutes requiring multiple transit services, are among the most adversely affected by the lack of integration of the Bay Area's public transportation system, experiencing a significant financial burden from needing to pay multiple separate transit fares or being pushed into costly vehicle ownership;

WHEREAS, A well-funded and more seamless-to-the-customer regional public transit system with integrated transit fares, schedules, and transfer points has the potential to both benefit low-income transit riders and attract new riders, thereby increasing overall transit ridership and reducing travel by private vehicle;

WHEREAS, A well-functioning and coordinated transit system plays a critical role in supporting public health and safety during an emergency, with 31% of Bay Area essential workers relying off public transit to get to work. It also plays a critical role in supporting an economic recovery. During and in the aftermath of major disruptions to our transit system, close coordination among agencies facilitates prioritization of the most critical needs, efficient deployment of resources, and clear communication to customers.

WHEAREAS, BART has been actively engaged with regional efforts to make transit more seamless, including the Metropolitan Transportation Commission (MTC) fare integration study, the MTC Blue Ribbon Task Force (including goal to develop a business case for transit network management), regional Hub Signage Program, Bay Area transit schedule coordination, oversight of the East Bay Paratransit Consortium, and being an early participant in the Clipper START means based fare discount program.

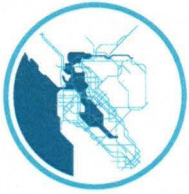
NOW, THEREFORE, BE IT RESOLVED BY The San Francisco Bay Area Rapid Transit District AS FOLLOWS:

BART affirms commitment to working collaboratively with state agencies, the MTC, municipalities and other public agencies to develop a highly integrated regional transportation system that provides convenient, seamless, and affordable transit for customers.

The BART Board of Directors supports the Seamless Transit Principles listed in Attachment (A), and agrees for BART to be publicly listed as a supporter of these principles.

ATTACHMENT A

The Seamless Transit Principles Viewable at: www.seamlessbayarea.org/seamless-transit-principles



1) Run all Bay Area transit as one easy-to-use system

Public transit should work as one seamless, connected, and convenient network across the San Francisco Bay Area and beyond. Getting around on transit should be as fast and easy as driving a car. Coordinated bus, rail, and ferry routes and schedules should encourage effortless transfers. Consistent and clear customer information, branding, and maps should make using transit simple and dignified.



2) Put riders first

Riders should feel comfortable when using transit and be treated like valued customers. Public transit agencies must do more to listen to riders and continuously improve service. They must prioritize riders' needs above all else, and overcome all operational, political and bureaucratic barriers to provide an excellent and seamless customer experience.



3) Make public transit equitable and accessible to all

People of all income levels, ages, abilities, genders, and backgrounds should have access to world-class public transit. People who are the most reliant on transit are best served by a universal, inclusive, regionally integrated, connected system that is used by all. People with limited means to pay for transit should be provided with discounts.



4) Align transit prices and passes to be simple, fair, and affordable

Transit should provide good value for money. Fares across the region's 27 public transit agencies must be aligned into a consistent, fair, and affordable system that encourages using transit for all types of trips and doesn't punish riders for transferring. Cost-effective monthly passes should work across the Bay Area and should be widely available to individuals, employers, and schools.



5) Connect effortlessly with other sustainable transportation

A person's journey does not end when they get off a bus or exit a station. Excellent pedestrian, bicycle, and other pollution-free transportation options should seamlessly connect public transit to communities and destinations, supporting door-to-door trips that don't require a car.



6) Plan communities and transportation together

High quality public transit should be at the heart of communities across the Bay Area. Transportation should be closely aligned with our region's land use, promoting a connected network of transit-oriented, walkable communities that expands access to affordable housing and job opportunities, and reduces car travel and greenhouse gas emissions.



7) Prioritize reforms to create a seamless network

A regionally integrated, world-class transit system won't happen on its own -- it will take leadership, unprecedented levels of cooperation, and changes to existing local, regional, and state policies. The cities, counties, public transit agencies, regional authorities, business leaders, advocacy groups and elected representatives of the San Francisco Bay Area and Northern California megaregion must prioritize the broad public interest and urgently work together collaboratively to advance critical reforms. Our future depends on it!