



Agenda _____ February 25, 2020

BOARD OF SUPERVISORS

SCOTT HAGGERTY
SUPERVISOR, FIRST DISTRICT

February 10, 2020

Honorable Board of Supervisors
County of Alameda
1221 Oak Street, Suite 536
Oakland, CA 94612

Dear Board Members:

SUBJECT: RESOLUTION TO SUPPORT SEAMLESS TRANSIT PRINCIPLES

RECOMMENDATION:

Adopt a Resolution to support the Seamless Transit Principles that aim to achieve an integrated regional transit system.

DISCUSSION/SUMMARY:

Alameda County and the broader Bay Area experiences some of the most severe traffic congestion in the United States. As congestion worsens within arterial highways and local streets, Alameda County residents increasingly look to local and regional transit agencies to offer a more efficient and integrated transit system. As a 501(c)(3) non-profit organization, Seamless Bay Area advocates to address these issues through the integration of the Bay Area's transit system in order to create a seamless regional transit system. Regional transit integration could increase regional ridership, decrease GHG emissions, and provide a more rider-friendly experience for both Alameda County and Bay Area residents alike. In efforts to encourage local jurisdictions to commit to achieving an integrated regional transit system, Seamless Bay Area has defined a list of Seamless Transit Principles:

- 1) Run all Bay Area transit as one easy-to-use system**
- 2) Put riders first**
- 3) Make public transit equitable and accessible to all**
- 4) Align transit prices and passes to be simple, fair, and affordable**
- 5) Connect effortlessly with other sustainable transportation**
- 6) Plan communities and transportation together**
- 7) Prioritize reforms to create a seamless network**

To this end, it is recommended that the Board adopt a Resolution supporting these principles through working collaboratively with state agencies, the Metropolitan Transportation Commission, neighboring municipalities and other public agencies to develop a highly integrated regional transportation system.

VISION 2026 GOAL:

This Resolution aligns with the 10X goal pathways of Accessible Infrastructure in support of our shared visions of Safe and Livable Communities and a Healthy Environment.

FINANCING:

There are no financial impacts associated with this action.

Sincerely,

A handwritten signature in black ink that reads "Scott Haggerty". The signature is written in a cursive style with a horizontal line across the middle of the name.

Scott Haggerty
Alameda County Supervisor
First District

Attachments

THE BOARD OF SUPERVISORS OF THE COUNTY OF
ALAMEDA, STATE OF CALIFORNIA

RESOLUTION NO. 2020-89

A RESOLUTION TO SUPPORT SEAMLESS TRANSIT
PRINCIPLES TO ACHIEVE AN INTEGRATED REGIONAL
TRANSIT SYSTEM

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, and widening inequality – which are exacerbated by an inadequate public transportation system; and

WHEREAS, despite billions of dollars of investments in new transportation infrastructure over the past five decades, public transit in the Bay Area has struggled to attract large numbers of new riders, and has never been used by more than 12% of the population for commute trips since 1970; by contrast automobiles have always been used for over 75% of commute trips; and

WHEREAS, the quality of and usage of public transit in the Bay Area has declined in recent years, with transit trips per capita declining by 10%, average bus speeds declining by 9%, and transit commute times increasing by 11% between 2001 and 2016; and

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 primary factors; and

WHEREAS, using public transit in the Bay Area is inconvenient and costly for many types of trips, requiring riders to use multiple transit systems operated independently with little coordination, pay multiple separate fares, experience unpredictable transfers, and navigate different wayfinding systems and brand identities; and

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 Bay Area's poorly integrated public transportation system, experiencing a significant financial burden from needing to pay multiple separate transit fares or being forced into costly vehicle ownership; and

WHEREAS, regions with high-ridership public transportation systems are, by contrast, characterized by highly integrated networks of quality local and regional transit services that make traveling without a private automobile convenient and easy for all types of trips, featuring aligned routes and schedules, coordinated transfers, high quality transit hubs, common branding and customer information, and other common regional customer experience standards; and

WHEREAS, regions that have successfully integrated and simplified transit fares have experienced many broad social benefits, including a shift in travel from private cars to public transit, an increase in overall public transit usage, and expanded mobility options and cost savings for riders;

NOW, THEREFORE, BE IT RESOLVED that the Alameda County Board of Supervisors commits to working collaboratively with state agencies, the Metropolitan Transportation Commission, neighboring municipalities and other public agencies to develop a highly integrated regional transportation system that provides convenient, seamless, and affordable transit for customers; and

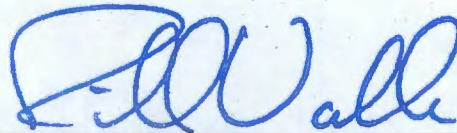
BE IT FURTHER RESOLVED that the Alameda County Board of Supervisors supports the Seamless Transit Principles listed in the attachment hereto, and agrees for the County of Alameda to be publicly listed as a supporter.

The foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Alameda on February 25 2020, by the following vote:

Ayes: Supervisors Carson, Chan, Haggerty, Miley & President Valle - 5

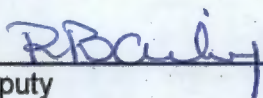
Noes: None

Excused: None

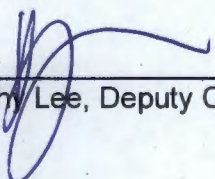


RICHARD VALLE
PRESIDENT, BOARD OF SUPERVISOR

ATTEST:
ANIKA CAMPBELL-BELTON
CLERK OF THE BOARD OF SUPERVISORS

By: 
Deputy

APPROVED AS TO FORM:
DONNA R. ZIEGLER, COUNTY COUNSEL

By: 
Kathy Lee, Deputy County Counsel

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 be 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!