



AGENDA REPORT

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DATE: March 5, 2022

TO: Members of the City Council and Members of the Public

FROM: Councilmember Kalb

SUBJECT: RESOLUTION IN SUPPORT OF SENATE BILL 917 (BECKER) THAT WOULD REQUIRE THE METROPOLITAN TRANSPORTATION COMMISSION TO DEVELOP AND ADOPT A CONNECTED NETWORK PLAN, ADOPT AN INTEGRATED TRANSIT FARE STRUCTURE, DEVELOP A COMPREHENSIVE, STANDARDIZED REGIONAL TRANSIT MAPPING AND WAYFINDING SYSTEM, DEVELOP AN IMPLEMENTATION AND MAINTENANCE STRATEGY AND FUNDING PLAN AND ESTABLISH OPEN DATA STANDARDS, AND REQUIRE BAY AREA TRANSIT AGENCIES TO COMPLY WITH THESE NEW SYSTEMS AND PLANS.

Dear Colleagues and Members of the Public,

It is high-time we address longstanding transit connectivity and equity issues in the Bay Area. Our residents deserve a first-class, seamless experience that improves access to jobs and housing. This is especially important given our region's overall climate goals and the adverse impacts the COVID-19 pandemic has had on public transit ridership. As of November 2021, transit ridership recovered to just 40% of pre-pandemic levels, while traffic of the majority of Bay Area bridges exceeded 90% of pre-pandemic levels.

I want to thank Senator Becker for putting forth this legislation and the Blue Ribbon Transit Recovery Task Force for its great work in developing the Bay Area Transit Transformation Action Plan. This plan outlines critical elements for a seamless and connected transit experience. Its 27 actions include fare integration, all-agency passes, reduced-cost transfers, and a common fare structure.

SB 917 is sponsored by Seamless Bay Area, the Bay Area Council, and TransForm. It is also supported by a broad coalition of Bay Area transit advocates. Assemblymember Bill Quirk, D-Hayward, is a principal coauthor of SB 917. Other coauthors include Senator Bill Dodd, D-Napa, Senator Scott Wiener, D-San Francisco, Assembly Speaker Pro Tempore Kevin Mullin, D-South San Francisco, Assemblymember Alex Lee, D-San Jose, and Assemblymember Marc Levine, D-Marin County, and Assemblymember Phil Ting, D-San Francisco.

For questions regarding this report, please contact Councilmember Dan Kalb at dkalb@oaklandca.gov.

Respectfully submitted,



Councilmember Dan Kalb

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The Seamless Transit Principles

Courtesy of Seamless Bay Area



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

Public transit must 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.

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#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 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. Passes offered should work across all transit agencies, and be made available to individuals, employers, and schools to promote transit use.



#5: Connect effortlessly with other sustainable transportation

off
bicycle,

should seamlessly connect public transit to communities and destinations, supporting door-to-door trips that don't require a car.

A person's journey does not end when they get a bus or exit a station. Excellent pedestrian, and other pollution-free transportation options



#6: Plan communities and transportation together

walkable communities that expands access to affordable housing and job opportunities, while reducing car travel and greenhouse gas emissions.

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,



#7: Prioritize reforms to create a seamless network

to counties, public transit agencies, regional authorities, business leaders,

A regionally integrated, world-class transit system won't happen on its own -- it will take leadership, unprecedented levels of cooperation, and changes existing local, regional, and state policies. The cities,

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!

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