

1 [Seamless Transit Principles]

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3 **Resolution supporting the Seamless Transit Principles, as described, and urging**
4 **various decision-makers, including the Board of Supervisors, San Francisco Municipal**
5 **Transportation Agency, San Francisco County Transportation Authority, and others, to**
6 **adopt and implement the aforementioned Seamless Transit Principles.**

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8 WHEREAS, The San Francisco Bay Area, despite being an exceptional place to live,
9 faces an uncertain future due to several interrelated crises—decreasing housing affordability,
10 increasing congestion, rising pollution, widening inequality, and the recent COVID-19 public
11 health crisis—all of which are exacerbated by an inadequate and poorly-performing public
12 transportation system; and

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

18 WHEREAS, The quality of and usage of public transit in the Bay Area has declined in
19 recent years, with transit trips per capita declining by 10%, average bus speeds declining by
20 9%, and transit commute times increasing by 11% between 2001 and 2016; and

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

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

5 WHEREAS, Low-income people, many of whom have experienced displacement and
6 have long commutes requiring multiple transit services, are among the most adversely
7 affected the Bay Area's poorly integrated public transportation system, experiencing a
8 significant financial burden from needing to pay multiple separate transit fares or being forced
9 into costly vehicle ownership; and

10 WHEREAS, According to 2013 data from the UC Berkeley Center for Cities and
11 Schools, 25% of San Francisco Unified School District students rely on public transportation
12 to get to and from school; and

13 WHEREAS, Many youth rely on both Bay Area Rapid Transit ("BART") and San
14 Francisco Municipal Transportation Agency ("SFMTA")-run transit services to get to and from
15 school and for other purposes, requiring them to pay two fares; and

16 WHEREAS, Additionally, some youth who live in San Francisco attend schools outside
17 of San Francisco, and vice versa, requiring even more transfers; and

18 WHEREAS, Different transit agencies have different discount programs for youth,
19 which can pose an additional administrative challenge for youth who rely on public transit; and

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

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

5 WHEREAS, A well-functioning and coordinated transit system plays a critical role in
6 supporting public health and safety during an emergency, with 31% of Bay Area essential
7 workers relying off public transit to get to work, and in supporting an economic recovery; and

8 WHEREAS, During and in the aftermath of major disruptions to our transit system,
9 close coordination among agencies facilitates prioritization of the most critical needs, efficient
10 deployment of resources, and clear communication to customers; now, therefore, be it

11 RESOLVED, That the Youth Commission, upon the recommendation of its Housing
12 and Land Use Committee, supports the Seamless Transit Principles outlined as follows:

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

20 FURTHER RESOLVED, That Youth Commission urges the San Francisco Board of
21 Supervisors, SFMTA, San Francisco County Transportation Authority, BART Board, and all
22 other transit agencies operating within the limits of the City and County of San Francisco, as
23 well as the Metropolitan Transportation Commission, to adopt and implement the Seamless
24 Transit Principles as outlined above; and, be it

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1 FURTHER RESOLVED, That the Youth Commission directs Youth Commission staff to
2 forward this resolution to the City and County of San Francisco’s state legislative delegation.

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Nora Hylton, Chair
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2020-2021 San Francisco Youth Commission