

WELLSTONE DEMOCRATIC RENEWAL CLUB

Resolution in Support of Seamless Bay Area Public Transit

Submitted to the Alameda County Democratic Central Committee

Whereas, Commuter trips on Public Transit in the Greater Bay Area have steadily declined in the past decade, a decline accelerated by the impact of the Covid pandemic, with the consequence that only 12% of such trips are on public transit, demonstrating that the current structure of Bay Area public transit is inadequate to the economic, environmental, and social needs of the region; and

Whereas, there are at least 27 different transit agencies in the Greater Bay Area running busses, trains, light rail, ferries, shuttles, and the like, with no coordination regarding fares, schedule, equipment, interconnection, transfers, and each with its own independent financial support, having the consequence of logistically and financially discouraging commuting using public transit, particularly for low income and transit – dependent people; and

Whereas, Seamless Bay Area has proposed a program (Attachment A) for the alignment of fares and schedules for all forms of public transit so that fare is based upon distance travelled independent of which systems are used, integration of schedules of trains and busses so as to make transfers between systems smooth and predictable, making the use of public transit significantly more attractive to the user;

Therefore Be It Resolved, that the Alameda County Democratic Central Committee declares its support for these Seamless Transit principles, and urges all Democratic Clubs to join in this support, and

Be It Further Resolved, that the Alameda County Democratic Central Committee urges the Directors of AC Transit to join the BART Board Of Directors in declaring their support for these principles.

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ATTACHMENT A - [The 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.

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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!