



Working Toward a Seamless Bay Area Transit System

July 2022

www.seamlessbayarea.org





Seamless Bay Area's mission is to transform the Bay Area's fragmented public transit into a world-class, unified, equitable, and widely-used system by building a diverse movement for change and promoting policy reforms.

To achieve our vision of a seamless, sustainable, rider-focused transportation system, we need:

- Coordinated transit fares, schedules, branding, and service;
- Faster, more frequent, and reliable transit service supported by a major new transit funding source;
- A regional network manager authority to unify 27 fragmented systems.

Public transportation central to many the Bay Area's most pressing regional challenges

HOUSING AFFORDABILITY



TRAFFIC

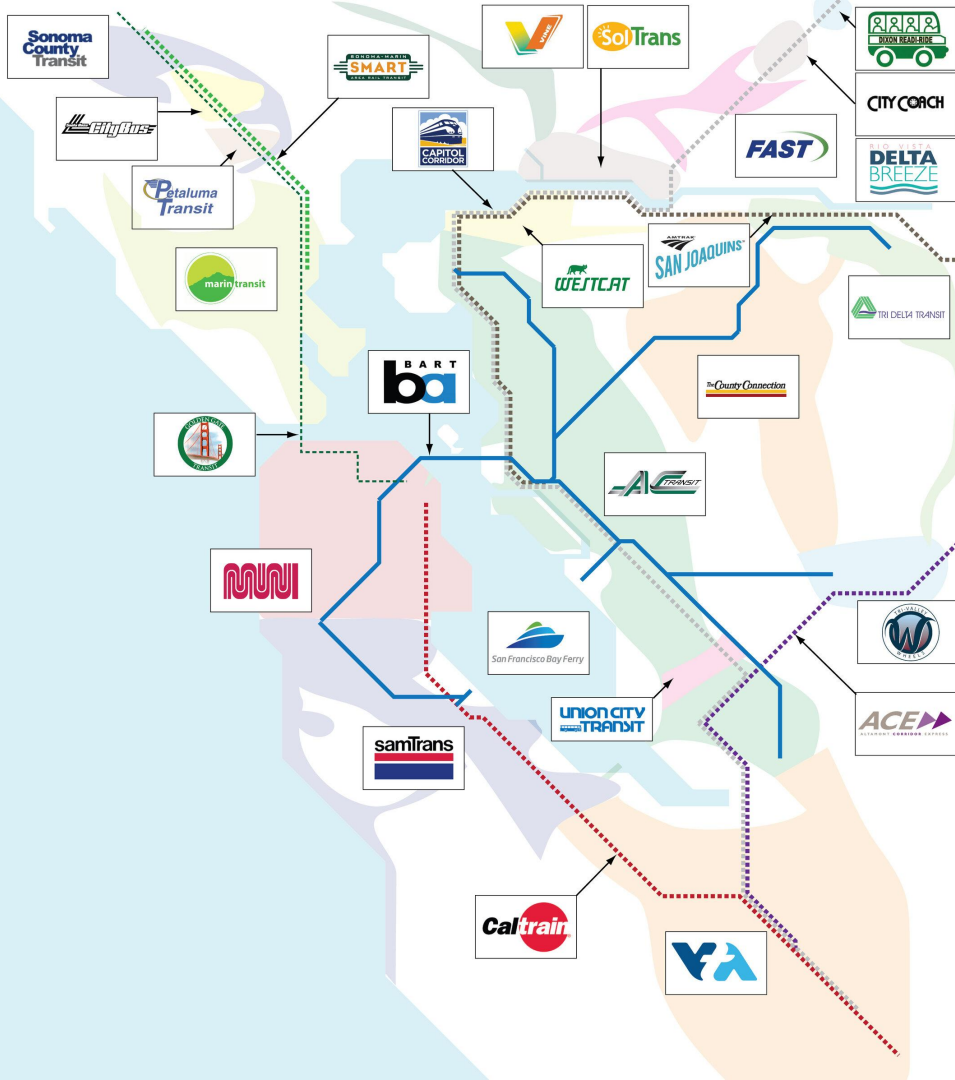


CLIMATE CHANGE



INEQUALITY





Our Fragmented Regional Network is not working

- Pre-COVID, just 5-6% of trips (or 10-12% of commute trips) are on transit; lower than regions with comparable density
- 27 transit agencies with little integration; separate planning, fares, routes, schedules presents barriers for riders, makes many trips uncompetitive on transit
- Billions spent on transit investments have not increased overall ridership



In a Seamless customer-focused regional network:

- A connected rapid transit network is strategically planned at regional level to work as a *system*
- Transit agencies work together to operate different parts of the integrated network
- Service quality, fares, schedules, and wayfinding is standardized to be a reliable and as simple as possible for users
- More funding for more service

Seamless, quality transit requires an effective regional Transportation Network Manager Entity

- Can provide clear accountability for transit network as a whole, to all transit users and Bay Area citizens
- Can be done while recognizing local funding sources and local service decisions
- A Network Manager entity is the norm in high-performing regions



Transportation Network Manager

Long-range Planning, Fare Policy, Service Standards, Regional schedules, Customer Experience, Branding, Data, Capital Project Delivery



Transit Operators

Day-to-day Operations, Maintenance, Local Service Planning, Service Delivery, Customer Relations

Progress since 2018: The Seamless Transit Principles

The Seamless Transit Principles have been developed by a coalition of non-profit groups to guide local, regional, and state decision-makers to pursue a seamlessly integrated, world-class transit system that works for people.



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



**Put
riders first**



**Make
public transit
equitable and
accessible
to all**



**Align
transit prices
to be simple,
fair, and
affordable**



**Connect
effortlessly
with other
sustainable
transportation**



**Plan
communities
and
transportation
together**



**Prioritize
reforms to
create a
seamless
network**

Supporters of Seamless Transit Principles

21 Cities/Counties/Cities' Associations



- San Francisco County Transportation Authority
- Alameda County, Santa Clara County
- Cities of San Mateo, Redwood City, Pacifica, Half Moon Bay, San Jose, Mountain View, Berkeley, El Cerrito, Fremont, Richmond

3 Transit Agencies



- 2000 members of public signed petition
- www.seamlesstransitprinciples.org

74 Non-Profit Groups & Businesses



Progress Since 2018...



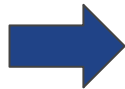
Political leadership and legislation advancing regional progress on reforms

2020: AB 2057 (Chiu)



**Blue Ribbon Transit
Recovery Task Force**

2021: AB 629 (Chiu)



**Transformation Action Plan,
Fare Integration Pilots**

**2022: SB 917 (Becker), Seamless
Transit Transformation Act**

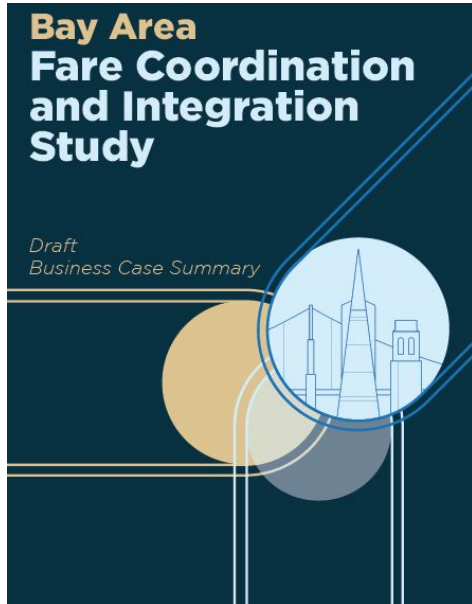


Blue Ribbon Task Force developed a broad consensus on set of reforms

- **Adopted vision of a system with unified service, fares, schedules, customer information and identity**
- Problem statement identified lack of **network management resources and authority** as barrier to improving transit
- 27 Actions charts a course toward
 - Integrated fares
 - Integrated branding & wayfinding
 - Integrated service
 - Transforming accessibility
 - New funding for transformation
- Network Management Business Case will identify preferred alternative for **network manager by Fall 2022 (key issue: MTC-led or Regional Operator-led); setting up for 2023 legislation**

**Focus of 2022
Legislative
proposal**

Regional Fare Integration Study Recommendations



Adopted by Fare Integration Task Force:

- ✓ Pilot all-agency pass for orgs (like colleges, housing, employers, TMAs) - *Initial funding identified*
- ✓ Free transfers (local and regional) - *Initial funding ID'd
25,000 new transit trips/day, Reduction of 235m VMT/day*
- ✓ Regional standard fare (Caltrain, BART, ferry, express bus) - *Not yet funded; Pre-covid, estimated cost of \$26m-70m/year
Up 30,000-68,000 new transit trips/day, Reduce 220m-800m VMT/day;*

While recommended, these policies are not guaranteed to be implemented.

Mutual agreement could unravel at any time (and has in the past).

SB 917 (Becker): Seamless Transit Transformation Act

- Sponsors: Seamless Bay Area, Bay Area Council, TransForm, Joint Venture Silicon Valley, SVLG
- Near-term deadlines for MTC to develop, in consultation with transit agencies:
 - **Connected Network Plan** - by Dec 31, 2025
 - **Integrated Fare Structure** - to be in place by July 2024, and updated each year. Three 3-year pilots of go into effect if funding identified:
 - Free transfers
 - Multi-agency passes for all
 - Regional fares structure for regional services
 - **Universal Wayfinding Standards** - by 2025
 - **Universal Real Time Information Standards** - July 2023



Opportunities to support seamless transit

- Support Seamless Transit Principles
- Support SB917 - Seamless Transit Transformation Act
- Support Fare Integration at Transit Boards - SamTrans, Caltrain
- Connected Network Plan