

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. 554-5184  
Fax No. 554-5163  
TDD/TTY No. 554-5227

## MEMORANDUM

TO: Scott Schroeder, Controller-Treasurer, BART

FROM: Erica Major, Assistant Clerk  
Land Use and Transportation Committee

DATE: October 3, 2018

SUBJECT: LEGISLATION INTRODUCED

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The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Supervisor Ronen, on September 25, 2018:

**File No. 180946**

**Resolution urging Bay Area Rapid Transit (BART) to add a bus node at the 24th Street BART station in San Francisco during the Transbay Tube seismic retrofit.**

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: [erica.major@sfgov.org](mailto:erica.major@sfgov.org).

1 [Urging BART to Add a Bus Node at 24th Street BART Station During Seismic Work]

2  
3 **Resolution urging Bay Area Rapid Transit (BART) to add a bus node at the 24th Street**  
4 **BART station in San Francisco during the Transbay Tube seismic retrofit.**

5  
6 WHEREAS, On October 11, 2018, the Bay Area Rapid Transit (BART) Board of  
7 Directors will be making a decision on a proposal to cut back early morning service  
8 systemwide from 4:00 am to 5:00 am as part of their Transbay Tube Earthquake Safety  
9 Service Plan; and

10 WHEREAS, San Francisco housing costs have become so expensive that minimum  
11 wage workers have been displaced from the city; and

12 WHEREAS, Many minimum wage workers who reside outside of the city and work in  
13 San Francisco are required to be at their jobs by 5:00 am, after completing a long commute;  
14 and

15 WHEREAS, Many minimum wage workers rely on public transit as their only means to  
16 get to work; and

17 WHEREAS, This change in hours and service would disproportionately affect people of  
18 color as data show that 66% of BART riders in the first hour of service are people of color  
19 compared to 56% throughout the day; and

20 WHEREAS, This change will also disproportionately affect low income commuters as  
21 data show that 37% of BART riders are low income, earning under \$50,000 in wages,  
22 compared to 26% of riders throughout the day who are low income; and

23 WHEREAS, The National Restaurant Association's data show that labor shortages are  
24 currently the industry's top problem, illustrated by the hospitality industry's record high  
25 numbers of unfilled positions, which have reached close to 850,000 nationwide; and

1           WHEREAS, The BART Board is making decisions on mitigation options for riders and  
2 proposing to provide bus services to connect major points on the BART route. The stations  
3 where the bus service will stop are called bus nodes, and BART is proposing only one node,  
4 or bus stop, in San Francisco at the downtown Transit Center; now, therefore, be it

5           RESOLVED, That that the San Francisco Board of Supervisors urges the BART Board  
6 to implement a 24th Street Station bus node as part of their mitigation strategy to offset the  
7 later 5:00 am start time while completing seismic safety construction, to serve those riders  
8 who use the 16th Street/24th Street/Glen Park/Balboa Park stations, rather than leaving those  
9 riders at the downtown Transit Center; and, be it

10          FURTHER RESOLVED, That the San Francisco Board of Supervisors hereby  
11 recognizes this as a critical issue for our hospitality, construction, and janitorial industries, and  
12 any other industry where there are early start times; and, be it

13          FURTHER RESOLVED, That the San Francisco Board of Supervisors hereby directs  
14 the Clerk of the Board to transmit copies to the members of BART Board of Directors and the  
15 BART General Manager, Grace Crunican, with a request to take all action necessary to  
16 achieve the objectives of this resolution.