

1 [Urging the San Francisco Bay Area Rapid Transit District (BART) to implement parking  
2 charges in order to balance BART's operating budget.]

3

4 **Resolution urging the Bay Area Rapid Transit District to adopt parking charges, rather**  
5 **than increase fares or cut back service, if additional revenues are necessary to balance**  
6 **BART's operating budget.**

7

8 WHEREAS, The people of the City and County of San Francisco did, together with the  
9 people of Alameda and Contra Costa counties, agree to form the San Francisco Bay Area  
10 Rapid Transit District (BART), in order to construct a three-county rail rapid transit system,  
11 and the people of the City and County of San Francisco have paid property and sales taxes in  
12 to fund the construction and operation of the BART system; and

13 WHEREAS, BART presently operates a system with 39 stations and 41,315 parking  
14 spaces, with eight stations and 45 parking spaces within the City and County of San  
15 Francisco; and

16 WHEREAS, according to BART's 2001 revised budget, BART currently raises 59  
17 percent of its operating revenue from fares, 35 percent from a three-eighths cent sales tax in  
18 the three BART member counties, and 6 percent from other sources, chiefly leases and  
19 advertising revenue; and

20 WHEREAS, BART parking is largely offered free of charge at all stations; and

21 WHEREAS, a 1993 BART study of operating costs identified a cost of \$7.1 million per  
22 year to operate BART parking spaces, which amounted to \$18.58 per month in parking lots  
23 and \$28.33 in parking structures, exclusive of BART's considerable land and capital costs;  
24 and

25

1           WHEREAS, BART's 2000 Comprehensive Parking Policy concluded that "neither the  
2 capital nor operating costs of providing parking are currently recovered from parkers," which  
3 effectively passes the substantial cost of providing parking at BART to BART riders who do  
4 not park; and

5           WHEREAS, BART's policy of providing parking at BART stations at no charge, and  
6 passing the capital and operating costs of BART parking along to all BART riders, including  
7 BART riders who do not park, sets up a perverse incentive which encourages riders who can  
8 walk, bicycle, carpool, or take public transit to BART to drive and park instead; and

9           WHEREAS, Encouraging BART riders to walk, bicycle, and take public transit to  
10 access BART stations, rather than encouraging BART riders to drive to and park at BART  
11 stations, will decrease local traffic congestion, reduce air pollution from automobile exhaust,  
12 improve bicycle and pedestrian safety around BART stations, free valuable land around BART  
13 stations for transit-oriented development, and lower BART's capital and operating costs; and

14           WHEREAS, BART's 2000 Comprehensive Parking Policy documented that "BART  
15 parkers have higher income than BART riders in general—46 percent of parkers have  
16 incomes greater than \$75,000, while 30 percent of all riders have similar incomes," and also  
17 documented that although 10% of all BART riders earned less than \$15,000 per year, only 2%  
18 of BART parkers earned less than \$15,000 per year; and

19           WHEREAS, BART policy of providing parking at no cost raises serious questions of  
20 social justice and equity, by passing along the costs of parking for generally more affluent  
21 BART parkers disproportionately to BART's lower-income and transit-dependent riders; and

22           WHEREAS, BART has indicated that, in response to drastically lower passenger fare  
23 and sales tax revenue brought about by the current recession, it may be necessary to raise  
24 fares, impose parking charges, and/or make service cuts; now, therefore be it

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1 RESOLVED, That the City and County of San Francisco encourages BART to adopt  
2 parking charges for riders who park at BART during commute hours, as an alternative to  
3 either raising BART fares or cutting back BART service in a manner which diminishes service  
4 quality; and be it

5 FURTHER RESOLVED, That the City and County of San Francisco urges BART to  
6 work cooperatively with the cities and counties that BART serves, and with the transit  
7 agencies within BART's service area, to lower BART's capital and operating costs, as well as  
8 the environmental costs to the region, by encouraging BART riders to access BART stations  
9 by walking, cycling, carpooling, and using public transit; and be it

10 FURTHER RESOLVED, That the City and County of San Francisco urges BART to,  
11 when setting or adjusting its fare structure and/or parking charges, address any  
12 disproportionately negative impacts on low income or transit-dependent riders.



City and County of San Francisco

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

Tails  
Resolution

File Number: 020732

Date Passed:

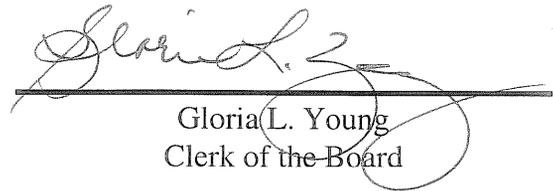
Resolution urging the Bay Area Rapid Transit District to adopt parking charges, rather than increase fares or cut back service, if additional revenues are necessary to balance BART's operating budget.

May 13, 2002 Board of Supervisors — ADOPTED

Ayes: 9 - Ammiano, Daly, Gonzalez, Hall, Leno, Maxwell, Peskin, Sandoval, Yee  
Absent: 2 - McGoldrick, Newsom

File No. 020732

I hereby certify that the foregoing Resolution was ADOPTED on May 13, 2002 by the Board of Supervisors of the City and County of San Francisco.

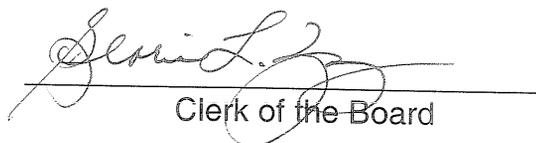
  
Gloria L. Young  
Clerk of the Board

\_\_\_\_\_  
Date Approved

\_\_\_\_\_  
Mayor Willie L. Brown Jr.

Date: May 24, 2002

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, became effective without his approval in accordance with the provision of said Section 3.103 of the Charter.

  
Clerk of the Board

File No.  
020732