



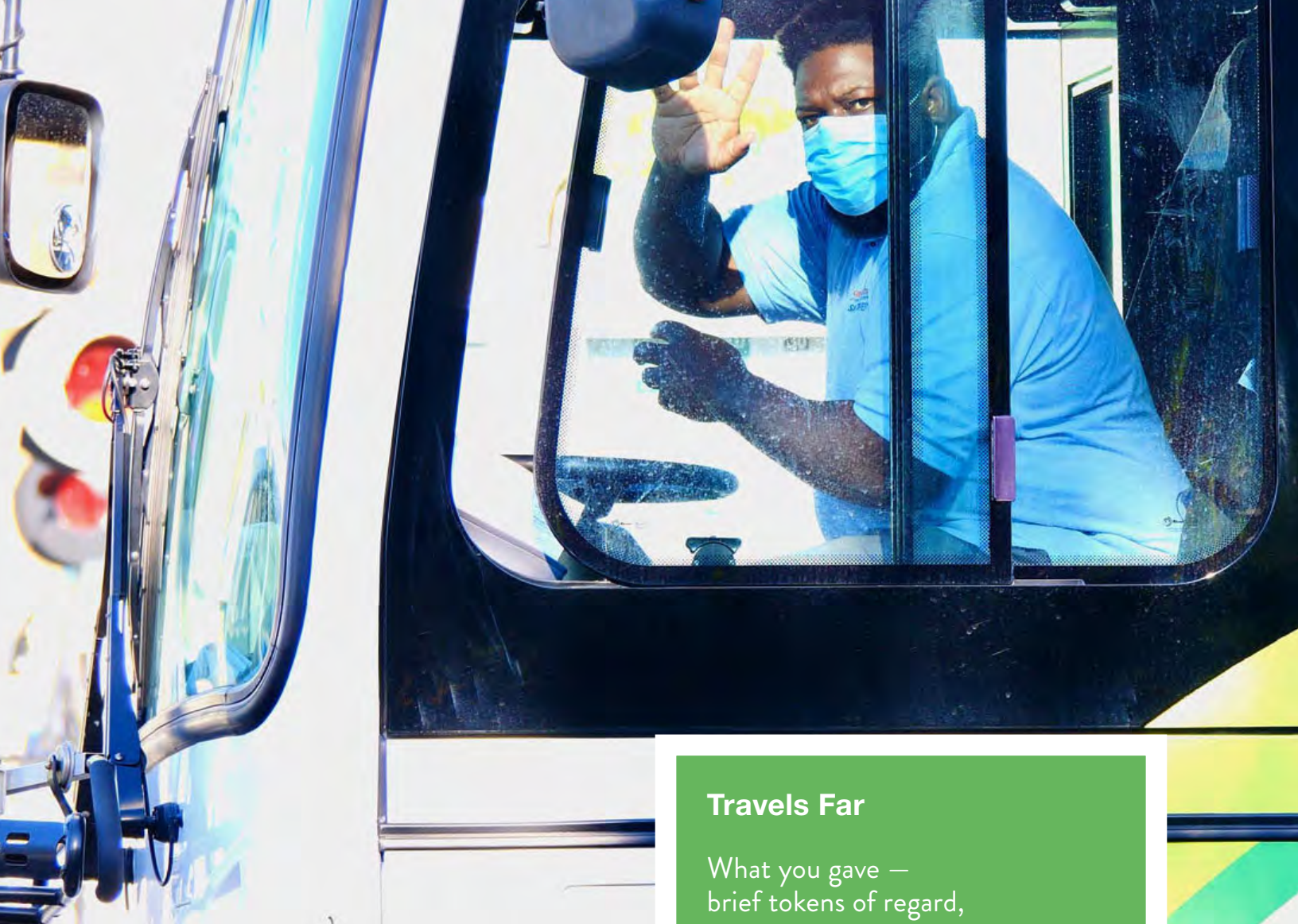
BAY AREA TRANSIT TRANSFORMATION **ACTION PLAN**

JULY 2021

BLUE RIBBON



**TRANSIT RECOVERY
TASK FORCE**



DEDICATION

We are forever grateful for the commitment and perseverance of the Bay Area's transit workers who serve our community through good times and bad, and who held together our region's essential worker lifeline throughout the COVID-19 pandemic. Thank you.

Travels Far

What you gave —
brief tokens of regard,
soft words uttered
barely heard,
the smile glimpsed
from a passing car.

Through stations
and years, through
the veined chambers
of a stranger's heart —
what you gave
travels far.

— Tracy K. Smith

Tracy K. Smith is an American poet and educator. She served as the 22nd Poet Laureate of the United States from 2017 to 2019.

MESSAGES FROM THE CHAIRS



Alfredo Pedroza

Chair, Metropolitan Transportation Commission (MTC)

Since March 2020, COVID-19 has wreaked havoc across our communities and in our personal lives. Public transit services collapsed overnight and will take years to recover. MTC created the Blue Ribbon Transit Recovery Task Force to bring key stakeholders and transit operators together to build unified support during this existential crisis that public transit is facing.

In rebuilding and strengthening transit's vital role in the Bay Area's sustainable future, I stand with those who are determined to rebound equitably by investing resources in ways that overcome historic and current disparities for our most vulnerable communities.

Transforming our transit system while we recover will be challenging. Success depends upon continuing collaboration among all transit partners and fast-tracking customer improvements that will attract new riders and reward returning ones. Prioritizing coordination, capturing operational efficiencies, and securing funding are each essential to achieve the excellent transit system the Bay Area deserves.

MTC is committed to taking a leading role in this effort toward transformative outcomes; continuing our priority focus on fares, mapping and wayfinding; and creating transit travel time advantages on our streets and highways. We also recognize that a strong partnership with transit operators, the private sector, advocates and the public will be essential to creating a reliable, convenient and connected transit network.

As the work of the Task Force ends, I want to thank everyone who contributed to this robust blueprint for change. As Chair of the Commission, I have directed MTC staff to review this Action Plan and bring forward a recommendation for Commission acceptance in September followed by a proposed Year 1 work program by the end of 2021.



Jim Spering

Chair, Blue Ribbon Transit Recovery Task Force

The Blue Ribbon Transit Recovery Task Force was convened in May 2020 in response to the COVID-19 pandemic, and its first charge was to advise MTC on the fair distribution of federal relief funds. Next, it supported transit operators' efforts to determine essential public safety commitments as COVID protocols were evolving.

This Plan is the culmination of the Task Force's work and includes identifying specific, near-term actions needed to achieve a more connected, efficient and user-focused mobility network across the Bay Area and beyond.

Thanks to all 32 Task Force members who spent over a year deep in collaborative dialogue in a respectful search for consensus. Special appreciation goes to the nine transit-agency general managers who actively participated while also tackling historically severe impacts to their organizations.

The Task Force benefited from California Secretary of Transportation David Kim's statewide perspective throughout. State Assemblymember David Chiu's unwavering commitment to seamless transit and his guiding-force clarity deserve special tribute. Enormous gratitude is offered to all transit workers for their steadfast service during this health crisis.

While meeting virtually was tedious at times, our format provided each Task Force member, as well as members of the public, the opportunity to speak. I also appreciate MTC staff's inclusive outreach in support of the Task Force, reflecting the group's adopted Equity Principles.

In truth, we took the opportunity afforded by the crisis to initiate changes that have long been recognized as building blocks of a world-class transit network. I'm proud of the work we've done and hope this Action Plan will inspire MTC and the wide array of community stakeholders and agency partners to move swiftly, and equitably – with primary focus on the customers we serve – to achieve the bold aspirations embedded in Plan Bay Area 2050.

BLUE RIBBON TRANSIT RECOVERY TASK FORCE ROSTER

Task Force members and public participants alike deserve appreciation for generously giving their time and attention to this exercise in civic engagement and shared problem-solving.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

Jim Spering,
Task Force Chair and Solano County
Supervisor

Alfredo Pedroza
MTC Chair and Napa County Supervisor

Nick Josefowitz
MTC Vice Chair and San Francisco Mayor's
Appointee to MTC

Cindy Chavez
Santa Clara County Supervisor

Gina Papan
City of Millbrae Council Member

David Rabbitt
Sonoma County Supervisor

Amy Worth
City of Orinda Mayor

Therese W. McMillan
MTC Executive Director

STATE OF CALIFORNIA REPRESENTATIVES

The Honorable Dave Cortese
California State Senate

The Honorable David Chiu
California State Assembly

The Honorable David Kim, Secretary,
California State Transportation Agency

TRANSIT OPERATORS

Michelle Bouchard, Caltrain,
Acting Executive Director

Carolyn M. Gonot, Santa Clara Valley
Transportation Authority (VTA), General
Manager

Michael Hursh, Alameda-Contra Costa
Transit District, General Manager

Carter Mau, San Mateo County Transit
District (SamTrans), Acting General Manager
and CEO

Denis Mulligan, Golden Gate Bridge,
Highway and Transportation District, General
Manager and CEO

Robert Powers, Bay Area Rapid Transit,
General Manager

Rick Ramacier, County Connection,
General Manager

Michael Tree, Livermore Amador Valley
Transit Authority, General Manager

Jeffrey Tumlin, San Francisco Municipal
Transportation Agency (SFMTA), Director
of Transportation

Nancy Whelan, Marin Transit,
General Manager

STAKEHOLDERS

Jason Baker, Silicon Valley Leadership
Group, Vice President

John Ford, Commute.org,
Executive Director

Ian Griffiths, Seamless Bay Area,
Co-Founder and Director

Darnell Grisby, TransForm,
Executive Director

Daryl Halls, Bay Area County
Transportation Agencies

Randi Kinman, MTC Policy
Advisory Council

James Lindsay, Amalgamated Transit
Union, President

Stacy Murphy, Teamsters 853, Trustee

Susan Rotchy, Independent Living
Resource Center, Executive Director

Ellen Wu, Urban Habitat, Executive Director

Jim Wunderman, Bay Area Council,
President and CEO

FORMER TASK FORCE MEMBERS

*Several Blue Ribbon Transit Recovery
Task Force members departed pos-
itions during the course of the Task
Force or served partial terms. Their
service and contribution to the Task
Force also are greatly appreciated.*

Jim Beall
former California State Senator

Hayley Currier, TransForm,
Policy Advocacy Manager

Nuria Fernandez, VTA,
former General Manager

Carl Guardino, Silicon Valley Leadership
Group, former CEO

Scott Haggerty, former MTC Chair and
Alameda County Supervisor

Jim Hartnett, SamTrans/Caltrain, former
General Manager/ Chief Executive Officer

Evelynn Tran, VTA,
former Interim General Manager

“CHANGE IS HARDEST IN THE BEGINNING, MESSIEST IN THE MIDDLE, AND BEST AT THE END.”

ROBIN SHARMA

2020 began as a normal year in the San Francisco Bay Area. Perennial issues associated with housing, transportation and the economy churned along. FASTER Bay Area, a coalition of community and business groups, was finalizing its legislative request to place a \$100 billion ballot measure to fund a seamlessly integrated, world-class transit system before voters in the Fall.

By February 3rd, Assembly Member David Chiu had introduced AB 2057 which called for creating a Bay Area Seamless Transit Task Force to send the Legislature a report proposing reforms to the governance of the Bay Area’s dozens of transportation agencies to maximize the performance of the entire public transit system by January 1, 2023.

Silently and unseen, the nation was also experiencing the first cases of what would become an unprecedented health crisis. The federal government announced the first confirmed case of COVID-19 in the United States on January 21st. Just ten days later, the World Health Organization declared a “global health emergency” and then elevated their declaration to “global pandemic” status on March 11th due to alarming levels of spread. On March 13th, a National Emergency was declared in the U.S. and within a week, California became the first state to issue a stay-at-home order mandating all residents to remain at home except to go to

an essential job or shop for essential needs. Life in the Bay Area changed instantly. Since then, over 450,000 Bay Area residents have been infected with the COVID virus and nearly 6,000 persons lost their lives.

As government, business and families struggled to respond to an extraordinary crisis, public transit ridership and revenues collapsed, creating an existential crisis for transit, and exacerbating and vastly deepening the pre-existing problem of declining demand for transit in the region. The Metropolitan Transportation Commission (MTC) moved quickly to respond to the immediate crisis while simultaneously recognizing that times of challenge and pain could offer an opportunity to plant the seeds of transformation for the Bay Area’s public transit system. With this in mind, the Commission on April 22nd established the Blue Ribbon Transit Recovery Task Force to set a course for transit’s recovery and long-term improvement.





EXECUTIVE SUMMARY

On April 22, 2020, the Metropolitan Transportation Commission (MTC) established a 32-person Blue Ribbon Transit Recovery Task Force (Task Force) to set a course for public transit’s recovery and long-term improvement. MTC Commissioner Jim Sperring was appointed to serve as Chair. The group was composed of a diverse set of stakeholders, including California State Transportation Agency Secretary David Kim, two state legislators, eight MTC commissioners, the MTC executive director, nine transit agency general managers, and representatives of business, labor, social justice, persons with disabilities, transit advocates, county transportation agencies and MTC’s Advisory Council. The Task Force met 15 times between May 2020 and July 2021.

The Task Force was charged with a three-stage purpose:

- **Stage 1** – Assist in distribution of \$500 million in remaining federal Coronavirus Aid, Relief, and Economic Security (CARES) Act relief funds.
- **Stage 2** – Support operators’ recovery planning.
- **Stage 3** – Develop a Bay Area “Transit Transformation” action plan identifying actions needed to reshape the region’s transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.

Stage 3 was the Task Force’s most complex assignment. Over a ten-month period, the Task Force actively debated among its members, listened to public comment, and reached consensus on crucial building blocks that informed the development of an action plan.

“TRANSIT TRANSFORMATION”

DEFINITION: Design, adequately invest in, and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

EXECUTIVE SUMMARY

These building blocks included:

- Goals and Objectives
- Equity Principles
- Problem Statement
- Key outcomes
- Network management roles and responsibilities
- Alternative network management governance options

The culmination of the Task Force's work is the Bay Area Transit Transformation Action Plan (Action Plan). This plan focuses on the near-term actions (within three years) needed to begin transforming a vulnerable and diffuse network into a more connected, more efficient, and more user-focused mobility network that attracts many more users. It identifies five desired outcomes that are central to achieving transit transformation and 27 associated actions.



Transformation Action Plan Goals & Objectives

(adopted November 16, 2020)

GOAL 1: Recognize critical recovery challenges facing transit agencies.

GOAL 2: Advance equity.

GOAL 3: Identify near-term actions to implement beneficial long-term network management and governance reforms.

GOAL 4: Establish how current MTC and state transit initiatives should integrate with network management and governance reforms.

See *Appendix I* for complete Goals & Objectives

Several important features are built into the Action Plan:

- Ongoing collaboration among operators, MTC and the spectrum of transit stakeholders is essential to achieving a common vision.
- Elevating the urgent needs of the region's disadvantaged and low-income populations is central to planning and investment.
- MTC's existing authority should be exercised fully to implement the plan's recommended actions.
- Actions intended to accelerate work already underway at MTC on three important customer-focused initiatives – fare integration, unified mapping and wayfinding, and travel time advantages for buses – are high-priority, near-term actions.
- A business case analysis of institutional reforms with input from a multi-stakeholder advisory group is necessary to confirm implementation next steps.

This Action Plan focuses on near-term steps that generate needed customer benefits while simultaneously building toward longer-term system improvements. Transit transformation will take many years to achieve, and the Action Plan's identified actions will not be sufficient on their own. Independent and collaborative efforts by all transit operators must continue and grow. Joint legislative

EXECUTIVE SUMMARY



advocacy and consistent public communication must be bolstered. Partnerships must be forged through the rail partnerships assessment grant and integrated with the Action Plan as it is implemented.

The Task Force jump-started this journey and has generated momentum, but restoring and growing transit ridership in the Bay Area will require an ongoing effort across multiple geographies and levels of government. Much of this work is and will continue to be focused at the local and sub-regional levels – where most transit trips occur. As the pandemic subsides, however, there is also a significant and not-to-be-missed opportunity to create an efficient, coordinated and customer-friendly system that enables Bay Area residents and visitors alike to confidently navigate across the region’s transit system with speed and ease.

The Action Plan’s ultimate success will depend on a commitment by MTC and transit operators to embrace changes that put the customer first, continued collaborative efforts with stakeholders, jointly developed legislative initiatives, and vital new sources of transit funding.

Transformational Outcomes

Fares and Payment	Simpler, consistent, and equitable fare and payment options attract more riders.
Customer Information	Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.
Transit Network	Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.
Accessibility	Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.
Funding	The Bay Area’s transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.


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SB-917 Seamless Transit Transformation Act. (2021-2022)

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AMENDED IN SENATE APRIL 18, 2022

CALIFORNIA LEGISLATURE— 2021–2022 REGULAR SESSION

SENATE BILL**NO. 917**

Introduced by Senator Becker
(Principal coauthor: Assembly Member Quirk)
(Coauthors: Senators Dodd and Wiener)
(Coauthors: Assembly Members Lee, Levine, Mullin, and Ting)

February 03, 2022

An act to amend Section 66502 of, and to add Sections 66513.5, 66516.1, 66516.7, and 66516.8 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 917, as amended, Becker. Seamless Transit Transformation Act.

Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided.

Under existing law, moneys in the ~~Transportation Planning and Development Account and~~ Public Transportation Account are continuously appropriated to the Controller for allocation to transportation planning agencies, county transportation commissions, and the San Diego Metropolitan Transit Development Board for purposes of the State Transit Assistance Program. Existing law requires the Controller to allocate those moneys to those entities based on population and qualifying revenue, as specified.

This bill would ~~make any of the region's transit agencies ineligible for an allocation of those moneys~~ *require the Metropolitan Transportation Commission to notify a transit agency* if the commission determines that the transit agency is out of compliance with the integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, or open data standards described ~~above~~ *above, and would require the commission to indicate what steps are needed to comply. If a transit agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for additional funding or for an exemption, the bill would make that transit agency ineligible to receive a portion of those moneys in an amount to be determined by the commission. The bill would require a transit agency to regain access to any withheld funds upon demonstration of compliance.*

To the extent that this bill would mandate that a transit agency establish a new program or provide a higher level of service as part of an existing program, *and by imposing additional duties on the Metropolitan Transportation Commission*, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. This act shall be known, and may be cited, as the Seamless Transit Transformation Act.

SEC. 2. The Legislature finds and declares all of the following:

(a) Transit connectivity and integration in the nine-county San Francisco Bay area has been a longstanding challenge. Legislative efforts to mandate and incentivize coordination between dozens of disparate transit agencies date back to 1996 and earlier.

(b) Low-income residents, many of whom have experienced displacement and have long commutes requiring many transfers, are among the most adversely affected by the fragmentation, experiencing a significant financial burden from needing to pay multiple separate transit fares or being forced into costly vehicle ownership.

(c) As of 2017, only 5 percent of all trips in the San Francisco Bay area were made using transit. Per-capita transit ridership in the region decreased 12 percent between 1991 and 2016. "Plan Bay Area 2050," prepared by the Metropolitan Transportation Commission, has identified that to achieve climate, equity, and economic goals, the share of commuters who travel by transit must increase from 13 percent in 2015 to at least 20 percent by 2050.

(d) The COVID-19 pandemic has led to further ridership declines, due to both dramatic shifts in travel patterns and significant transit service cuts across the region. As the region emerges from the pandemic, transit ridership is recovering much more slowly than the economy as a whole; as of November 2021, transit ridership had recovered to just 40 percent of pre-COVID levels, while traffic on a majority of bay area bridges exceeded 90 percent of pre-COVID levels.

(e) In response to the COVID-19 pandemic, in May 2020, the Metropolitan Transportation Commission convened a 32-member Blue Ribbon Transit Recovery Task Force composed of transit agency managers, advocates, and elected officials, to coordinate transit recovery efforts and identify reforms that would position the bay area's transit system to emerge from the pandemic stronger and more connected than before and to help recover and grow transit ridership.

(f) In July 2021, the task force unanimously approved the Bay Area Transit Transformation Action Plan, which included 27 actions to increase ridership and improve fares and payment, customer access to information, transit network management, accessibility, and funding.

(g) In November 2021, the region's Fare Integration Task Force, co-led by Bay Area transit agencies and the Metropolitan Transportation Commission, unanimously adopted a policy vision statement supporting the advancement of key fare integration policies, including deployment of an all-agency transit pass, reduced cost transfers, and a common fare structure for regional *transit* services.

(h) Although the Legislature has generally authorized the Metropolitan Transportation Commission to set rules and regulations related to transit fare coordination and transit connectivity, to ensure that the recommendations emerging from the Bay Area Transit Transformation Action Plan are implemented by the region's transit agencies in a timely manner and for the benefit of current and future transit riders, this act is necessary.

SEC. 3. Section 66502 of the Government Code is amended to read:

66502. (a) There is hereby created, as a local area planning agency and not as a part of the executive branch of the state government, the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

(b) For purposes of this title, the following definitions apply:

(1) *"Cable car service" means the historic cable car system operated by the San Francisco Municipal Transportation Agency.*

~~(1)~~

(2) "Commission" means the Metropolitan Transportation Commission.

~~(2)~~

(3) "Region" means the region described in subdivision (a).

(4) *"Local transit service" means bus and light rail transit service within or adjacent to a transit agency's defined service area within the region, excluding bus services that cross a toll bridge over San Francisco Bay.*

(5) *"Regional transit service" means all heavy rail, commuter rail, ferry, or express bus services, as designated by a transit agency, and bus services that cross a toll bridge over San Francisco Bay. Regional transit service does not include intercity passenger rail or services operated by the San Joaquin Regional Rail Commission.*

~~(3)~~

(6) "Transit agency" means a public agency that meets all of the following requirements:

(A) The public agency provides surface transportation service to the general public, complementary paratransit service to persons with disabilities as required pursuant to Section 12143 of Title 42 of the United States Code, or similar transportation service to people with disabilities or the elderly.

(B) The public agency operates the service described in subparagraph (A) by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis.

(C) The public agency generally charges a fare for the service described in subparagraph (A).

SEC. 4. Section 66513.5 is added to the Government Code, to read:

66513.5. (a) The commission, in consultation with the ~~region's transit agencies,~~ *regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code,* shall develop and adopt a Connected Network ~~Plan on or before December 31, 2023.~~ *Plan. Subject to appropriation in the annual Budget Act or the availability of private nonstate funding for this purpose, the commission shall complete the Connected Network Plan on or before March 31, 2024. In the absence of an appropriation in the annual Budget Act or funding made available by a private nonstate source, the commission shall complete the Connected Network Plan by December 31, 2025.*

(b) The Connected Network Plan shall do all of the following:

(1) Be consistent with the State Rail Plan required pursuant to Section 14036 and California Transportation Plan updated pursuant to Section 65071.

(2) Identify connected network transit corridors and hubs of regional significance across the region.

(3) *Establish a transit priority network for the region that identifies corridors that will most benefit from improvements that support fast and reliable transit service that avoids conflict with traffic congestion.*

~~(3)~~

(4) Identify service-level standards for different parts of the network to optimize access across the region, particularly for low-income and transit-dependent populations, corresponding to different density and land use conditions, including by doing both of the following:

(A) Identifying target travel times between key transit hubs, service frequencies, and operating hours for weekdays, Saturdays, and Sundays.

(B) Quantifying access to jobs, housing, and ~~other achievable opportunities~~; *major regional amenities, including, but not limited to, educational institutions, medical facilities, and major recreational destinations.*

~~(4)~~

(5) Identify operating and capital funding needs associated with the Connected Network Plan.

~~(5) Identify potential governance, institutional, or legislative changes that would support the Connected Network Plan.~~

SEC. 5. Section 66516.1 is added to the Government Code, to read:

66516.1. (a) (1) Consistent with Section 66516, on or before December 31, 2023, the commission shall adopt an integrated transit fare structure that will become effective on or before July 1, 2024. The integrated transit fare structure shall be developed in consultation with the regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code.

(2) The commission, in consultation with the ~~region's transit agencies~~; *regional transit coordinating council described in paragraph (1)*, shall annually review the integrated transit fare structure to determine if updates are ~~necessary~~; *necessary, and shall make updates based on the review and consultation.*

(3) Each of the region's transit agencies shall comply with the integrated transit fare structure.

(b) The integrated fare structure shall include all of the following:

(1) No-cost ~~local-local and local-regional~~ *local transit service transfers and reduced-cost regional transit service transfers*, regardless of whether transfers are between the same transit agency or multiple transit ~~agencies~~; *agencies, except if the transfer is to a cable car service. In the case of a transfer to a cable car service, the San Francisco Municipal Transportation Agency may determine the appropriate transfer fare policy.*

~~(2) A common fare structure for regional services by which trips involving one or more regional services are priced equivalently.~~

~~(3)~~

(2) Common transfer rules for local fares, such as means for validation.

~~(4)~~

(3) Common definitions for adults, youth, seniors, persons with disabilities, and other categories.

~~(5) A multi-agency pass, which may include a cap, that allows access to all services provided by the region's transit agencies on a daily or monthly basis for one set price.~~

~~(6) A simplified system for local transit fares across the region, whereby the differences in local transit fares are minimized and intersecting local transit services have the same fares.~~

(c) *On or before March 31, 2024, the commission, in consultation with the regional transit coordinating council described in subdivision (a), shall develop an estimate of the anticipated annual financial impact associated with implementing each of the following policies:*

(1) A common fare structure for regional transit services by which trips involving one or more regional transit services are priced equivalently.

(2) A multiagency pass, which may include a cap, that allows access to local transit services and regional transit services provided by the region's transit agencies on a daily or monthly basis for one set price, except for paratransit service as required by Section 37.121 of Title 49 of the Code of Federal Regulations.

(d) If the commission or transit agencies secure sufficient additional funding to offset the annual net cost based on the financial impact estimate prepared pursuant to subdivision (c) to implement a multiagency pass, as described in paragraph (2) of subdivision (c), over a three-year period, that policy shall be incorporated into the integrated regional fare structure and implemented on a pilot basis for three years.

(e) If the commission or transit agencies secure sufficient additional funding to offset the ongoing annual net cost based on the financial impact estimate prepared pursuant to subdivision (c) to implement a common fare structure for regional transit services as described in paragraph (1) of subdivision (c), over a three-year period, that policy shall be incorporated into the integrated regional fare structure and be implemented on a pilot basis for three years. The commission shall develop this common fare structure for regional transit services in consultation with the regional transit coordinating council described in subdivision (a) and shall present a draft of the policy at a public meeting at least 30 days before its adoption. The timing of when the policy shall take effect shall be determined by the commission in consultation with the regional transit coordinating council described in subdivision (a).

~~(c)~~

(f) On or before October 1 of each year, each of the region's transit agencies shall notify the commission of any proposed change to its fares in order to facilitate the alignment of fare policies across the region's transit agencies in the integrated transit fare structure for the following year. The commission shall disseminate that information to all of the region's transit agencies.

~~(d) Consistent with Section 99314.7 of the Public Utilities Code, if the commission determines that one of the region's transit agencies is out of compliance with the integrated fare structure described in subdivision (a), then that transit agency shall not be eligible to receive funds pursuant to Section 99313 or 99314 of the Public Utilities Code.~~

(g) Transit agencies shall make every effort to comply with the requirements of this section without affecting transit service levels. If the commission determines that one of the region's transit agencies is out of compliance with the integrated fare structure described in subdivision (a), then the commission shall first notify the transit agency of noncompliance, and indicate what steps are needed to comply. If a transit agency is unable to comply due to a lack of funding, the transit agency shall submit a request for additional funding or for an exemption from the requirements of this section to the commission for approval. If the agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for additional funding or for an exemption, that transit agency shall not be eligible to receive a portion of funds pursuant to Section 99313 or 99314 of the Public Utilities Code in an amount to be determined by the commission. The transit agency shall regain access to any withheld funds upon demonstration of compliance.

~~(e)~~

(h) This section does not prohibit a transit agency from offering free ~~transit~~ or discounted transit fares for the categories of riders described in paragraph (3) of subdivision (b).

SEC. 6. Section 66516.7 is added to the Government Code, to read:

66516.7. (a) The Legislature finds and declares both of the following:

(1) The lack of a universal regional transit map and common wayfinding format at transit stops and stations in the region adds to the fragmented experience transit riders encounter, especially when planning a trip across multiple transit agencies.

(2) Research has shown that the way transit lines and stations are displayed on maps strongly influences how travelers use the system.

(b) (1) The commission, in consultation with the ~~region's transit agencies~~, *regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code*, shall, on or before July 1, ~~2024~~, 2025, do both of the following:

(A) Develop a comprehensive, standardized regional transit mapping and wayfinding system, including *standards and resources to display information on print, digital, and interactive media*, common ~~branding for regional transit service branding~~, and a shared digital mapping platform. ~~Standards and resources shall be developed to display this information on print, digital, and interactive media.~~ The system shall identify the standards that are required and the standards that allow for ~~customization~~. *customization, including the manner in which existing*

transit agency branding may be permitted. The system shall assess and identify standards required for wayfinding information to be accessible and usable by people with disabilities.

(B) Develop an implementation and maintenance strategy and funding plan to deploy the comprehensive, standardized regional transit mapping and wayfinding system. The commission may adopt a phased deployment of the system.

(2) ~~Each~~ *Any new investments to mapping and wayfinding, including replacement and upgrades, made by any* of the region's transit agencies shall ~~implement and comply with the comprehensive, adhere to the~~ standardized regional transit mapping and wayfinding system and implementation and maintenance strategy and funding plan developed pursuant to this subdivision.

(c) Each of the region's transit agencies shall use only the ~~comprehensive,~~ standardized regional transit mapping and wayfinding system ~~by July 1, 2025, for all new mapping and wayfinding investments, including replacements and upgrades, made on or after January 1, 2026,~~ unless the commission adopts a schedule that sets out an alternate deployment timeline.

(d) In consultation with the regional transit coordinating council described in subdivision (b), the commission shall update the standardized regional transit mapping and wayfinding system and implementation and maintenance strategy and funding plan, as needed.

(e) Nothing in this section shall prevent a transit agency from displaying their own map on a temporary basis if the regional transit mapping and wayfinding system is unavailable or incapable of addressing the need due to unforeseen circumstances.

~~(d)~~ **If**

(f) Transit agencies shall make every effort to comply with the requirements of this section without affecting existing service levels. If the commission determines that one of the region's transit agencies is out of compliance with subdivision (b), then ~~that transit agency shall not be eligible to receive funds pursuant to Section 99313 or 99314 of the Public Utilities Code.~~ the commission shall first notify the transit agency of noncompliance, and indicate what steps are needed to comply. If a transit agency is unable to comply due to a lack of funding, the transit agency shall submit a request for additional funding or for an exemption from the requirements of this section to the commission for approval. If the agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for additional funding or for an exemption, that transit agency shall not be eligible to receive a portion of funds pursuant to Section 99313 or 99314 of the Public Utilities Code in an amount to be determined by the commission. The transit agency shall regain access to any withheld funds upon demonstration of compliance.

SEC. 7. Section 66516.8 is added to the Government Code, to read:

66516.8. (a) The Legislature finds and declares all of the following:

(1) Studies have shown that travelers view the wait time at a transit stop as the most inconvenient part of the transit journey experience.

(2) Despite best efforts by the region's transit agencies to adhere to their published schedules, the conditions on the roadway, including congestion and other unplanned delays, create unpredictability for on-time arrivals.

(3) The development of technology enabling real-time transit information, including arrival and departure predictions, vehicle locations, occupancy, and service alerts, has created an opportunity for the region's transit agencies to alleviate the wait-time frustrations and provide riders with other useful trip information.

(4) Transit riders should have access to consistent and uniform real-time information across all transit services in the region.

(b) (1) On or before ~~January~~ *July* 1, 2023, the commission shall establish open data standards, in consultation with the regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code, that are aligned with, but may exceed, any data standards adopted by the state to provide real-time transit vehicle location, arrival and departure *times and* predictions, and service alerts data to transit ~~riders.~~ *riders, and shall assist in the analysis of transit service to improve service quality. A transit agency may elect not to disclose vehicle location information if it can otherwise comply with the open data standards related to providing arrival*

and departure times and predictions. The commission shall update the open data standards, in consultation with the regional transit coordinating council described in this paragraph, as needed.

(2) The standards shall enable the provision of real-time arrival data and follow generally accepted accessibility standards.

~~(2)~~

(3) Each of the region's transit agencies shall comply with the standards established pursuant to this ~~subdivision~~ subdivision and shall share their data with the commission in a format that is compatible with the standards.

(c) The commission shall coordinate the activities of the region's transit agencies pursuant to subdivision (b), ~~serve as the region's point of contact for data development and dissemination~~ disseminate data collected pursuant to this section to third parties, and develop an implementation and funding plan for deployment of real-time information.

(d) Nothing in this section shall preclude transit agencies from using real-time data that they collect for any purpose, such as in the development of a transit agency's own mobile application or powering real-time arrival or departure information on their internet website, as long as the data are also shared with the commission.

(e) Nothing in this section shall preclude transit agencies from sharing real-time data directly with third parties, as long as the data are also shared with the commission.

~~(d)~~If

(f) Transit agencies shall make every effort to comply with the requirements of this section without affecting transit service levels. If the commission determines that one of the region's transit agencies is out of compliance with subdivision (b), then ~~that transit agency shall not be eligible to receive funds pursuant to Section 99313 or 99314 of the Public Utilities Code.~~ the commission shall first notify the transit agency of noncompliance, and indicate what steps are needed to comply. If a transit agency is unable to comply due to a lack of funding, the transit agency shall submit a request for additional funding or for an exemption from the requirements of this section to the commission for approval. If the transit agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for more funding or for an exemption, that transit agency shall not be eligible to receive a portion of funds pursuant to Section 99313 or 99314 of the Public Utilities Code in an amount to be determined by the commission. The transit agency shall regain access to any withheld funds upon demonstration of compliance.

SEC. 8. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.