



RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL 1938  
(FRIEDMAN)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a new support position on Assembly Bill (AB) 1938 (Friedman), as shown in Attachment 1; and

WHEREAS, At its July 12, 2022 meeting, the Board reviewed and discussed AB 1938 (Friedman); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on AB 1938 (Friedman); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. Attachment 1 - State Legislation - July 2022

San Francisco County Transportation Authority  
**Agenda Item 6**

**State Legislation - July 2022**

(Updated July 6, 2022)

To view documents associated with the bill, click the bill number link.

Staff is recommending a new support position on Assembly Bill (AB) 1938 (Friedman) as show in **Table 1**.

**Table 2** provides an update on AB 1455 (Wicks) on which the Transportation Authority has a support position. Updates are also provided on AB 2594 (Ting) and Senate Bill (SB) 917 (Becker) which are on the watch list.

**Table 3** shows the status of active bills on which the Board has already taken a position, or that staff has been monitoring on the watch list.

**Additional Material on SB 917 (Becker) - Seamless Transit Transformation Act:**

- **Attachment 1** provides a summary of SB 917 provisions and an analysis of how recent amendments have addressed questions and concerns identified with prior versions of the legislation.
- **Attachment 2** includes the latest version of SB 917, as of June 20, 2022.

**Table 1. Recommended New Positions and Additions to Watch List**

Recommended Positions	Bill # Author	Title and Summary
Support  (Bill is currently on the Watch List)	<a href="#">AB 1938</a> <a href="#">Friedman D</a>	<p><b>Traffic safety: speed limits.</b></p> <p>Previously, this bill would have required the formation of a new Transit and Intercity Rail Recovery Task Force to make recommendations for how to improve the connectivity and efficiency of rail systems across the state. It was recently gutted and amended to instead clarify the circumstances under which a local authority may lower the speed limit below what is indicated by an engineering and traffic study. This fix is needed to clarify the authority approved last year through AB 43 (Friedman) to allow local jurisdictions to implement speed limit reductions under certain conditions.</p> <p>Speed reduction is a key Vision Zero strategy. We recommend moving the bill from the watch list to a support position in order to ensure consistent implementation of AB 43 statewide. SFMTA is actively supporting the bill, as amended.</p>

San Francisco County Transportation Authority  
**Agenda Item 6**

**Table 2. Notable Updates on Bills in the 2021-2022 Session**

Adopted Positions	Bill # Author	Title and Update
Support	<a href="#">AB 455</a> <a href="#">Wicks D</a>	<p><b>San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets.</b></p> <p>Previously, AB 455 bill would have authorized the Bay Area Toll Authority (BATA), in consultation with Caltrans, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.</p> <p>The bill has subsequently been amended to require that Caltrans, in consultation with the Metropolitan Transportation Commission (MTC), BATA, relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets no later than July 1, 2024, for buses traveling in the eastbound and westbound directions through Bay Bridge corridor. It would also require Caltrans to establish an online reporting process to publicly share bus speed and reliability performance results relative to the performance targets on no less than a quarterly basis. Further, it would require Caltrans to submit a report to the Legislature no later than December 1, 2024, that identifies a strategy for achieving bus speed and reliability performance targets in the Bay Bridge corridor.</p>
Watch	<a href="#">AB 2594</a> <a href="#">Ting D</a>	<p><b>Vehicle registration and toll charges.</b></p> <p>This bill contains a package of new provisions to reform roadway and bridge tolling practices in California. It is meant to make it easier for drivers to access transponders (such as FasTrak) and to address some equity concerns related to the toll evasion penalty process. It would, among other things, establish requirements for toll agencies regarding the number and timing of violation notices, limit what penalties can be charged and at what point in the process, require transponders to be available to those without access to banking services, require the availability of in-person payment locations, and require the provision of payment plans for outstanding violation penalties for low income drivers making at or below 200% of the federal poverty limit.</p> <p>We understand that the bill is likely in its final form, after many months of coordination among the author, MTC/BATA, other toll operators, and other advocacy and equity organizations. For most provisions in the bill, MTC/BATA already is meeting or exceeding what is required, and it is currently working to implement a payment plan for low-income drivers. Recent amendments to the bill would also require a one-time waiver program for low-income drivers for violations on toll bridges between March 20, 2020 (when cash tolls stopped being collected on toll bridges) through January 1, 2023. This is to accommodate any confusion that may have occurred from MTC/BATA having to switch overnight to an all-electric tolling system when it removed cash toll collectors from the bridge. MTC adopted a support position in June.</p>

San Francisco County Transportation Authority  
**Agenda Item 6**

Adopted Positions	Bill # Author	Title and Update
Watch	<a href="#">SB 917</a> <a href="#">Becker</a> D	<p><b>Seamless Transit Transformation Act.</b></p> <p>This bill would require MTC and transit operators to adhere to a number of different requirements to advance the region’s Transit Transformative Action Plan, including a Connected Network Plan, an integrated transit fare structure, universal mapping and wayfinding, and real-time transit data standards.</p> <p>Since our last update, the author has landed on what we believe will be a final version of the bill after much negotiation among the sponsor (Seamless Bay Area), Bay Area transit operators, and MTC. The bill has been amended to address some of the major issues identified by transit operators, and as a result we understand that many of the operators, including SFMTA, are no longer considering opposing the bill. Some, including BART, have adopted support or support and seek amendments positions.</p> <p>As requested by Chair Mandelman at the May 24 Board meeting, Attachment 1 to this memo includes a more detailed review of the various components of the bill and explains how recent amendments have addressed many of the concerns and questions raised by Transportation Authority Commissioners and others over the legislation. Attachment 2 contains the full text of the bill.</p>

San Francisco County Transportation Authority  
**Agenda Item 6**

**Table 3. Bill Status for Positions Taken in the 2021-22 Session**

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Bills that were chaptered, vetoed, or otherwise died during the first year of the 2021-22 session have been removed from the table. Updates to bills since the Board’s last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 07/06/2022)
Support	<a href="#">AB 117 Boerner Horvath</a> D	<b>Air Quality Improvement Program: electric bicycles.</b> Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program.	Senate Appropriations
	<a href="#">AB 455 Wicks</a> D Coauthor: <a href="#">Wiener</a> D	<b>Bay Bridge Fast Forward Program.</b> Authorizes Caltrans to set performance standards for public transit on the San Francisco-Oakland Bay Bridge and requires them to develop a strategy to meet them.	<i>Senate Appropriations</i>
	<a href="#">AB 2147 Ting</a> D	<b>Pedestrians.</b> Generally prohibits the enforcement of jaywalking laws.	<i>Senate Appropriations</i>
	<a href="#">AB 2197 Mullin</a>	<b>Caltrain electrification project: funding.</b> Appropriates \$260 million from the General Fund to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.	Dead
	<a href="#">AB 2336 Ting</a> D <a href="#">Friedman</a> D	<b>Vehicles: Speed Safety System Pilot Program.</b> Authorizes, until January 1, 2028, San Francisco, and four other jurisdictions to establish a Speed Safety System Pilot Program.	Dead
	<a href="#">SB 942 Newman</a> D	<b>Low Carbon Transit Operations Program (LCTOP) free or reduced fare transit program.</b> Permits transit agencies to use LCTOP formula funds for free or reduced transit ridership programs on an ongoing basis.	<i>Assembly Appropriations</i>
Watch (See Table 1, recommended for support)	<a href="#">AB 1938 Friedman</a> D	<b>Traffic safety: speed limits.</b> Clarifies intent of AB 43 (Friedman) to authorize local jurisdictions to implement speed limit reduction strategies	<i>Senate Transportation</i>

San Francisco County Transportation Authority  
**Agenda Item 6**

<a href="#">AB 2237</a> <a href="#">Friedman</a> D	<p><b>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</b></p> <p>Imposes new requirements on local, regional, and state agencies that aim to better align transportation planning and investment with state climate goals.</p>	<i>Senate Transportation</i>
<a href="#">AB 2594</a> <a href="#">Ting</a> D	<p><b>Vehicle registration and toll charges.</b></p> <p>Implements a package of new provisions to reform roadway and bridge tolling practices in California.</p>	<i>Senate Appropriations</i>
<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D Lorena Gonzalez D	<p><b>Local government financing: affordable housing and public infrastructure: voter approval.</b></p> <p>Amends the California Constitution to authorize local ad valorem property taxes to be approved by 55% of the voters if used for transit, streets and roads, and sea level rise protections.</p>	Assembly Local Government
<a href="#">SB 66</a> <a href="#">Allen</a> D	<p><b>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</b></p> <p>Establishes an advisory committee to make recommendations regarding the deployment of autonomous vehicles.</p>	Assembly Appropriations
<a href="#">SB 917</a> <a href="#">Becker</a> D	<p><b>Seamless Transit Transformation Act.</b></p> <p>Advances recommendations from the Metropolitan Transportation Commission's Transit Transformative Action Plan, including the development of a Connected Network Plan and the implementation of an integrated transit fare structure.</p>	<i>Assembly Appropriations</i>
<a href="#">SB 922</a> <a href="#">Wiener</a> D	<p><b>California Environmental Quality Act: exemptions: transportation-related projects.</b></p> <p>Extends until January 1, 2030 the California Environmental Quality Act (CEQA) statutory exemptions for specified sustainable transportation projects that were authorized in SB 288 (Wiener, 2020), and expands upon them.</p>	<i>Assembly Floor</i>
<a href="#">SB 1049</a> <a href="#">Dodd</a> D	<p><b>Transportation Resilience Program.</b></p> <p>Establishes a new competitive grant program for transportation resilience projects, administered by the California Transportation Commission, utilizing new formula funds the state will receive from the federal Infrastructure Investment and Jobs Act.</p>	<i>Assembly Transportation</i>

San Francisco County Transportation Authority  
**Agenda Item 6**

	<a href="#">SB 1050</a> <a href="#">Dodd</a> D	<b>State Route (SR) 37 Toll Bridge Act.</b>  Establishes a new SR-37 Toll Authority to operate and maintain a tolling program on SR-37 that funds projects to help make the facility more resilient to sea level rise.	<i>Assembly Appropriations</i>
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<sup>1</sup>Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.

Attachments:

1. SB 917 (Becker) - Analysis of Legislation and San Francisco Concerns
2. SB 917 (Becker) - Bill language as of June 20, 2022

San Francisco County Transportation Authority  
**Agenda Item 6**

**Attachment 1**

Senate Bill (SB) 917 (Becker) - Analysis of Legislation and San Francisco Concerns

(Updated: 07/06/2022)

At its May 24 meeting, the Transportation Authority Board discussed SB 917, the Seamless Transit Transformation Act at length and Chair Mandelman asked staff to return with more information about what the financial and other impacts to San Francisco would be. As directed at that meeting, we have prepared a short memo summarizing the bill as amended, the questions and concerns that were expressed, and how the latest version addresses those questions and concerns. Attachment 2 to this item contains what we expect is close to the final version of the language, as amended on June 20, 2022. The language, as it currently stands, is the result of many months' negotiations among the author, the sponsor (Seamless Bay Area), MTC, and many transit operators (including BART and SFMTA).

**Bill Summary**

Some overarching provisions of the bill include:

- It establishes a Regional Transit Coordination Council (RTCC) to undertake designated activities. Membership consists of transit agency Executive Directors, General Managers, or their designees and MTC's Executive Director, or their designee.
- It establishes definitions to be used throughout the initiative:
  - **Local transit service** is defined as 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 the San Francisco Bay.
  - **Regional transit service** is defined as 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.
- Non-compliance with policies established in the bill make transit operators subject to withholding of State Transit Assistance (STA) formula funding, which is mainly used for transit operations. The legislation requires that transit agencies "shall make every effort to comply" with provisions as long as they don't affect existing transit service levels. If a transit agency can demonstrate that implementing a policy would have negative impacts to existing service levels, it can request that MTC provide sufficient funding to maintain service or provide an exemption from the policy. If neither are granted, however, MTC could still withhold the agency's STA funds.



San Francisco County Transportation Authority  
**Agenda Item 6**

<b>Bill Component</b>	<b>Detail</b>
<p>1. Integrated transit fares</p>	<p>The RTCC, in consultation with MTC, must adopt an integrated transit fare structure by December 31, 2023, that will become effective by July 1, 2024. It will also be brought to transit agency boards for consideration and adoption.</p> <p>The integrated transit fare structure must include common definitions for adults, youths, seniors, persons with disabilities and potentially other categories.</p> <p>It must also include no-cost local transit service transfers (excluding SFMTA’s cable cars) and reduced-cost regional transit service transfers. By July 1, 2023, the RTCC, in consultation with MTC, must establish a one- to three-year pilot program of these transfer policies. MTC must approve funding and the pilot must start by July 1, 2024. Transit operators may opt out after 18 months if there is insufficient funding to offset the annual financial impact.</p> <p>The RTCC, in consultation with MTC, must, by March 31, 2024, develop an estimate of the anticipated annual financial impact associated with implementing a common fare structure for regional transit services, as well as an estimate associated with implementing a multi-agency pass that could include access to both local and regional transit services. MTC must implement each of the policies on a pilot basis for three years only if additional funding is secured to offset annual costs.</p>
<p>2. Connected Network Plan</p>	<p>MTC, in consultation with RTCC, must adopt a Connected Network Plan by July 1, 2024, if funding is identified for MTC to complete the plan, or December 31, 2025 otherwise.</p> <p>The plan must identify:</p> <ul style="list-style-type: none"> <li>• A transit priority network of corridors and hubs for the region</li> <li>• Service-level standards for the identified connected network transit corridors and hubs</li> <li>• Capital and operating funding needs</li> <li>• Potential impact to farebox revenue</li> </ul> <p>The plan must also include recommendations regarding an approach for the coordination of right-of-way owners, including Caltrans and local jurisdictions.</p>

San Francisco County Transportation Authority  
**Agenda Item 6**

3. Regional transit mapping and wayfinding	<p>By July 1, 2025, MTC, in consultation with the RTCC, must develop a comprehensive, standardized regional transit mapping and wayfinding system that includes standards required for information to be accessible and usable by people with disabilities.</p> <p>MTC must develop an implementation and maintenance strategy and a funding plan for a full or phased deployment of the system.</p> <p>By January 1, 2026, any new investments to mapping and wayfinding must adhere to these standards unless MTC adopts and alternate deployment timeline.</p>
4. Open data standards	<p>By July 1, 2023, MTC, in coordination with the RTCC, must establish open data standards to provide transit riders with real-time transit vehicle location, arrival and departure times and predictions, and service alerts.</p> <p>Each of the region’s transit agencies shall comply with the established standards and share their data with MTC.</p>

**Bill Analysis**

At a high level, we believe SB 917, as amended, now better meets the general threshold of “doing no harm” to San Francisco’s transit system relative to some of the concerns raised during the bill’s development. However, there is still the potential for some indirect impacts discussed below, which will need to be addressed during the RTCC's development of the integrated transit fare structure. As such, SFMTA is not currently considering an oppose position on the bill. Below is additional information regarding how the latest version addresses issues that were raised about potential impacts to San Francisco.

San Francisco County Transportation Authority  
**Agenda Item 6**

<b>Concern</b>	<b>How Addressed</b>
<p>1. Legislation must make fare integration and transfer policy changes subject to funding availability to hold operators harmless</p>	<p>The RTCC would now lead the development of the integrated transit fare structure (which sets policies for both fares and transfers), in coordination with MTC, which was the other way around in prior versions of the bill. This will allow significant transit operator leadership and engagement in developing the new fare integrations and transfer policies and how they would be implemented.</p> <p>The bill requires MTC to fund a pilot of the transfer policy for at least one year, and up to three years if there is sufficient funding available. MTC has identified funding that is likely sufficient for the first required year of the pilot. The legislation also would allow a transit agency to opt out of a pilot after 18 months if the funding provided is insufficient to cover their revenue losses associated with free and/or reduced cost transfers.</p> <p>The common regional fare requirement still leaves many open design questions and therefore we cannot assess the fiscal impact of this provision. While the bill only requires MTC to pilot the new fares and regional pass if funds are found, the ultimate financial impact to San Francisco will depend on the source of funds and extent to which these would have otherwise come to San Francisco for other uses. The subsidy required to make other transit systems whole is also a de-facto impact to San Francisco in that other systems are subsidized less than Muni.</p>
<p>2. Legislation must give transit operators the ability to opt out of regional policies if they would lead to fare increases or service cuts.</p>	<p>Transit agencies “shall make every effort to comply” with provisions insofar as it doesn’t affect existing transit service levels. If a transit agency can demonstrate that implementing a policy would have negative impacts to existing service levels, it can request that MTC provide sufficient funding to maintain service or exempts it from the policy. If neither request is granted, however, MTC could prevent the transit operator from receiving its formula STA operating funds in part or in full and hold those funds until the operator is in compliance.</p>

San Francisco County Transportation Authority  
**Agenda Item 6**

<p>3. Legislation must maintain the rights and responsibilities that are granted to transit operators and maintain home rule authority for charter cities</p>	<p>For purposes of the integrated transit fare structure, the legislation explicitly states that:</p> <ul style="list-style-type: none"> <li>• Nothing shall be construed to interfere with or dilute the powers, duties, and responsibilities granted to transit agencies (e.g. the setting of transit fares).</li> <li>• Operation of a transportation system is a core municipal affair and nothing in the bill shall be construed to interfere in or dilute the powers, duties, and responsibilities provided by California’s charter city home rule provisions.</li> </ul>
<p>4. Legislation allows for transit operators to provide subsidies above what is required</p>	<p>The bill includes language that it “does not prohibit a transit agency from offering distinct free or discounted transit fares” above what would be required as part of the integrated transit fare structure.</p>

**Conclusion**

As amended, SB 917 appears to address many of the concerns expressed at the May 24 Transportation Authority Board meeting. The question still remains, however, whether state mandates are needed at this time, since most of these reforms were in the process of being advanced through the Blue Ribbon Transit Transformation Action Plan and Fare Integration Task Force.

While a more connected and uniform transit system is certainly desirable, there are opportunity costs associated with these implementation strategies that shouldn’t be overlooked. For example, it’s important to consider who benefits from investing millions of dollars in cross-regional connectivity improvements compared to improvements in shorter local trips that are heavily utilized by low-income riders. Even if MTC identifies new funding to implement and sustain these transit connectivity programs, it may be funding that could otherwise be spent on other transit priorities or to help sustain transportation budgets as operators recover from the pandemic. For instance, many transit operators are facing a fiscal cliff due to prolonged recovery from the COVID-19 pandemic with ridership and revenues remaining significantly depressed. Funds will be needed in the near term to help avert reductions in service. Other priorities for additional new revenues could include additional fare subsidies or increasing transit service for low income, BIPOC, or transit-dependent riders. Moving forward, as a city and as a region it will be important to transparently evaluate how these types of reforms should be prioritized compared to other needs when transit resources are constrained, especially for operations.

If SB 917 is approved, another consideration during the development of the integrated transit fare structure will be how to ensure that San Francisco is not ultimately disadvantaged in the formula calculation of subsidies to compensate operators for the cost to implement the fare and transfer policies. As a city we

San Francisco County Transportation Authority  
**Agenda Item 6**

have historically subsidized public transit at a higher level compared to many other jurisdictions and we already provide numerous free and reduced-fare programs. Among other considerations, we would want to have those subsidies factored into any formula applied across all operators so that San Francisco isn't effectively subsidizing more suburban transit operators in jurisdictions that have not chosen to financially support their transit systems to the same extent as San Francisco.


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

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Date Published: 06/20/2022 02:00 PM

AMENDED IN ASSEMBLY JUNE 20, 2022

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 [66513.4](#), 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.

*This bill would require the transit agencies in the region to establish a regional transit coordinating council and would require the council to, among other things, develop and adopt an integrated transit fare structure. The bill would require the council to submit the integrated transit fare structure to the commission for approval and, after approval, would require each transit agency in the region to present the structure to its board for consideration.*

Under existing law, moneys in the 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 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 *transit* fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, or open data standards described 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~~ *further development* of key fare integration ~~policies,~~ *policies pending available resources and technical considerations,* including deployment of an all-agency transit pass, reduced cost transfers, and *a refined vision for* 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~~ *preserve local transit agency board authorities and responsibilities, while ensuring* 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.

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

(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.

(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~~ *service, as* described in ~~subparagraph (A)~~ *paragraph (1), (4), or (5),* 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~~ *service, as* described in ~~subparagraph (A).~~ *paragraph (1), (4), or (5).*

**SEC. 4.** *Section 66513.4 is added to the Government Code, to read:*

**66513.4.** *The transit agencies in the region shall establish a regional transit coordinating council to undertake the activities designated for the council in this title. The council shall consist of executive directors or general managers, or their designees, representing transit agencies, as well as the executive director of the commission, or their designee.*

~~SEC. 4.~~ **SEC. 5.** Section 66513.5 is added to the Government Code, to read:

**66513.5.** (a) The commission, in ~~consultation~~ *coordination* with the regional transit coordinating council established pursuant to Section ~~29142.4 of the Public Utilities Code,~~ *66513.4,* shall develop and adopt a Connected Network Plan. Subject to appropriation in the annual Budget Act or the availability of ~~private nonstate~~ *other* funding *provided* for this purpose, the commission shall complete the Connected Network Plan on or before ~~March~~ *July* 31, 2024. In the absence of an appropriation in the annual Budget Act or *other sufficient* funding



made ~~available by a private nonstate source~~; *available for this purpose*, 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 *the* California Transportation Plan updated pursuant to Section ~~65071~~; *65071 within the timeframe established by the Connected Network Plan*.

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

(3) ~~Establish~~ *Identify* a transit priority network for the region that ~~identifies~~ *does both of the following*:

(A) *Identifies* corridors that will most benefit from improvements that support fast and reliable transit service that avoids conflict with traffic congestion.

(B) *Includes recommendations regarding both of the following*:

(i) *An approach for coordination with right-of-way owners, including the Department of Transportation and local jurisdictions, on the development and implementation of transit priority improvements on corridors, arterials, and roadways where public transit operates.*

(ii) *Updates to Department of Transportation design standards and policies to include transit priority improvements.*

(4) Identify service-level standards for ~~different parts of the network~~ *connected network transit corridors and hubs identified pursuant to paragraph (2)* 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 major regional ~~amenities, including, but not limited to, educational institutions, medical facilities, and major recreational destinations~~; *amenities*.

(5) Identify operating and capital funding needs associated with the Connected Network ~~Plan~~; *Plan and its potential impacts to farebox revenue*.

(c) *In implementing any provision of this section, transit agencies shall fulfill all applicable requirements under Title VI of the federal Civil Rights Act of 1964 (Public Law 88-352) regarding service and fare changes.*

**SEC. 5. SEC. 6.** Section 66516.1 is added to the Government Code, to read:

**66516.1.** (a) (1) ~~Consistent with Section 66516, on or before~~ *Consistent with Section 66516, on or before* December 31, 2023, the ~~commission~~ *regional transit coordinating council, in coordination with the commission*, shall *develop and* 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~~; *structure, and shall submit the integrated transit fare structure for review and approval by the commission. After approval by the commission, each of the region's transit agencies shall present the integrated transit fare structure to its governing board for consideration within 90 days. The integrated transit fare structure shall become effective on or before July 1, 2024.*

~~(2) The commission, in consultation with the regional transit coordinating council described in paragraph (1), shall annually review the integrated transit fare structure to determine if updates are 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.~~

*(2) The regional transit coordinating council, in consultation with the commission, shall review the integrated transit fare structure to determine if updates are necessary no less than once per year, and shall recommend updates as needed based on that review and consultation. Any changes to the integrated transit fare structure recommended by the regional transit coordinating council shall be subject to the approval of the commission and the board of each transit agency.*

(b) (1) The integrated *transit* fare structure shall include ~~all of the following: common definitions for adults, youth, seniors, persons with disabilities, and other categories.~~

~~(1) No-cost 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, 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) Common transfer rules for local fares, such as means for validation.~~

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

(2) The integrated transit fare structure may include common transfer rules for local fares, such as the duration of transfer validity.

(c) (1) On or before July 1, 2023, the regional transit coordinating council, in coordination with the commission, shall establish a pilot program to develop and adopt, for the purposes of a period of at least one year and no more than three years, a common system of no-cost 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, 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. The governing board of each transit agency in the region shall approve participation in the common system of no-cost local transit service transfers and reduced-cost regional transit service transfers for the pilot program upon the fulfillment of all applicable requirements of Title VI of the federal Civil Rights Act of 1964 (Public Law 88-352). If the pilot program is longer than 18 months, a transit agency may withdraw from the pilot program after 18 months if it is determined by the commission, in coordination with the regional transit coordinating council, that insufficient funding exists to offset the annual financial impact of the pilot program.

(2) On or before October 30, 2023, the commission shall allocate funding to offset the anticipated annual financial impact for the pilot program established pursuant to paragraph (1).

(3) The pilot program established pursuant to paragraph (1) shall commence no later than January 1, 2024, or upon deployment of the Next Generation Clipper Fare Payment System, whichever is sooner.

(4) The commission, in consultation with the regional transit coordinating council, shall prepare a report evaluating the pilot program established pursuant to paragraph (1) and shall present the report at a public meeting at least 90 days before the conclusion of the pilot program. If the report includes recommendations for the continuation of a common system of no-cost local transit service transfers and reduced-cost regional transit service transfers, the commission shall also propose a long-term funding plan, informed by data generated during the pilot program, in the report.

(5) The common system of no-cost local transit service transfers and reduced-cost regional transit service transfers may be incorporated into the integrated transit fare structure upon the conclusion of the pilot program.

~~(c)~~

(d) On or before March 31, 2024, ~~the commission, in consultation with the~~ regional transit coordinating ~~council described in subdivision (a);~~ council, in coordination with the commission, 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.~~ developed pursuant to this paragraph. The member transit agencies of the regional transit coordinating council that provide regional transit services shall develop the common fare structure for regional transit services in coordination with the commission and shall present a draft of the policy at a public meeting at least 30 days before its adoption.

(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;~~ basis, except for paratransit service as required by Section 37.121 of Title 49 of the Code of Federal Regulations.

~~(d)~~if

*(e) On or before January 1, 2032, 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 ~~(e)~~ (d) to implement a multiagency pass, as described in paragraph (2) of subdivision ~~(e)~~, (d), over a three-year period, that policy shall be incorporated into the integrated ~~regional transit~~ fare structure ~~and implemented~~ on a pilot basis for three years. *Participation in the pilot by a transit agency shall be subject to approval by its governing board.**

~~(e)~~

*(f) 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 ~~(e)~~ (d) to implement a common fare structure for regional transit services as described in paragraph (1) of subdivision ~~(e)~~, (d), over a three-year period, that policy shall be incorporated into the integrated ~~regional transit~~ 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):~~ *the member transit agencies of the regional transit coordinating council that provide regional transit services, in coordination with the commission. Participation in the pilot by a transit agency that provides regional transit service shall be subject to approval by its governing board.**

*(g) At the conclusion of the second year of each three-year pilot program established pursuant to subdivision (e) or (f), the commission, in consultation with the regional transit coordinating council, shall prepare a report evaluating the pilot program and shall present the report at a public meeting at least 180 days before the conclusion of the pilot program. If the report includes recommendations for the continuation of a common fare structure for regional transit services or a multiagency pass, as applicable, the commission shall include a long-term funding plan for the continuation of that activity in the report.*

~~(f)~~

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

~~(g)~~

*(i) 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 *transit* 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,~~ *demonstrated negative impacts to existing transit service levels,* 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.*

~~(h)~~

*(j) This section does not prohibit a transit agency from offering *distinct* free or discounted transit fares for the categories of riders described in paragraph ~~(3)~~ (1) of subdivision (b).*

*(k) In implementing any provision of this section, transit agencies and the commission shall fulfill all applicable requirements under Title VI of the federal Civil Rights Act of 1964 (Public Law 88-352) regarding service and fare changes. If a transit agency requires additional time to comply with those requirements, the operative dates in this section may be extended by the regional transit coordinating council or the commission.*

*(l) The operation of a transportation system is a core municipal affair as enumerated in Section 9 of Article XI of the California Constitution. Nothing in this section shall be construed to interfere in or dilute the powers, duties, and responsibilities provided by the California Constitution's charter city home rule provisions.*

*(m) Nothing in this section shall be construed to interfere with or dilute the powers, duties, and responsibilities granted to transit agencies, including those described in paragraph (6) of subdivision (b) of Section 66502 and those set forth in Division 10 (commencing with Section 24501) and Division 16 (commencing with Section 160000) of the Public Utilities Code.*

*(n) For purposes of this section, "regional transit coordinating council" means the regional transit coordinating council established pursuant to Section 66513.4.*

**SEC. 6.**~~SEC. 7.~~ 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~~ *coordination* with the regional transit coordinating council established pursuant to Section ~~29142.4 of the Public Utilities Code,~~ *66513.4*, shall, on or before July 1, 2025, do both of the following:

(A) Develop a comprehensive, standardized regional transit mapping and wayfinding system, including standards and resources to ~~display~~ *convey* information on print, digital, and interactive media, common branding, and a shared digital mapping platform. The system shall identify the standards that are required and the standards that allow for customization, including the manner in which existing transit agency branding may be permitted. The system shall ~~assess and identify~~ *assess, identify, and incorporate* 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) Any new investments to mapping and wayfinding, including replacement and upgrades, made by any of the region's transit agencies shall 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 standardized regional transit mapping and wayfinding system 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~~ *coordination* 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.

(f) Transit agencies shall make every effort to comply with the requirements of this section without affecting existing *transit* service levels. If the commission determines that one of the region's transit agencies is out of compliance with subdivision (b), 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,~~ *demonstrated negative impacts to existing transit service levels*, 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.**~~SEC. 8.~~ 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 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,~~ [66513.4](#), 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, 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.

(3) Each of the region's transit agencies shall comply with the standards established pursuant to this subdivision and shall share their data with the commission in a format that is compatible with the ~~standards.~~ [standards or other format approved by the commission on an interim basis.](#)

(c) The commission shall coordinate the activities of the region's transit agencies pursuant to subdivision (b), 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.

(f) Transit agencies shall make every effort to comply with the requirements of this section without affecting [existing](#) transit service levels. If the commission determines that one of the region's transit agencies is out of compliance with subdivision (b), 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,~~ [demonstrated negative impacts to existing transit service levels](#), 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.~~ SEC. 9.** 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.