

SB 917 (Becker) – Staff Update and Recommendation

TITLE: Seamless Transit Transformation Act

AUTHOR: Senator Becker (D-Menlo Park)

SPONSORS: Bay Area Council, Seamless Bay Area, TransForm

CURRENT POSITION: Support if Amended

STAFF RECOMMENDATION: Support

BACKGROUND/UPDATE: Senate Bill (SB) 917 would enact the Seamless Transit Transformation Act to improve coordination and integration among the Bay Area's 27 transit operators. On March 24, 2022, the Board adopted a *Support if Amended* position on SB 917 and authorized staff to pursue an outlined set of amendments with the author's office. Since that time, BART staff, in collaboration with staff from other Bay Area transit operators and the Metropolitan Transportation Commission (MTC), worked with the author's office and Seamless Bay Area on two rounds of bill amendments.

On June 9, the Board was provided an update on amendments made to the bill on April 18. Staff also identified continued areas of concerns for the District including conflicts with the Board's fare setting authority, an ill-defined regional transit coordinating council, and a desire to see language referencing the Federal Title VI requirements transit agencies must comply with prior to making a fare or service change.

Following continued discussions with transit operators, MTC, and the bill sponsors, the author's office submitted a second round of amendments, which came into print on June 20. A summary of SB 917, as amended on June 20, is below.

Regional Transit Coordinating Council (Section 4)

- Transit agencies in the region shall establish a regional transit coordinating council (RTCC) to undertake designated activities. The RTCC shall consist of executive directors or general managers, or their designees, representing transit agencies as well as the executive director of MTC, or their designee.

Connected Network Plan (Section 5)

- MTC, in coordination with the RTCC, shall develop a Connected Network Plan (the Plan) on or before July 31, 2024, subject to an appropriation in the State Budget or the availability of other funding provided for this purpose. In the absence of an appropriation or other sufficient funding, MTC shall complete the Plan by December 31, 2025.
- New language specifies the Plan shall identify a transit priority network for the region and include recommendations on the following:
 - An approach to coordinating with right-of-way owners, including the Department of Transportation (Caltrans) and local jurisdictions, on the development and implementation of transit priority improvements on corridors, arterials, and roadways where public transit operates.
 - Updates to Caltrans design standards and policies to include transit priority improvements.
- The Plan shall identify service-level standards for connected network transit corridors and hubs in the region. The Plan shall also identify operating and capital funding needs and its potential impacts to farebox revenue.
- Language is added to clarify that transit agencies shall fulfill all applicable requirements under Title VI of the Civil Rights Act of 1964, pertaining to changes to fares or service, in implementing any provisions of the Plan.

Integrated Transit Fare Structure (Section 6)

Development and Adoption

- Amendments create a revised structure for the development and adoption of an integrated transit fare structure that preserves transit agency board authority. Specifically:
 - On or before December 31, 2023, the RTCC, in coordination with MTC, shall develop and adopt an integrated transit fare structure, which shall be submitted to MTC for review and approval.
 - After adoption by MTC, each of the region's agencies shall present the fare structure to its governing board for consideration within 90 days.
 - The integrated fare structure shall become effective on or before July 1, 2024, if all Title VI requirements are fulfilled by agencies.
 - The RTCC shall review the integrated fare structure, in consultation with MTC, no less than once per year to determine if updates are needed and recommend changes. Any changes recommended by the RTCC shall be approved by MTC and transit agency boards.
- The integrated fare structure *shall* include common definitions for adults, youth, seniors, persons with disabilities, and other categories and *may* include common transfer rules for local fares, such as the duration of transfer validity.
- On or before October 1 of each year, each of the region's transit agencies shall notify the RTCC of any proposed fare changes in order to facilitate changes to the integrated fare structure for the following year.

Pilot for No-Cost Local and Reduced-Cost Regional Transfers

- New language is inserted regarding a pilot program for no-cost local transit service transfers and reduced-cost regional service transfers:
 - On or before July 1, 2023, the RTCC, in coordination with MTC, shall establish a pilot program to develop and adopt a common system of no-cost local and reduced-cost regional transfers for a period of at least one year and at most three years.
 - On or before October 30, 2023, MTC shall allocate funding to offset the anticipated annual financial impact for the pilot program.
 - The governing board of each agency in the region shall approve of participation in the pilot program upon the fulfillment of all applicable requirements under Title VI.
 - The pilot period shall commence no later than January 1, 2024, or upon deployment of Next Generation Clipper, whichever is sooner.
 - If the pilot period is longer than 18 months, an agency may withdraw from the pilot program if it is determined by MTC, in coordination with the RTCC, that insufficient funding exists to offset the annual financial impact of the pilot program.
 - A report evaluating the pilot shall be prepared by MTC, in consultation with the RTCC, and be presented at a public meeting at least 90 days prior to 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, MTC shall propose a long-term funding plan, informed by data generated during the pilot.
 - The common system of no-cost local and reduced-cost regional transit service transfers may be incorporated into the integrated fare structure upon the conclusion of the pilot period.

Pilots for a Common Fare Structure for Regional Transit Service and a Multiagency Pass

- Amendments specify that on or before March 31, 2024, the RTCC shall coordinate with MTC to develop an estimate of the anticipated annual financial impact of implementing the following policies:
 - A common fare structure for regional transit services.
 - A multi-agency pass, which may include a cap, that allows access to local and regional transit services on a daily or monthly basis. The requirement that the pass offer access to local and

regional services for one set price was deleted to allow for additional flexibility in pass products.

- Members of the RTCC that provide regional service shall develop, in coordination with MTC, the common fare structure for regional service and present a draft of the policy at a public meeting at least 30 days before adoption.
- By January 1, 2032, if MTC or agencies secure sufficient funding to offset the financial impact to implement a multiagency pass over a three-year period, that policy shall be incorporated into the integrated transit fare structure on a pilot basis for three years.
- If MTC or agencies secure sufficient funding to offset the ongoing annual net cost to implement a common fare structure for regional transit services over a three-year period, that policy shall be incorporated into the integrated transit fare structure on a pilot basis for three years.
- A transit agency's participation in either pilot program shall be subject to approval by its governing board.
- The timing of implementation for the common regional fare structure shall be determined by the members of the RTCC that provide regional service, in coordination with MTC.
- MTC shall prepare a report, in consultation with the RTCC, at the conclusion of the second year of a pilot program, to be presented 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 regional fare structure or multi-agency pass, MTC shall propose a long-term funding plan.

Preservation of Transit Agency Governing Authority

In addition to provisions described above, amendments acknowledge the following:

- Nothing in Section 6 of the bill, regarding fare structures, shall be construed to interfere in or dilute the powers, duties and responsibilities of transit agencies provided in the California Constitution's charter city home rule provisions or in other statutes that ascribe these powers, duties and responsibilities to transit agencies.
- In implementing any provision of the Connected Network Plan (Section 5) or integrated fare structure (Section 6), transit agencies must fulfill all requirements under Title VI of the Civil Rights Act of 1964 for changes to fares or service; if an agency requires additional time to complete these requirements, deadlines for implementation may be extended by the RTCC or MTC.
- Nothing in Section 6 of the bill shall prohibit a transit agency from offering its own distinct free or discounted fare program for the categories of riders for which the integrated fare structure shall develop common definitions: adults, youth, seniors, persons with disabilities, and other categories.

Mapping and Wayfinding (Section 7)

- Amendments specify that MTC, in coordination with the RTCC, shall, on or before July 1, 2025, develop a standardized regional transit mapping and wayfinding system.
- Technical changes state the regional transit mapping and wayfinding system shall be accessible and usable by people with disabilities.

Real Time Transit Data/Open Data Standards (Section 8)

- Amendments allow for an agency to share data with MTC in a format approved by MTC on an interim basis, as some agencies may need additional time to comply with the standards established on or before July 1, 2023.

Compliance with Act and Withholding State Transit Assistance (STA) Funds

- Amendments specify that, if an agency is unable to comply with provisions within Sections 6 through 8 of the bill due to demonstrated negative impacts to existing service levels, it shall submit to MTC a request for additional funding or an exemption from requirements.

DISTRICT CONCERNS ADDRESSED: Considering the progress made to address concerns raised by the District and other transit operators, staff recommend the Board adopt a *Support* position on SB 917.

Transit Agency Board Approvals - As amended, SB 917 clearly identifies the role transit agency governing boards will play in approving various elements of the integrated transit fare structure. The bill was previously silent on the role of agency boards and granted MTC most of the decision-making authority. The bill now specifies transit agency governing boards shall approve the initial integrated transit fare structure developed by the RTCC and MTC, any future changes to the structure, and an agency's participation in any of the proposed pilot programs. Language is also added to clarify that nothing within the integrated transit fare structure shall be construed to interfere in or dilute the powers, duties and responsibilities of agencies provided in the California Constitution's charter city home rule provisions or other enabling statutes.

Definition and Authority of the RTCC – Recent amendments seek to define and recast the role of the RTCC. Initially, staff had concerns the RTCC was not well defined, yet responsible for coordinating with MTC on several of the bill's mandates. A new definition of the RTCC was drafted by a working group of transit agencies and allows an agency and MTC to have representation. The role of the RTCC was also substantially amended to make it the lead on establishing the integrated transit fare structure and coordinating the various fare pilot programs.

Federal Title VI Requirements – Transit agencies requested amendments of the author to recognize the Federal Title VI requirements agencies must comply with when proposing fare or service changes. These requirements include conducting a Title VI Equity Analysis, public outreach, and a public hearing process, which should factor into any regionally coordinated fares or service. It was not intended to have SB 917 conflict with federal transit law; therefore, amendments clarify transit agencies and MTC shall fulfill all applicable Title VI requirements prior to implementing any of the bill's mandates. If agencies require additional time to comply with these requirements, operative dates may be extended by the RTCC or MTC.

Funding - The identification of funding to implement the bill's requirements has been an ongoing concern expressed to the author. Amendments make the bill's fare pilots contingent on the RTCC and MTC developing estimates of the anticipated annual financial impacts and there being sufficient funding to offset the annual net costs. Each of the pilot programs require an evaluation report, and if there is a recommendation to continue any of the individual fare policies a long-term funding plan shall be proposed.

KNOWN SUPPORT/OPPOSITION: Support: Bay Area Council (co-sponsor), Seamless Bay Area (co-sponsor), TransForm (co-sponsor), 350 Bay Area Action, 350 Silicon Valley, 50 Acterra Action for A Healthy Planet, Alameda County Democratic Central Committee, Arc Alternative and Renewable Construction LLC, Association for Commuter Transportation, California YIMBY, Center for Independent Living, INC., City of Half Moon Bay, City of Oakland, City of San Mateo, Climate Reality Project: Silicon Valley, East Bay for Everyone, East Bay Housing Organizations, East Bay Transit Riders Union, Elders Climate Action, NorCal and SoCal Chapters, Friends of Caltrain, Friends of Smart, Generation Housing, Greenbelt Alliance, Housing Leadership Council of San Mateo County, Joint Venture Silicon Valley, Menlo Spark, Metropolitan Transportation Commission, North Bay Leadership Council, Pacifica Climate Committee, San Francisco League of Conservation Voters, SF.CITI, Silicon Valley Chamber Coalition, Silicon Valley Youth Climate Action, Spur, Sustainable Marin, Sustainable Silicon Valley, Walk San Francisco, Wellstone Democratic Renewal Club, Youth Leadership Institute San Mateo

Opposition: None on file.

STATUS: Passed and the Senate Floor (31-3) on May 23. Currently scheduled for a hearing in the Assembly Committee on Transportation on June 27.

AMENDED IN ASSEMBLY JUNE 20, 2022

AMENDED IN SENATE APRIL 18, 2022

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 3, 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.
State-mandated local program: yes.

The people of the State of California do enact as follows:

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

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

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

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

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

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

29 (e) In response to the COVID-19 pandemic, in May 2020, the
30 Metropolitan Transportation Commission convened a 32-member
31 Blue Ribbon Transit Recovery Task Force composed of transit
32 agency managers, advocates, and elected officials, to coordinate
33 transit recovery efforts and identify reforms that would position
34 the bay area’s transit system to emerge from the pandemic stronger

1 and more connected than before and to help recover and grow
2 transit ridership.

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

8 (g) In November 2021, the region's Fare Integration Task Force,
9 co-led by Bay Area transit agencies and the Metropolitan
10 Transportation Commission, unanimously adopted a policy vision
11 statement supporting the ~~advancement~~ *further development* of key
12 fare integration ~~policies~~, *policies pending available resources and*
13 *technical considerations*, including deployment of an all-agency
14 transit pass, reduced cost transfers, and *a refined vision for a*
15 common fare structure for regional transit services.

16 (h) Although the Legislature has generally authorized the
17 Metropolitan Transportation Commission to set rules and
18 regulations related to transit fare coordination and transit
19 connectivity, to ~~ensure~~ *preserve local transit agency board*
20 *authorities and responsibilities, while ensuring* that the
21 recommendations emerging from the Bay Area Transit
22 Transformation Action Plan are implemented by the region's transit
23 agencies in a timely manner and for the benefit of current and
24 future transit riders, this act is necessary.

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

27 66502. (a) There is hereby created, as a local area planning
28 agency and not as a part of the executive branch of the state
29 government, the Metropolitan Transportation Commission to
30 provide comprehensive regional transportation planning for the
31 region comprised of the City and County of San Francisco and the
32 Counties of Alameda, Contra Costa, Marin, Napa, San Mateo,
33 Santa Clara, Solano, and Sonoma.

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

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

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

39 (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

1 ~~nonstate~~ *other funding provided* for this purpose, the commission
2 shall complete the Connected Network Plan on or before ~~March~~
3 *July 31, 2024*. In the absence of an appropriation in the annual
4 Budget Act or *other sufficient funding made available by a private*
5 ~~nonstate source~~, *available for this purpose*, the commission shall
6 complete the Connected Network Plan by December 31, 2025.

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

8 (1) Be consistent with the State Rail Plan required pursuant to
9 Section 14036 and *the California Transportation Plan updated*
10 ~~pursuant to Section 65071~~: *65071 within the timeframe established*
11 *by the Connected Network Plan*.

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

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

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

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

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

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

27 (4) Identify service-level standards for ~~different parts of the~~
28 ~~network~~ *connected network transit corridors and hubs identified*
29 *pursuant to paragraph (2) to optimize access across the region,*
30 *particularly for low-income and transit-dependent populations,*
31 *corresponding to different density and land use conditions,*
32 *including by doing both of the following*:

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

36 (B) *Quantifying access to jobs, housing, and major regional*
37 *amenities, including, but not limited to, educational institutions,*
38 *medical facilities, and major recreational destinations*: *amenities*.

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

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

8 ~~SEC. 5.~~

9 SEC. 6. Section 66516.1 is added to the Government Code, to
10 read:

11 66516.1. (a) (1) ~~Consistent with Section 66516, on~~ *On or*
12 *before December 31, 2023, the* ~~commission~~ *regional transit*
13 *coordinating council, in coordination with the commission, shall*
14 *develop and adopt an integrated transit fare structure that will*
15 *become effective on or before July 1, 2024. The integrated transit*
16 *fare structure shall be developed in consultation with the regional*
17 *transit coordinating council established pursuant to Section 29142.4*
18 ~~of the Public Utilities Code.~~ *structure, and shall submit the*
19 *integrated transit fare structure for review and approval by the*
20 *commission. After approval by the commission, each of the region's*
21 *transit agencies shall present the integrated transit fare structure*
22 *to its governing board for consideration within 90 days. The*
23 *integrated transit fare structure shall become effective on or before*
24 *July 1, 2024.*

25 (2) ~~The commission, in consultation with the regional transit~~
26 ~~coordinating council described in paragraph (1), shall annually~~
27 ~~review the integrated transit fare structure to determine if updates~~
28 ~~are necessary, and shall make updates based on the review and~~
29 ~~consultation.~~

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

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

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

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

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

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

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

18 (c) (1) *On or before July 1, 2023, the regional transit*
19 *coordinating council, in coordination with the commission, shall*
20 *establish a pilot program to develop and adopt, for the purposes*
21 *of a period of at least one year and no more than three years, a*
22 *common system of no-cost local transit service transfers and*
23 *reduced-cost regional transit service transfers, regardless of*
24 *whether transfers are between the same transit agency or multiple*
25 *transit agencies, except if the transfer is to a cable car service. In*
26 *the case of a transfer to a cable car service, the San Francisco*
27 *Municipal Transportation Agency may determine the appropriate*
28 *transfer fare policy. The governing board of each transit agency*
29 *in the region shall approve participation in the common system of*
30 *no-cost local transit service transfers and reduced-cost regional*
31 *transit service transfers for the pilot program upon the fulfillment*
32 *of all applicable requirements of Title VI of the federal Civil Rights*
33 *Act of 1964 (Public Law 88-352). If the pilot program is longer*
34 *than 18 months, a transit agency may withdraw from the pilot*
35 *program after 18 months if it is determined by the commission, in*
36 *coordination with the regional transit coordinating council, that*
37 *insufficient funding exists to offset the annual financial impact of*
38 *the pilot program.*

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

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

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

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

21 ~~(e)~~

22 ~~(d) On or before March 31, 2024, the commission, in~~
23 ~~consultation with the regional transit coordinating council described~~
24 ~~in subdivision (a), council, in coordination with the commission,~~
25 ~~shall develop an estimate of the anticipated annual financial impact~~
26 ~~associated with implementing each of the following policies:~~

27 ~~(1) A common fare structure for regional transit services by~~
28 ~~which trips involving one or more regional transit services are~~
29 ~~priced equivalently, developed pursuant to this paragraph. The~~
30 ~~member transit agencies of the regional transit coordinating~~
31 ~~council that provide regional transit services shall develop the~~
32 ~~common fare structure for regional transit services in coordination~~
33 ~~with the commission and shall present a draft of the policy at a~~
34 ~~public meeting at least 30 days before its adoption.~~

35 ~~(2) A multiagency pass, which may include a cap, that allows~~
36 ~~access to local transit services and regional transit services provided~~
37 ~~by the region's transit agencies on a daily or monthly basis for one~~
38 ~~set price, basis, except for paratransit service as required by Section~~
39 ~~37.121 of Title 49 of the Code of Federal Regulations.~~

40 ~~(d) If~~

1 (e) *On or before January 1, 2032, if the commission or transit*
2 *agencies secure sufficient additional funding to offset the annual*
3 *net cost based on the financial impact estimate prepared pursuant*
4 *to subdivision-(e) (d) to implement a multiagency pass, as described*
5 *in paragraph (2) of subdivision-(e); (d), over a three-year period,*
6 *that policy shall be incorporated into the integrated-regional transit*
7 *fare structure-and implemented on a pilot basis for three years.*
8 *Participation in the pilot by a transit agency shall be subject to*
9 *approval by its governing board.*

10 ~~(e)~~
11 (f) *If the commission or transit agencies secure sufficient*
12 *additional funding to offset the ongoing annual net cost based on*
13 *the financial impact estimate prepared pursuant to subdivision-(e)*
14 *(d) to implement a common fare structure for regional transit*
15 *services as described in paragraph (1) of subdivision-(e); (d), over*
16 *a three-year period, that policy shall be incorporated into the*
17 *integrated-regional transit fare structure and be implemented on*
18 *a pilot basis for three years. The commission shall develop this*
19 *common fare structure for regional transit services in consultation*
20 *with the regional transit coordinating council described in*
21 *subdivision (a) and shall present a draft of the policy at a public*
22 *meeting at least 30 days before its adoption. The timing of when*
23 *the policy shall take effect shall be determined by the commission*
24 *in consultation with the regional transit coordinating council*
25 *described in subdivision (a); the member transit agencies of the*
26 *regional transit coordinating council that provide regional transit*
27 *services, in coordination with the commission. Participation in*
28 *the pilot by a transit agency that provides regional transit service*
29 *shall be subject to approval by its governing board.*

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

40 ~~(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*

1 *in or dilute the powers, duties, and responsibilities provided by*
2 *the California Constitution's charter city home rule provisions.*

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

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

12 ~~SEC. 6.~~

13 SEC. 7. Section 66516.7 is added to the Government Code, to
14 read:

15 66516.7. (a) The Legislature finds and declares both of the
16 following:

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

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

24 (b) (1) The commission, in ~~consultation~~ *coordination* with the
25 regional transit coordinating council established pursuant to Section
26 ~~29142.4 of the Public Utilities Code, 66513.4~~, shall, on or before
27 July 1, 2025, do both of the following:

28 (A) Develop a comprehensive, standardized regional transit
29 mapping and wayfinding system, including standards and resources
30 to ~~display~~ *convey* information on print, digital, and interactive
31 media, common branding, and a shared digital mapping platform.
32 The system shall identify the standards that are required and the
33 standards that allow for customization, including the manner in
34 which existing transit agency branding may be permitted. The
35 system shall ~~assess and identify~~ *assess, identify, and incorporate*
36 standards required for wayfinding information to be accessible
37 and usable by people with disabilities.

38 (B) Develop an implementation and maintenance strategy and
39 funding plan to deploy the comprehensive, standardized regional

1 transit mapping and wayfinding system. The commission may
2 adopt a phased deployment of the system.

3 (2) Any new investments to mapping and wayfinding, including
4 replacement and upgrades, made by any of the region's transit
5 agencies shall adhere to the standardized regional transit mapping
6 and wayfinding system and implementation and maintenance
7 strategy and funding plan developed pursuant to this subdivision.

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

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

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

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

1 ~~SEC. 7.~~

2 SEC. 8. Section 66516.8 is added to the Government Code, to
3 read:

4 66516.8. (a) The Legislature finds and declares all of the
5 following:

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

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

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

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

20 (b) (1) On or before July 1, 2023, the commission shall establish
21 open data standards, in consultation with the regional transit
22 coordinating council established pursuant to ~~Section 29142.4 of~~
23 ~~the Public Utilities Code, 66513.4,~~ that are aligned with, but may
24 exceed, any data standards adopted by the state to provide real-time
25 transit vehicle location, arrival and departure times and predictions,
26 and service alerts data to transit riders, and shall assist in the
27 analysis of transit service to improve service quality. A transit
28 agency may elect not to disclose vehicle location information if it
29 can otherwise comply with the open data standards related to
30 providing arrival and departure times and predictions. The
31 commission shall update the open data standards, in consultation
32 with the regional transit coordinating council described in this
33 paragraph, as needed.

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

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

1 (c) The commission shall coordinate the activities of the region's
2 transit agencies pursuant to subdivision (b), disseminate data
3 collected pursuant to this section to third parties, and develop an
4 implementation and funding plan for deployment of real-time
5 information.

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

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

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

32 ~~SEC. 8:~~

33 *SEC. 9.* If the Commission on State Mandates determines that
34 this act contains costs mandated by the state, reimbursement to
35 local agencies and school districts for those costs shall be made
36 pursuant to Part 7 (commencing with Section 17500) of Division
37 4 of Title 2 of the Government Code.