Bill Summary: AB 2057 (Chiu) // Bay Area Seamless Transit Act

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Vision: A seamlessly integrated world-class public transit system that enables people to move easily, affordably, and sustainably throughout the Bay Area.

SUMMARY

AB 2057 (Chiu), The Bay Area Seamless Transit Act, will take steps to align and integrate the San Francisco Bay Area's disparate 27 public transit systems into a unified, equitable, efficient, and resilient network that will offer a competitive alternative to driving for more Bay Area residents. Specifically, AB 2057:

- Establishes clear requirements for coordinated public transit within the Bay Area, including coordinated routes, service, fares, schedules, wayfinding, and long-term planning.
- Creates the Bay Area Seamless Transit Task Force to identify a lead Bay Area Transportation Network Manager entity with the mandate to oversee a seamless system, and reform existing transit agencies and funding sources to support an integrated, customer-focused network.

As the Bay Area recovers from COVID-19, AB 2057 enables the rebuilding of a stronger, more coordinated transit system that will be more resilient in future emergencies — and attract many more riders.

BACKGROUND

California invests billions each year to promote sustainable transportation in the San Francisco Bay Area, yet these investments are failing to improve mobility or reduce driving. From 2001-2016:

- Transit ridership per capita in the Bay Area fell by 10%
- Average bus speeds declined by 9%, while commute times for transit users increased 12%
- Time spent in congestion increased by 65%

People in the Bay Area experience public transportation that is unreliable, difficult to use, inefficient, and inequitable, preventing people from adopting more sustainable forms of travel, and disproportionately burdening low income and vulnerable populations.

The ineffectiveness of Bay Area transit is linked to governance and funding. Numerous programs distribute funds to dozens of minimally coordinated Bay Area agencies and jurisdictions with weak accountability measures to promote <u>efficiency</u>, coordination, and <u>alignment with state goals</u>.

Expanding use of new technology, including networked ride-hailing and autonomous vehicle technology, have also created new urgency to reform the way transportation is planned, funded, and governed. Without reforms, these technologies may contribute to worsening congestion, higher emissions, and greater inequality, rather than improved mobility and access.



The Bay Area has 27 transit agencies and dozens of other transportation entities with no common vision and minimal coordination. AB-2057 will initiate a process of governance reform to create a seamless, customer-focused, efficient transit system.

BAY AREA SEAMLESS TRANSIT ACT

AB 2057 initiates a process of governance reform for Bay Area transportation agencies to ensure that state and regional investments in public transit result in improved mobility, greater resilience during emergencies, expanded access, and reduced greenhouse gas emissions.

AB 2057 creates a *Bay Area Seamless Transit Task Force*, which must submit a report to the Legislature by Jan 1, 2023 recommending reforms to the Bay Area's dozens of transportation agencies and funding sources to maximize the performance of the entire public transit system. The Task Force will:

- Analyze the collective performance of all Bay Area transportation agencies, including transit agencies, county transportation authorities, MTC, and Caltrans.
- Recommend institutional and funding reforms, including future legislation, that enable seamless integration of all forms of transportation, promote efficiency, and support state climate goals. Reforms may include agency mergers and dissolutions.
- Recommend the structure and governance of a Transportation Network Manager entity for the Bay Area, which may be an existing, modified, or new institution, with the mandate and authority to integrate all aspects of public transit. The Transportation Network Manager would develop:
 - <u>A long-range transit strategic plan</u>, a frequent rapid transit network plan, an investment plan;
 - <u>Regional standards</u> for a consistent, world-class transit experience across the region including standards for quality of service, customer information, and coordinated fares.
 - Policies to ensure buses don't get stuck in traffic on state and local roads.

The Task Force will include 19 members, to be confirmed by the Secretary of Transportation:

- (1) California State Transportation Agency (CalSTA) appointee;
- (1) Appointee each from the Governor, Speaker, and Pro Tem;
- (3) Bay Area local elected officials, appointed by MTC;
- (3) Bay Area public transit agency representatives, appointed by the Clipper Executive Board;
- (2) County transportation agency representatives, appointed by the agency directors;
- (1) Organized labor representative, appointed by the Governor; and
- (2) Disadvantaged community, (1) business, (1) transit advocacy representatives, appointed by MTC.

While the Task Force is developing its recommendations, AB 2057 will require immediate steps be taken by MTC and transit agencies to introduce a consistent regional transit wayfinding information and maps.

Supporters

Seamless Bay Area (Sponsor)	San Francisco Transit Riders
TransForm	Association for Commuter Transportation, Northern California
The Greenlining Institute	Mountain View Coalition for Sustainable Planning
East Bay for Everyone	South Bay YIMBY
East Bay Center for the Blind	Silicon Valley Youth Climate Action
Bike East Bay	Silicon Valley At Home
Wellstone Democratic Club	Mothers Out Front San Francisco
Transport Oakland	Sustainable San Mateo
California YIMBY	San Jose Councilmember / VTA Board Member Raul Peralez
Sustainable Marin	