

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:
 - A long-range transit strategic plan, a frequent rapid transit network plan, an investment plan;
 - Regional standards 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)
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Silicon Valley Youth Climate Action
Silicon Valley At Home
Mothers Out Front San Francisco
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San Jose Councilmember / VTA Board Member Raul Peralez

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