



Office of the Mayor

CONSENT CALENDAR
May 11, 2021

To: Honorable Members of the City Council
From: Mayor Jesse Arreguín and Councilmember Kesarwani
Subject: Support of AB 629 - Seamless and Resilient Transit Act

RECOMMENDATION

Adopt a Resolution in support of AB 629 (Chiu), which would require the Metropolitan Transportation Commission to designate transit priority corridors to support fast and reliable transit service and to create a pilot of a multi-operator transit fare pass. Send a copy of the Resolution to Assemblymembers David Chiu and Buffy Wicks, State Senator Nancy Skinner and Governor Gavin Newsom.

BACKGROUND

The Bay Area's transportation network is a connected by different agencies with varied fare structures. While efforts have been made to improve integration, such as the creation of the Clipper Card navigating the system can still be a deterrent to the use of public transit.

AB 629, introduced by Assemblymember David Chiu, aims to make public transit in the Bay Area more integrated, seamless, and user friendly. The bill would require the Metropolitan Transportation Commission (MTC) to move forward on a variety of programs to reach this goal, including:

- Establishing and maintaining a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.
- Developing a pilot program to have an integrated fare system that would allow commuters to travel on multiple transit agencies on a fixed fare.
- Developing a comprehensive, standardized regional transit mapping and wayfinding system.

AB 629 is based off of AB 2057, which was introduced in February 2020 but shelved as a result of the COVID-19 pandemic. In May 2020, MTC launched the Blue Ribbon Transit Recovery Task Force aimed at coordinating transit recovery efforts and identifying reforms that would position the Bay Area's transit system to emerge from the pandemic stronger and more connected than before. This bill aims to work in tandem with the work of the Task Force.

FINANCIAL IMPLICATIONS

None

ENVIRONMENTAL SUSTAINABILITY

Transportation emissions account for approximately 60% of Berkeley's greenhouse gas emissions. Improving accessibility to public transit will promote the use of alternative forms of transportation, reducing commuter carbon footprints.

CONTACT PERSON

Mayor Jesse Arreguín 510-981-7100

Attachments:

- 1: Resolution
- 2: Text of AB 629

RESOLUTION NO. ##,###-N.S.

IN SUPPORT OF AB 629

WHEREAS, the Bay Area is home to multiple transit agencies, each with their own fare structures which can be discouraging for commuters who need to travel on multiple systems; and

WHEREAS, efforts to improve the integration of the region's transit agencies have taken place, such as the Clipper Card program that is used by most transit agencies; and

WHEREAS, AB 629, introduced by Assemblymember David Chiu, aims to make public transit in the Bay Area more integrated, seamless, and user friendly; and

WHEREAS, the bill will require the Metropolitan Transportation Commission to undertake several goals, including

- Establishing and maintaining a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service;
- Developing a pilot program to have an integrated fare system that would allow commuters to travel on multiple transit agencies on a fixed fare;
- Developing a comprehensive, standardized regional transit mapping and wayfinding system.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that it hereby supports AB 629.

BE IT FURTHER RESOLVED that copies of the Resolution be sent to Assemblymembers David Chiu and Buffy Wicks, State Senator Nancy Skinner, and Governor Gavin Newsom.

AMENDED IN ASSEMBLY MARCH 22, 2021

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

ASSEMBLY BILL

No. 629

Introduced by Assembly Member Chiu

February 12, 2021

An act to amend Section ~~66411.1~~ of the Government Code, relating to ~~land use~~: 66502 of, and to add Sections 66501, 66513.3, 66516.1, 66516.7, and 66516.9 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 629, as amended, Chiu. ~~Subdivisions: local ordinances. San Francisco Bay area: public transportation.~~

(1) Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.

Existing law requires the commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes.

This bill would require the commission to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to establish and maintain a transit priority network for

the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.

(2) Existing law requires the Metropolitan Transportation Commission, in coordination with a specified regional transit coordinating council, to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction.

This bill would require the commission on or before February 1, 2022, to submit a copy of a specified transit fare study undertaken by the commission to certain committees of the Legislature. The bill would require the commission to submit a report on or before January 1, 2023, to those entities on the progress of implementing the recommendations of that study.

The bill would require the commission, on or before July 1, 2023, to create a pilot program to implement an accumulator pass among multiple operators providing service in at least 3 adjacent counties.

(3) Existing law authorizes the Metropolitan Transportation Commission to improve service coordination and effectiveness in specified transit corridors by recommending improvements in those corridors, including the reduction of duplicative service and institution of coordinated service across public transit system boundaries.

This bill would require the commission, in consultation with transit agencies, on or before July 1, 2024, to develop a comprehensive, standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system. The bill would require each transit agency to use only this system by July 1, 2025, unless the commission adopts a schedule that sets out an alternate deployment timeline.

The bill would require a transit operator in the San Francisco Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information.

(4) Existing law authorizes a regional transportation agency or the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes or other toll facilities.

The bill would require, on or before January 1, 2024, the Metropolitan Transportation Commission, in partnership with the Department of Transportation and the operators of managed lanes in the San Francisco Bay area, to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit.

(5) By imposing new duties on local agencies, this bill would impose a state-mandated local program.

(6) 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.

~~The Subdivision Map Act provides that when a local ordinance requires improvements for a division of land which is not a subdivision of 5 or more lots, regulations must be limited to the dedication of rights-of-way, easements, and the construction of reasonable offsite and onsite improvements of the parcels being created. Existing law provides that a subdivider is not required to fulfill those construction requirements until a permit or other grant of approval for development of the parcel is issued, unless otherwise provided by ordinance.~~

~~This bill would make nonsubstantive changes to those provisions.~~

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~-yes. State-mandated local program: ~~no~~-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 and Resilient Bay Area Transit 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*

1 *multiple separate transit fares or being forced into costly vehicle*
2 *ownership.*

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

10 *(d) With 31 percent of bay area essential workers relying on*
11 *public transit to get to work, transit plays a critical role during*
12 *emergencies. Close coordination among agencies facilitates*
13 *prioritization of critical needs, efficient deployment of resources,*
14 *and clear communication to customers.*

15 *(e) In response to the COVID-19 pandemic, in May 2020, the*
16 *Metropolitan Transportation Commission convened a 32-member*
17 *Blue Ribbon Transit Recovery Task Force composed of transit*
18 *agency managers, advocates, and elected officials, aimed at*
19 *coordinating transit recovery efforts and identifying reforms that*
20 *would position the bay area’s transit system to emerge from the*
21 *pandemic stronger and more connected than before.*

22 *(f) In November 2020, the Blue Ribbon Transit Recovery Task*
23 *Force adopted a vision of transit transformation to “design,*
24 *adequately invest in and effectively manage a public transit*
25 *network that is inclusive, appropriately frequent, accessible,*
26 *reliable, and integrated with unified service, fares, schedules,*
27 *customer information and identity, serving all bay area*
28 *populations, resulting in increased transit ridership and reduced*
29 *growth in vehicle miles traveled.”*

30 *SEC. 3. It is the intent of the Legislature to enact subsequent*
31 *legislation that would do the following:*

32 *(a) Support the adopted vision and goals of the Blue Ribbon*
33 *Transit Recovery Task Force to enable the creation of a*
34 *high-ridership, reliable, accessible, resilient, and seamlessly*
35 *integrated public transportation system in the nine-county San*
36 *Francisco Bay area.*

37 *(b) Institutionalize transit system network management for the*
38 *nine-county San Francisco Bay area, informed by the*
39 *recommendations of the Transit Transformation Action Plan*
40 *prepared by the Blue Ribbon Transit Recovery Task Force and*

1 subsequent action taken by the Metropolitan Transportation
2 Commission.

3 SEC. 4. Section 66501 is added to the Government Code, to
4 read:

5 66501. The Legislature finds and declares that it is the policy
6 of the state that all transportation agencies in the region, including
7 the commission, congestion management agencies, and transit
8 agencies, work toward the following goals:

9 (a) Integrate all transit in the region to operate as one seamless,
10 easy-to-use, multimodal transit system from the perspective of the
11 user.

12 (b) Equitably expand and improve access to high-quality,
13 reliable, and affordable public transportation.

14 (c) Prioritize institutional reforms that support the creation of
15 a more seamless and resilient public transportation network.

16 SEC. 5. Section 66502 of the Government Code is amended to
17 read:

18 66502. (a) There is hereby created, as a local area planning
19 agency and not as a part of the executive branch of the state
20 government, the Metropolitan Transportation Commission to
21 provide comprehensive regional transportation planning for the
22 region comprised of the City and County of San Francisco and the
23 Counties of Alameda, Contra Costa, Marin, Napa, San Mateo,
24 Santa Clara, Solano, and Sonoma.

25 ~~As used in this title, "region" means the region described in this~~
26 ~~section.~~

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

28 (1) "Commission" means the Metropolitan Transportation
29 Commission.

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

31 SEC. 6. Section 66513.3 is added to the Government Code, to
32 read:

33 66513.3. (a) The commission shall consult with transit
34 agencies, local jurisdictions, county transportation agencies, and
35 the general public to establish and maintain a transit priority
36 network for the region that designates corridors that will most
37 benefit from interventions to support fast and reliable transit
38 service. Interventions include roadway management, bus
39 infrastructure improvements, right-of-way designations, traffic
40 signal operations, traffic and parking enforcement, parking

1 restrictions, and other actions designed to provide faster and more
2 reliable transit travel. In designating corridors as part of the transit
3 priority network, the commission shall do all of the following:

4 (1) Consider transit ridership, equity, network connectivity,
5 current and future growth patterns, and the importance of the
6 segment to the overall transit network.

7 (2) Evaluate all road segments nominated by transit agencies,
8 local jurisdictions, and county transportation agencies.

9 (3) Consider for inclusion any high-quality bus corridor, as
10 defined in Section 65913.15.

11 (4) Include transit corridors funded through the Solutions for
12 Congested Corridors Program (Chapter 8.5 (commencing with
13 Section 2390) of Division 3 of the Streets and Highways Code).

14 (b) On or before January 1, 2024, the commission shall, in
15 partnership with the Department of Transportation and the
16 operators of managed lanes in the region, take the following steps
17 to ensure the regional managed lanes network supports seamless
18 operation of high-capacity transit:

19 (1) Develop regional policy goals, performance measures, and
20 targets that will guide decisionmaking for the buildout and
21 operation of the regional managed lanes network.

22 (2) Initiate a process with the Department of Transportation
23 and the Department of the California Highway Patrol to establish
24 options for delivering managed lanes that support reliable bus
25 travel while minimizing roadway expansions that may increase
26 vehicle miles traveled.

27 (3) Submit a report to the Legislature recommending changes
28 to state and federal law that would support a more efficient and
29 sustainable regional managed lanes network and regional
30 high-capacity transit in compliance with Section 9795. The report
31 shall also be submitted to the Senate Committee on Transportation,
32 the Assembly Committee on Transportation, and relevant
33 committees of the United States Congress.

34 SEC. 7. Section 66516.1 is added to the Government Code, to
35 read:

36 66516.1. (a) The Legislature finds and declares both of the
37 following:

38 (1) Transit riders in the region face a confusing array of fares,
39 significant variability in price for the same distance and transit

1 mode, 16 different youth discount rates, and 14 different senior
2 discount rates.

3 (2) While many transit agencies' discount programs aim to
4 advance equity and expand access to disadvantaged populations,
5 the lack of an integrated fare structure punishes low-income riders
6 who commute across transit agency boundaries.

7 (b) On or before February 1, 2022, the commission shall submit
8 a copy of the study entitled the Fare Coordination and Integration
9 Study and Business Case to the Senate Committee on
10 Transportation, and the Assembly Committee on Transportation.

11 (c) On or before January 1, 2023, the commission shall submit
12 a report to the Senate Committee on Transportation and the
13 Assembly Committee on Transportation on the progress of
14 implementing the recommendations included in the study described
15 in subdivision (b).

16 (d) On or before July 1, 2023, the commission shall create a
17 pilot program to implement an accumulator pass among multiple
18 operators providing service in at least three adjacent counties.

19 (e) For purposes of this section, "accumulator pass" means a
20 fare product that charges users for their transit usage on a per-trip
21 basis, but limits total user costs to a daily, weekly, or monthly
22 maximum amount, with the goal of incentivizing and rewarding
23 frequent transit use.

24 SEC. 8. Section 66516.7 is added to the Government Code, to
25 read:

26 66516.7. (a) The Legislature finds and declares both of the
27 following:

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

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

35 (b) The commission, in consultation with transit agencies, shall,
36 on or before July 1, 2024, do both of the following:

37 (1) Develop a comprehensive, standardized regional transit
38 mapping and wayfinding system, including common branding for
39 regional transit service and a shared digital mapping platform.
40 Standards and resources shall be developed to display this

1 *information on print, digital, and interactive media. The system*
2 *shall identify the standards that are required and the standards*
3 *that allow for customization.*

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

8 *(c) Each transit agency shall use only the comprehensive,*
9 *standardized regional transit mapping and wayfinding system by*
10 *July 1, 2025, unless the commission adopts a schedule that sets*
11 *out an alternate deployment timeline.*

12 *SEC. 9. Section 66516.9 is added to the Government Code, to*
13 *read:*

14 *66516.9. (a) The Legislature finds and declares all of the*
15 *following:*

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

19 *(2) Despite best efforts by the transit operators to adhere to*
20 *their published schedules, the conditions on the roadway, including*
21 *congestion and other unplanned delays, create unpredictability*
22 *for on-time arrivals.*

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

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

30 *(b) A transit operator in the region shall, on or before January*
31 *1, 2023, do all of the following:*

32 *(1) Use open data standards to make available all routes,*
33 *schedules, and fares in the General Transit Feed Specification*
34 *(GTFS) data format.*

35 *(2) Make real-time transit vehicle data available in*
36 *GTFS-Realtime or a similar data format considered best practice*
37 *in the industry.*

38 *(3) Track actual transmission of real-time information by transit*
39 *vehicles and report that information to the commission to ensure*
40 *that schedule predictions are available.*

1 (c) The commission shall coordinate the activities of transit
2 operators pursuant to subdivision (b), serve as the point of contact
3 for data development and dissemination to third parties, and
4 develop an implementation and funding plan for deployment of
5 real-time information.

6 SEC. 10. If the Commission on State Mandates determines that
7 this act contains costs mandated by the state, reimbursement to
8 local agencies and school districts for those costs shall be made
9 pursuant to Part 7 (commencing with Section 17500) of Division
10 4 of Title 2 of the Government Code.

11 SECTION 1. Section 66411.1 of the Government Code is
12 amended to read:

13 ~~66411.1. (a) Notwithstanding Section 66428, whenever a local~~
14 ~~ordinance requires improvements for a division of land that is not~~
15 ~~a subdivision of five or more lots, the regulations shall be limited~~
16 ~~to the dedication of rights-of-way, easements, and the construction~~
17 ~~of reasonable offsite and onsite improvements for the parcels being~~
18 ~~created. Requirements for the construction of offsite and onsite~~
19 ~~improvements shall be noticed by a statement on the parcel map,~~
20 ~~on the instrument evidencing the waiver of the parcel map, or by~~
21 ~~a separate instrument and shall be recorded on, concurrently with,~~
22 ~~or prior to the parcel map or instrument of waiver of a parcel map~~
23 ~~being filed for record.~~

24 ~~(b) Notwithstanding Section 66428, fulfillment of the~~
25 ~~construction requirements shall not be required until a permit or~~
26 ~~other grant of approval for development of the parcel is issued by~~
27 ~~the local agency or, where provided by local ordinances, until the~~
28 ~~construction of the improvements is required pursuant to an~~
29 ~~agreement between the subdivider and the local agency, except~~
30 ~~that in the absence of an agreement, a local agency may require~~
31 ~~fulfillment of the construction requirements within a reasonable~~
32 ~~time following approval of the parcel map and prior to the issuance~~
33 ~~of a permit or other grant of approval for the development of a~~
34 ~~parcel upon a finding by the local agency that fulfillment of the~~
35 ~~construction requirements is necessary for either of the following~~
36 ~~reasons:~~

37 ~~(1) The public health and safety.~~

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- 1 ~~(2) The required construction is a necessary prerequisite to the~~
- 2 ~~orderly development of the surrounding area.~~

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