



June 22, 2022

Re: Agenda #6A Legislative updates

Honorable board members,

Thank you for your attention to SB917, the Seamless Transit Transformation Act (Becker). As you know, the goal of SB917 is to advance priority items in the region's Transformation Action Plan, with the goal of recovering public transportation from the impacts of Covid by making the system more convenient, accessible and affordable for riders.

As sponsors of the bill, we appreciate the active engagement by AC Transit among multiple transit operators working together in good faith negotiations with Senator Becker's office. The bill has incorporated multiple amendments with goals of making the provisions practical to implement and preventing unintended negative consequences for transit operators and riders.

This letter itemizes amendments that have been made. Following is a link to the most recent version of the bill including the most recent amendments posted last week.

https://leginfo.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=202120220SB917

We urge the AC Transit board to review SB917 in its current form and consider taking a position of support.

Transit operator issue	Changes to address operator concern	Timing
Federal Title VI not mentioned	Bill not intended to conflict with federal law; language added confirming compliance with requirements of Title VI	June 2022
Conflicts with board fare setting authority	Includes provisions clarifying transit board review of fare structure decisions and agency participation in approving pilots	June 2022
Relative authority, MTC and transit operators	Switch language about co-development of fare policies to put Regional Transit Coordinating Council first	June 2022
Potential fiscal impact of free and reduced cost transfers	Defines this program as a pilot for 1- 3 years starting with existing dedicated funding to ensure that there is funding available for the program.	June 2022
Potential to negatively impact service levels	Language added regarding the intent to avoid negative impact on service levels. Demonstrated negative impacts on service levels can be used to	June 2022

	justify an exemption from the provisions.	
Potential fiscal impact of integrated fares	Fare components of the bill have “ do-if-funded ” provisions that require cost estimates of funding needed to implement, and do not require implementation unless funding is available.	April 2022
Potential of Connected Network Plan to require reconfiguration of transit service	There is no requirement in the bill for agencies to implement the Connected Network Plan. Amendment added to identify operating and capital funding needs associated with the Connected Network Plan. A key purpose of the Connected Network Plan is to attract funding to implement the service improvements identified in the plan.	April 2022

Thank you for your consideration,



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