
SENATE COMMITTEE ON TRANSPORTATION

Senator Dave Cortese, Chair

2025 - 2026 Regular

Bill No: AB 1599

Hearing Date: 6/23/2026

Author: Ahrens

Version: 6/4/2026 Amended

Urgency: No

Fiscal: Yes

Consultant: Samuel Myers

SUBJECT: Public transit: California Transit Stop Registry: transit datasets

DIGEST: This bill requires the California Department of Transportation (Caltrans) to create the California Transit Stop Registry and requires transit operators to use a unique identifier that conforms with the registry when publishing any dataset with stop information.

ANALYSIS:

Existing federal law:

- 1) Requires the United States Department of Transportation (USDOT) to maintain, and transit operators who receive federal funds to contribute to, a National Transit Database (NTD) that contains operating and geographic coverage area information, among other things. (49 USC 5335)

Existing state law:

- 1) Establishes the Transportation Development Act (TDA) to provide funding for transit and non-transit related purposes that comply with regional transportation plans. (PUC Division 10, Part 11, Chapter 4)
- 2) Authorizes Caltrans to adopt rules and regulations consistent with TDA. (PUC 99241)
- 3) Defines a transit operator as a city, county, public district, or certain other entity that operates a public transportation system, as defined. (PUC 99210)
- 4) Requires transportation planning agencies to report General Transit Feed Specification (GTFS) data to the California State Transportation Agency (CalSTA) as a condition of funding. (GOV 13987(f))

- 5) Requires CalSTA to provide transit operators with technical assistance to implement GTFS Real Time data collection and reporting. (GOV 13987(i))

This bill:

- 1) Requires Caltrans to create the California Transit Stop Registry by June 1, 2027. The registry must contain, at a minimum, the following information for each transit stop in the state:
 - a) The transit stop's name;
 - b) The transit stop's location;
 - c) The amenities available at the transit stop; and,
 - d) A unique identifier for the transit stop.
- 2) Requires transit operators, by January 1, 2028, to ensure that the name and location of each of its transit stops conforms with the corresponding name and location identified in the California Transit Stop Registry and to use that unique identifier when publishing any data set, including GTFS datasets.

COMMENTS:

- 1) *Purpose of the bill.* According to the author, "Today, every transit agency names and labels its stops differently even when they're sharing the exact same physical bus stop. That means riders can see conflicting information on Apple Maps or other transit apps, making transfers confusing and unreliable. For working families, seniors, and people with disabilities who depend on transit, that confusion can mean missed connections, longer commutes, or deciding not to take transit at all. We can do better by making our system clearer, more consistent, and easier to use."
- 2) *General Transit Feed Specification.* GTFS is an open data standard used to distribute information about transit routes, fares, and other relevant factors to transit riders. It provides a uniform standard that transit agencies across the world can use to publicly report information about their routes and operations. This standard then allows third parties, such as Google or Apple Maps to access this data and make it available for users of their services. Indeed, today GTFS is the global standard for describing transit schedules and operations for use by trip-planning applications, and is used by thousands of transit agencies across the world.

GTFS is broken into various components, each describing different types of data. The two most prominently used today are GTFS Standard and GTFS Real Time. GTFS Standard includes basic information about schedules, fares, and routes. GTFS Real Time allows for the live tracking of transit vehicle locations, and can provide live schedule estimates. Currently, all California transit agencies make data available using GTFS Standard, and nearly half of agencies are able to distribute GTFS Real Time data.

Due to its utility, both the federal government and California require transit agencies to use GTFS to varying degrees. On the federal level, the Bipartisan Infrastructure Investment and Jobs Act (IIJA) required the Federal Transit Agency (FTA) to collect GTFS Standard data from transit agencies. In 2024, FTA then passed regulations requiring transit agencies to standardize GTFS data and imposed this requirement on all agencies. Thus, all California agencies are already under this requirement.

In California, Caltrans has instituted similar requirements on the state level. Namely, as part of the California Integrated Travel Project (CalITP), Caltrans has worked to create a statewide transit database of both GTFS Standard and GTFS Real Time data. In so doing, Caltrans has created their own California Transit Guidelines that serve as a reference document for producing high-quality GTFS data. Caltrans also actively works with transit agencies, providing technical assistance to help bring them into compliance with these guidelines. This assistance includes offering access to and training for software to generate GTFS-compliant data, and direct assistance in generating this data.

- 3) *Transit stop locations.* While GTFS makes information about transit routes and schedules easily available to the public, it is ultimately still reliant on information reported out by the transit agencies themselves. As a result, complications can arise when different agencies operate in the same location.

One common issue has to do with the location of transit stops. For example, in a busy urban area, multiple transit agencies may utilize the same stop. However, each agency may refer to the stop by a different name. Furthermore, even if each transit agency functionally utilizes the same stop location, their GTFS data may report that stop as being in slightly different places. Therefore, a mapping application may tell a transit rider to walk across the street to get their next bus, when in fact they are already in the correct location, creating confusion and delay.

AB 1599 seeks to address this issue by requiring Caltrans to establish a California Transit Stop Registry. As part of the registry, each transit stop in the

state would be assigned a unique identifier. Once this identifier is assigned, the bill would further require transit agencies to include that information in the data they report out using GTFS. Transit agencies would not, however, be required to adopt the new identifier for internal purposes, only in published data sets. Thus, this would allow transit agencies to continue to call the stop by their unique names while also ensuring that mapping applications understand it is the same location for routing purposes. Furthermore, since all transit agencies in California already report out GTFS Standard data, the only additional requirement imposed on the agencies would be the inclusion of the unique identifier in their data sets.

According to Streets for All, writing as a sponsor of AB 1599, “AB 1599...creat[es] a single statewide registry and assign[s] a unique identifier to each transit stop. By standardizing stop information across agencies, the bill will improve data quality, simplify transit planning and coordination, level the playing field between transit routing softwares, and make transfers between transit services clearer for riders.”

- 4) *Transit stop amenities.* In addition to the unique stop identifier, AB 1599 also requires the registry to contain information about the amenities available at any particular transit stop. By including such information it would also be available to any third-party application that wishes to make use of that data. Thus, it would then be possible for users to see if a transit stop had seating, shelter, lighting, or other amenities while planning their trips. Some proponents have argued that this would support increased accessibility and safety around transit stops by allowing users to access and plan around this information. However, GTFS does not currently support information about stop amenities, and it is thus unclear how much such data would be utilized by third-parties without wider adoption.

Multiple transit agencies have also expressed concerns about implementing this requirement. Many agencies have stated that they do not currently have access to this sort of information and that compiling it would be difficult. Agencies primarily highlight the fact that many transit stops are located on land held by other entities, like cities or counties, and thus the agencies themselves do not have control over or even knowledge of what amenities have been placed at these stops. Compiling this data could therefore require a physical survey of all transit stops. As large agencies can have many thousands of stops, and smaller agencies may have only a handful of staff, this type of data collection could be time consuming and expensive.

Agencies have also expressed concerns that AB 1599 does not specify how

often this data set must be updated. If the data set is updated frequently, these costs could increase. However, if it is not updated frequently enough, it may become out of date and lose its usefulness.

- 5) *Transit Transformation Task Force*. SB 125 (Committee on Budget and Fiscal Review, Chapter 54, Statutes of 2023), among other things, created the Transit Transformation Task Force. The goal of the task force was to look at ridership growth strategies, operation innovations, and reforms of the TDA. The taskforce was convened by CalSTA in December of 2023, including representatives from transit agencies, including urban, rural, bus, rail, and ferry providers; regional transportation planning agencies; transit and environmental justice advocates; labor; academia; and the Legislature. The taskforce's final report, including recommendations, was delivered to the Legislature in late 2025.

One recommendation of the task force was to “Recommend opt-in common data collection, analysis, and publication standards across agencies to improve interoperability (e.g., General Transit Feed Specification, Operational Data Standard, TIDES) to local and regional agencies.” AB 1599 would take a significant additional step towards implementing this recommendation by allowing transit agencies that share stops to more easily coordinate amongst themselves. This would be the first recommendation of the task force to be addressed legislatively.

RELATED/PREVIOUS LEGISLATION:

SB 125 (Committee on Budget and Fiscal Review, Chapter 54, Statutes of 2023) – Created, among other things, the Transit Transformation Task Force to examine growth strategies, operation innovations, and TDA reforms.

SB 364 (Bryan, 2023) – Would have, among other things, required Caltrans to develop a database of street furniture and integrate said data into GTFS data across the state. *This bill was held in the Senate Transportation Committee.*

AB 629 (Chiu, 2021) – Would have, among other things, required Bay Area transit operators to report GTFS Standard and GTFS Real Time data. *This bill was held in the Assembly Appropriations Committee.*

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

POSITIONS: (Communicated to the committee before noon on Wednesday, June 17, 2026.)

SUPPORT:

AARP (Co-Sponsor)
Streets for All (Co-Sponsor)
Active San Gabriel Valley
Bike East Bay
Circulate Planning & Policy
Climate Resolve
Move LA
People for Housing Orange County
Sacramento Area Bicycle Advocates
San Diego County Bicycle Coalition
Seamless Bay Area
South Pas Active Streets

OPPOSITION:

None received

-- END --