

Transit Transformation Task Force (TTTF)

Meeting 4 Appendix:

Policy Recommendations

June 17, 2024

Development of Potential Policy Recommendations



Staff met with the Technical Working Group (TWG) on May 29th to review 3 case studies covering the following topics:

- Transit prioritization (Increasing frequency and reliability),
- Service and fare coordination between agencies,
- Coordinated scheduling, mapping, and wayfinding, and
- Safety and security

Staff conducted several Subject Matter Expert (SME) Interviews with experts from transit agencies and transportation planning departments across California and beyond

Staff collected a set of findings and potential policy recommendations for each key topic



Transit Prioritization: Potential Policy Recommendations



Findings



Recommendations



Source

<p>Funding flexibility would help secure long-term support for capital projects across administrations</p>	<p>Make more state funding (e.g., TIRCP, SCCP) flexible to secure longterm support for capital projects</p>	<p>TWG</p>
<p>Local permitting and environmental process often introduces schedule delay or risks, reforming the permit process will expedite optimizing current infrastructure as well as building new capital projects</p>	<p>Reform permitting of transit specific elements, with some entity (e.g., MPO, State) with the power to say “yes.” Require timelines for certain types of permits for projects that are part of California's</p>	<p>TWG</p>
<p>BRT is often "invented from scratch" in each project, standardized features can lower costs and streamline implementation</p>	<p>Create standardized BRT features, such as:</p> <ul style="list-style-type: none"> • Standardized transit signal priority hardware/software (specs, State Purchasing Schedules, GSA Schedules) • Standardized transit shelter kit of parts • Paint and other quick-build tools • Create a statewide stop spacing permit 	<p>TWG</p>
<p>Many bus stops are on Caltrans ROW, but lack shelters because Caltrans has neither a shelter standard nor permit. Many project sponsors are too small to manage a construction project</p>	<p>Have Caltrans build BRT elements (e.g., bus shelters) on Caltrans assets, and potentially brought in as project manager/builder for non-Caltrans roads. Hire Caltrans, which has 12,000 engineers skilled in project delivery</p>	<p>TWG</p>
<p>A Caltrans design standard and permit will lower costs and streamline implementation.</p>	<p>Have Caltrans create a design standard and permit for transit shelters on the SHN</p>	<p>TWG</p>
<p>Each agency is implementing BRT from scratch, and we often re-learn lessons and don't establish expertise for repeatable project delivery</p>	<p>Create state-level teams dedicated to BRT execution. On-call talent for pre-construction, construction, and support across California would expedite BRT execution</p>	<p>TWG</p>

Transit Prioritization: Potential Policy Recommendations (Continued)



Findings

Roles and responsibilities for BRT would help foster collaboration across agencies and jurisdictions. Frequently, no organization has a single level of accountability to help build transit priority infrastructure

Often, Transit Agencies lack the ability to require or force Transit Priority Infrastructure as they are not the roadway / infrastructure owner

Bus Lines often have a high number of stops compared to international norms, slowing down service

TSP could be required on all applicable signals as part of CA MUTCD or similar documents

Signals, TSP, and other elements aren't standardized, so cost and implementation is complex across a BRT route. TSP may not be available along an entire route because of a variety of signals running different controllers and software



Recommendations

Define clear frameworks for roles and responsibilities on BRT. Establish a clear set of responsibilities and roles for state priority projects

Identify opportunities for transit priority if vehicle slower than a performance standard

Standardize stop spacing. Reducing stop spacing and having US stop spacing closer to international norms would result in significantly faster trip times

Standardize & require transit signal priority

Have Caltrans create a transit signal standard (multimodal) and then buy them on a State Purchasing Schedule open to local agencies as well to modularize signals and TSP infrastructure



Source

TWG

SME Interview

SME Interview

SME Interview

SME Interview

Service and Fare Coordination Between Agencies: Potential Policy Recommendations



Findings

There is no party that is responsible for Fare Policy at a greater than agency level. Control at the state of California, regional, or county level would allow for consistent standards and regulations on payment coordination, allowing for easy integration between systems

Implement smaller, target fare integrations based on usage and need before establishing a bigger program

Investing in open-loop systems and mobility wallets will increase transportation equity and prioritize ease of navigating between various systems and modes

Reform TDA to ensure that every operator will support a certain set of fare policies and fare payment technologies to be defined by this work

Frequent conversation and coordination will help consolidate transit priorities across California to create consistent policies



Recommendations

Establish “responsible entity” to ensure fare and payment coordination (in the short term) and standardization (in the long term) in California:

- Responsible entity could be State, MPO, etc.
- Would standardize fares and fare classes (e.g., reduced fares)
- Would build revenue sharing model

Implement standardization of fare integration at regional level before scaling

Ensure acceptance of open payments– even while legacy payment systems are in place

Condition funding on long-term participation in centralized revenue sharing and simplification on open payments

Frequent meetings between various policy-making agencies (i.e., State, regional, and county agencies) to discuss how to bridge the gap between varying transit policies across California



Source

TWG

TWG

TWG

TWG

SME Interview

Service and Fare Coordination Between Agencies: Potential Policy Recommendations (Continued)



Findings



Recommendations



Source

Similar to FTA's benefit classes, these could be used by as a template by agencies in designing regional models

Evaluate state standards around fares, fare classes

TWG

Have teams and state capacity to support the local fare payment technologies and benefit technologies

Create centralized team with capabilities to support local governments and transit agencies with software payment integration (e.g., in-house software team or procurement team to secure technology partner)

TWG

Have a governance framework and model that focused on fare policy

Establish clear frameworks on fare coordination project management, ownership, and roles and responsibilities to foster cross-agency collaboration

TWG

Standardize definitions of benefits and discount classes (i.e., students) and make sure that the benefits will carry across multiple agencies and work everywhere

Standardize benefits and make it interoperable

SME Interview

Implement small, incremental changes in fare programs will help build out fare programs, such as the One Fare program. For example, GO Transit discounts started within the Provincial control, which then expanded into the One Fare program

Start smaller, feasible programs which can be expanded out to a larger region over time. Promote early implementation of programs with willing partners, such as agencies who are interesting in opting in and early adoption

SME Interview

Service and Fare Coordination Between Agencies: Potential Policy Recommendations (Continued)



Findings

Municipalities without a mandate or authority to work outside their borders are restricted from thinking ecosystem-wide (e.g., regionally)

Offer financial incentives to get municipal agencies to make policy changes

Drive the narrative of the investment to allow for better public buy in and usage of the investment



Recommendations

Acknowledge the existing governance. Recognize that concerns exist with respect to loss of autonomy (e.g., policy control) and brand

Prepare for additional financial investment once the program is successful. More people traveling requires more investment in the program

Communicate the purpose behind the investment clearly to reap public buy in



Source

SME Interview

SME Interview

SME Interview

Coordinated Scheduling, Mapping, and Wayfinding: Potential Policy Recommendations



Findings



Recommendations



Source

Control at the state of California, regional, or county level allow for consistent standards and regulations on operations, allowing for easy integration between systems

Consistent data availability and data standards, with guidelines set by California, will allow for seamless integration between systems. Ensure that consistent information is available for all systems and be able to compare metrics

Have shared scheduling software, business processes and governance to ensure that a shared clockface schedule could be implemented statewide

A digital representation of California's transit network will facilitate simulation and optimization of cross-agency timetables

Allocate state funding contingent of local agencies' participation to integrate timetables and coordinate schedules

Leveraging GTFS and future extensions will allow for better communication. Operations staff training will help with workforce development and staff retention

Establish a centralized function (e.g., MPO, State) to coordinate joint timetable planning activities, implementation, facilitating agency collaboration

Establish common data collection, analysis, and publication standards across agencies (e.g., General Transit Feed Specification, Operational Data Standard, TIDES)

Develop centralized capabilities to design and maintain an integrated timetable

Create digital representation of State's transit network

Evaluate allocation of State funding contingent on participation in an integrated timetable

Provide guidance/standards on balancing local and regional operations (e.g., holding bus/trains at a given transfer point if one is late) and provide training to operations staff

TWG

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TWG

TWG

TWG

TWG/ SME Interview

Safety and Cleanliness: Potential Policy Recommendations



Findings



Recommendations



Source

The physical security of frontline transit workers is crucial for workforce safety	Install protective doors for bus operators and create unified legal frameworks in routes that cross jurisdictions, to ease the enforcement of safety measures will help with transit worker's security	TWG
Ensure physical security, comfort, and perception of safety for transit riders with special attention paid to priority populations (e.g., women, elderly, people with disabilities)	Create a safety ambassador program, Use perceived oversight and comfort for riders, and Facilitate collaboration between legal system and transit agencies to improve enforcement (e.g., share follow up on prosecutions)	TWG
Improve coordination with Health and Human Services to ensure comprehensive health-related safety and security responses	Prioritize services for populations with health needs that are riding the transit system	TWG
Improve lighting, wayfinding, and security systems to enhance rider safety	Construct emergency call boxes Improve existing security camera quality and increase quantity across stations/ stops Simplify and enhance signage at transit stations	TWG
Increased coordination with the state of California to help with regulation, process and uniformity throughout transit agency	Coordinate with the state of California to develop safety and security standards and regulations to create a better customer experience for transit users	TWG
Transit agencies are seeking flexibility with funds to help create a better customer experience for transit users	Increased coordination with the state of California to help with funding to implement best-practice safety and security systems	TWG