

TRANSIT TRANSFORMATION TASK FORCE MEETING 11

AGENDA ITEM: 5

SUBJECT: Staff Report on Tranche 1 of the TTTF Report to the Legislature

- a. Introduction, Executive Summary, and Guiding Principles
- b. Principle: “Boost the speed, frequency, and reliability of transit services” including detailed strategies and recommendations in Appendix B
- c. Principle: “Deliver an exceptional customer experience with a strong focus on safety for all” including detailed strategies and recommendations in Appendix B
- d. Appendix A: Detailed Analysis requested under Senate Bill 125 Section 1E

ACTION: Action to

- 1. Approve, modify, or reject Introduction, Executive Summary, and Guiding Principles
 - a. Task Force to approve, modify, or reject the Introduction and Executive Summary.
 - b. Task Force to approve, modify or reject the phrasing of the Guiding Principles.
 - c. Task Force to prioritize and rank the Guiding Principles.
- 2. Approve, modify, or reject Principle: “Boost the speed, frequency, and reliability of transit services” including detailed strategies and recommendations in Appendix B
- 3. Approve, modify, or reject Principle: “Deliver an exceptional customer experience with a strong focus on safety for all” including detailed strategies and recommendations in Appendix B
- 4. Approve, modify, or reject Appendix A: Detailed Analysis requested under Senate Bill 125 Section 1E

BACKGROUND:

Senate Bill (SB) 125 established and convened the Transit Transformation Task Force (TTTF) to include transit representatives from various organizations to establish a structured, coordinated process for engagement of all parties to develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services. The TTTF Report, which is due to the Legislature on October 31st, 2025, shall include findings and policy recommendations based on the task force’s efforts. The report is required to include a detailed analysis of specified issues and recommendations on specified topics, including, among others, reforming the Transportation Development Act.

The following staff report includes Tranche 1 of the TTTF Report, including the following sections:

- Introduction, Executive Summary, and Guiding Principles
- Principle: “Boost the speed, frequency, and reliability of transit services” including detailed strategies and recommendations in Appendix B
- Principle: “Deliver an exceptional customer experience with a strong focus on safety for all” including detailed strategies and recommendations in Appendix B
- Appendix A: Detailed Analysis requested under Senate Bill 125 Section 1E

Tranche 1 of the TTTF Report was sent to the Task Force and Technical Working Group members and posted online to the SB125 CalSTA website. Staff received comments from the following Task Force and Technical Working Group Members:

- Alix Bockelman
- Ian Griffiths
- Laurel Paget-Seekins
- Rick Ramacier

Staff worked to address the comments prior to the TTTF Meeting #11 (August 1, 2025.) In response to Task Force member feedback, staff made wordsmithing changes (minor additions, deletions, etc.) throughout the report, as well as the more substantive changes outlined below. The changes in tranche 1 are as summarized in the Discussion.

DISCUSSION:

a. Introduction, Executive Summary and Guiding Principles

This section provides a high-level summary of the changes made to the Introduction, Executive Summary, and Guiding Principles, based on the Task Force members' feedback. **ATTACHMENT 1** includes a revised introduction, executive summary, and guiding principles for the Task Force's review and approval.

In TTTF Meeting 9, the Task Force discussed the key elements they would like to include in the executive summary of the TTTF Report. This includes:

- emphasizing that transit is essential,
- highlighting the recent legislative context,
- showcasing successful transit initiatives in California,
- highlighting public transit's emergency role, and
- structuring the narrative of the report to emphasize successes and positives prior to challenges and recommendations.

Three levels of organization – principles, strategies, and policy recommendations—are used to best support the overall development of the TTTF Report. Principles are high-level value statements of the report to express what is needed to achieve our goals and are organized around 4 key themes to increase ridership. The principles help group the other strategies, policy recommendations, and actions. During TTTF Meeting 9, the Task Force emphasized that the principles need to be stand-alone, inspirational statements that articulate what is needed to achieve the goal of transforming transit.

The table outlines the original principles that were shared with the Task Force, and the revised principles in the center and right-side columns, by Staff and by Task Force Member Ian Griffiths respectively.

Original Principles	Staff Revised Principles	Ian Griffiths' Principles
Better service, better outcomes	Boost the speed, frequency, and reliability of transit services	Provide fast, reliable, connected, and convenient transit services that meet Californians' mobility needs and are competitive with other travel options
Transit and land use are interconnected	Increase options for living, working, and learning near high-quality transit routes	Create complete communities that contribute to and benefit from high quality public transportation
Safety is fundamental	Deliver an exceptional customer experience with a strong focus on safety for all	Deliver transit service that is safe, easy-to-use, and accessible to everyone, offering an exceptional customer experience
Transit should be operationally and financially sustainable	Ensure transit is operationally and financially sustainable with consistent investment	Ensure transit is operationally and financially sustainable, cost-efficient, and organized to deliver the greatest possible public benefits

Additionally, the following changes were made to address feedback received:

Executive Summary

- Added language elaborating on why transit is essential, highlighting societal benefits as well as benefits to individual users

Section 2.0: Recent California Trends and Challenges

- Added language to reflect that increasing congestion over time has impacted transit reliability in mixed flow conditions
- Added language from prior staff reports to demonstrate that fast, frequent, reliable transit services increase ridership and transit mode share

Section 2.2: CalSTA Four Core Priorities

- Modified language regarding safety priority, including citing research that transit is safer than vehicle travel and deleting language around shifting people off roadways and onto transit
- Modified language regarding equity priority, including adding age and disability as reasons why some Californians may not drive and adding metric around % of Californians who do not have a drivers' licenses

Section 3.0: Guiding Principles

- Added clarifying language regarding distinction between publicly and private-owned own land underneath the principle "Increase options for living, working, and learning near high-quality transit routes"
- Added clarifying language around future operating costs metric

Possible Action:

1. **Task Force to approve, modify, or reject the Introduction, Executive Summary.**
2. **Task Force to approve, modify or reject the phrasing of the Guiding Principles.**
3. **Task Force to prioritize and rank the Guiding Principles.**

b. Principle: "Boost the speed, frequency, and reliability of transit services" including detailed strategies and recommendations in Appendix B

This section provides a high-level summary and updates on the strategies and recommendations under the principle: "Boost the speed, frequency, and reliability of transit services."

This principle includes the following topic areas from SB 125:

- Transit prioritization to increase frequency and reliability (1.f.1.D)
- Coordinated scheduling, mapping, and wayfinding between transit agencies (1.f.1.B)
- Service and fare coordination or integration between transit agencies (1.f.1.A)
- First- and last-mile access to transit (1.f.1.E)

A high-level summary of this principle can be found in **ATTACHMENT 1**.

A complete list of the detailed strategies and recommendations under this principle can be found in **ATTACHMENT 3**.

Recommendations regarding coordinated scheduling, mapping, and wayfinding between transit agencies (1.f.1.B) and service and fare coordination or integration between transit agencies (1.f.1.A). Those topics will be revisited during TTTF #12 meeting for additional discussion and approval of recommendations during TTTF #13.

The Task Force made a motion to bring revisit Recommendation JJ.1., under strategy JJ, as listed below. Staff is bringing forward a revised Recommendation JJ.1. for Task Force approval.

Strategy JJ. Reform planning process to improve access to transit	
Original Recommendation	Updated Recommendation
JJ.1. Empower regional agencies to establish clear urban design guidelines that promote active transportation in areas surrounding transit hubs (including factors such as building placement, parking and loading areas, protected sidewalks, and mobility lanes)	JJ.1. Empower and resource regional agencies to designate key transit hubs and stations, in consultation with cities, counties and transit agencies, where clear standards and wayfinding will apply.

Additionally, the following changes were made to address feedback received:

- Under "Topic Area: Transit Prioritization," modified language to clarify that transit prioritization applies to buses and light rail operating in mixed right-of-way scenarios (not heavy rail, commuter rail, etc.)

Action: Task Force to approve, modify, or reject Principle: “Boost the speed, frequency, and reliability of transit services” including detailed strategies and recommendations in Appendix B.

- c. Principle: “Deliver an exceptional customer experience with a strong focus on safety for all” including detailed strategies and recommendations in Appendix B**

This section provides a high-level summary of the strategies and recommendations under the principle: “Deliver an exceptional customer experience with a strong focus on safety for all.”

This principle includes the following topic areas from SB 125:

- Providing a safe and clean ride for passengers and operators (1.f.1.C)1
- Accessibility of transit for all users (Additional topic requested by Task Force and Stakeholders)

A high-level summary of this principle can be found in **ATTACHMENT 1**.

A complete list of the detailed strategies and recommendations under this principle can be found in **ATTACHMENT 3**.

The Task Force made a motion to add an additional Recommendation under strategy PP, as listed below. Staff is bringing forward Recommendation PP.6 for Task Force approval.

Strategy PP. Reform planning process for paratransit
New Recommendation
PP.6. Encourage the integration of paratransit, micro transit, and fixed route services.

Additionally, the following changes were made to address feedback received:

- Under "Topic Area: Safe and Clean Environment for Passengers and Operators," modified language and cited research to acknowledge that transit is safe
- Under "Accessible Transportation and the Transit Needs of Older Adults and Persons with disabilities," modified language to include the challenges faced by paratransit riders

Action: Task Force to approve, modify, or reject Principle: “Deliver an exceptional customer experience with a strong focus on safety for all.” including detailed strategies and recommendations in Appendix B.

d. Appendix A: Detailed Analysis requested under Senate Bill 125 Section 1E

In addition to recommendations, SB 125, in Section 1.E., asked for several analyses to be performed, to inform the work of the Task Force. The analyses

include collecting a series of basic information on the state of transit in California today, such as demographics, funding, current costs, and oversight, as well as some more complex analyses around forecasted costs levels, the impact of COVID-19 on the system, and the costs and operational impacts of certain mandates (e.g., ADA, CARB). Many of the analyses here have already been presented in whole, or in part, to the TTTF to inform past TTTF meetings, such as those on funding, workforce, and metrics to measure system performance. Some sections will be new to the TTTF, such as those on demographics, and the impact of COVID-19. Together, they aim to provide a fact base to inform discussions by the TTTF on final recommendations, as well as ultimately support and bolster the recommendations and conclusions of the report.

Senate Bill 125, Section 1.E. states that the report shall include a detailed analysis of the following issues:

1. The services provided by transit agencies and the demographics of transit ridership, with detail on services provided, including persons with disabilities, or specific populations like low-income individuals and students.
2. Existing funding sources for transit with a breakdown of funding available for capital and operations, including any constitutional and statutory limitations on these existing funding sources.
3. The use of moneys from local transportation funds established pursuant to Section 29530 for other modes, such as streets and roads.
4. The cost to operate, maintain, and provide for the future growth of transit systems for the next 10 years.
5. The costs and operational impacts associated with federal, state, and local mandates, including, but not limited to, the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the State Air Resources Board's Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations), to the extent feasible.
6. Workforce recruitment, retention, and development challenges, impacting transit service.
7. Existing policies on state and local metrics to measure transit performance.
8. State and local policies that impact service efficiency and transit ridership, including, but not limited to, transit prioritization on roads, land use, housing, and pricing policies.
9. Identification of state departments and agencies that have responsibility for transit system oversight, grant administration, and reporting.

10. Information on how transit agencies modified their services in response to the COVID-19 pandemic and resulting drop in ridership and revenue.

11. The division of transit funding between capital and operations.

ATTACHMENT 2 includes Appendix A: Detailed analysis of the required topics listed in SB 125 Section 1.E. except for Sections 8 and 9 (which will be provided in a later meeting.)

Additionally, the following changes were made to address feedback received:

- Added an introductory section to the Appendix A
- In Section 2, added revenue growth in real and nominal terms, clarified difference in fuel excise and retail diesel sales taxes, added LCTOP as funding source
- In Section 4, removed the language on Proposition L, and further clarified the connection to the California State Rail Plan
- In Section 5, added additional information on paratransit

<i>Action: Task Force to approve, modify, or reject Appendix A: Detailed Analysis requested under Senate Bill 125 Section 1E (Sections 1-7, 10-11)</i>
