

Transit Transformation Task Force (TTTF)

Meeting 12

August 26, 2025

Welcome to Orange County



Caption: Plaza at the center of downtown Orange([Visit California](#))

Public comment and remarks



Roll call, discussion and possible action to approve the TTTF¹ Meeting Minutes for August 1, 2025

Agenda

Topic

- 1 **Welcome and Opening Remarks**
 - a Public comment (2 minutes per speaker)
- 2 **Roll Call**
- 3 **Discussion and possible action to approve the TTTF Meeting Minutes for August 1, 2025 (Roll Call)**
- 4 **Staff report, continued discussion, and possible action on recommendations for:**
 - a Staff Report on the following sections:
 - i Service and fare coordination or integration between transit agencies (1.f.1.A)
 - ii Coordinated scheduling, mapping, and wayfinding between transit agencies (1.f.1.B)
 - b Public comment (2 minutes per speaker)
 - c Discussion and Possible Action
- 5 **Staff report, continued discussion, and possible action on recommendations for:**
 - a Staff Report on the following section:
 - i Reducing capital construction costs and timelines
 - b Public comment (2 minutes per speaker)
 - c Discussion and Possible Action
- 6 **Staff Report, discussion, and possible action on TTTF Report Tranche 2:**
 - a Staff Report on the following sections of the TTTF Report
 - i Principle: “Develop high quality public transit systems to support complete communities” including detailed strategies and recommendations in Appendix B
 - ii Appendix A: Detailed Analysis requested under Senate Bill 125 Section 1E, Sections 8 and 9
 - iii Appendix C: Existing Adopted Policy
 - b Public comment (2 minutes per speaker)
 - c Discussion and Possible Action
- 7 **Staff Report, Discussion and possible action on TTTF Report Tranche 1 Updates**
 - a Staff report on TTTF Report Tranche 1 Updates
 - b Public Comment
 - c Discussion and Possible Action
- 8 **Preview of next steps and topics for future meetings**
- 9 **Adjourn**

4. Staff report, continued discussion, and possible action on recommendations for: service and fare coordination or integration between transit agencies (1.f.1.A) and coordinated scheduling, mapping, and wayfinding between transit agencies (1.f.1.B)

Service, fare, and schedule coordination recommendations



During TTTF Meeting 6, the Task Force reviewed findings and initial policy recommendations related to service and fare coordination and schedule, mapping, and wayfinding coordination. The Task Force ultimately decided that all policy recommendations in these sections need to be amended and refined by staff and considered by the Task Force in a future meeting

Staff is seeking additional guidance on the recommendations regarding service, fare, schedule, mapping, and wayfinding coordination among transit agencies.

Role of State, Regional, and Local Agencies



What are the roles of the State, regional, and local transit agencies in relation to service, fare, schedule, mapping, and wayfinding coordination?

How to best provide for inter-regional planning and coordination?

How can the State best provide technical assistance, and how can we ensure local implementation?

What are some of the desired recommendations on this topic?

Tools, Standards, and Metrics to Support Integration



What are the best performance metrics and targets to measure these topics?

What tools and software platforms should the State to provide, and how can the State support integration of various between tools between regions and/ or local agencies?

What are some of the desired recommendations on this topic?

Funding for Coordination and Integration



What is the State's role in funding distribution for long-term participation in fare and service coordination initiatives?

What incentives could be used, and what are the effects of different types of incentives?

What are some of the desired recommendations on this topic?



Public comment

Discussion

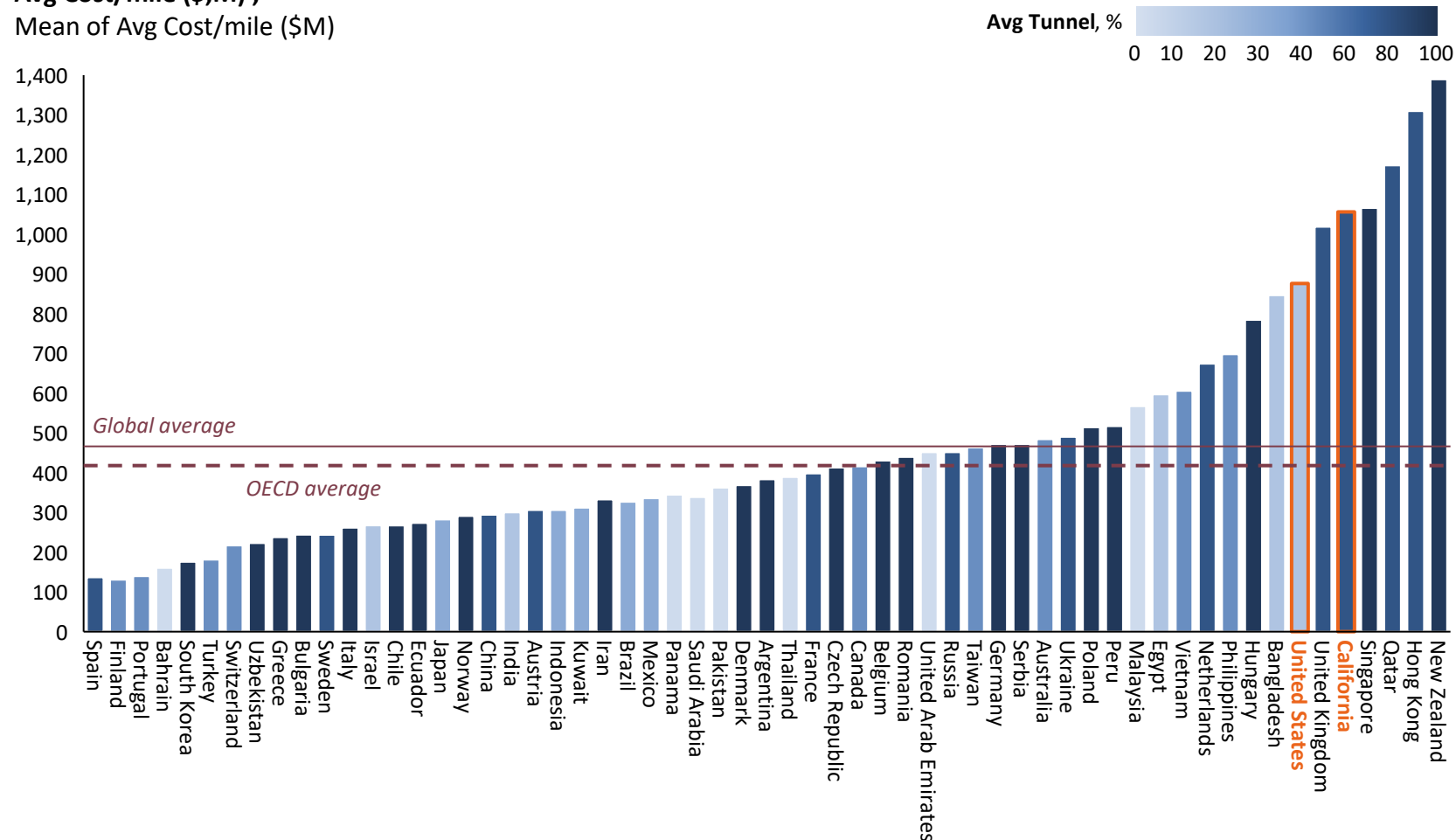


5. Staff report, continued discussion, and possible action on recommendations for reducing capital construction costs and timelines

Costs for transit rail expansion projects in the United States as a whole, and in California, are high relative to projects in other countries

Transit rail capital costs across projects in different geographies, Avg. cost/mile, adjusted for purchasing power¹

Avg Cost/mile (\$M) ,
Mean of Avg Cost/mile (\$M)



Average costs in the US are **\$876M/mile**, almost twice as high as the global average of \$456M/mile, despite lower than average tunneling

This cost premium relative to projects in other countries also exists in California¹, with costs of \$1,056M/mile is higher than the rest of the US

1. Includes heavy and light rail transit projects
Source: Transit costs project (2022)

Since last discussion

Updates

- Conducted additional SME Interviews
- Substantially simplified recommendations
- Focus on State led actions or actions where legislative action is needed
- Core focus on reducing the timelines and increasing state capacity

Discussion and possible action to approve or amend recommendations on reducing capital construction costs and timelines



Two Strategies:

XX. Grow public sector capacity

YY. Reduce timelines to deliver capital projects

Discussion and possible action to approve or amend recommendations on reducing capital construction costs and timelines



XX. Grow public sector capacity

XX.1 Direct CalSTA and Caltrans to develop stronger guidance for development of business cases when necessary for state funding programs. Direct CalSTA and Caltrans to prioritize existing project development funding to provide technical assistance to agencies that request business case development support for federal funding applications that require it.

XX.2 Procure project delivery software that can be used by transit agencies, local agencies, and MPOs.

XX.3 Develop an inventory of standard materials costs and lower cost of materials with volume buying

XX.4 Form regional collaboratives to develop institutional expertise, available for project consultation along with a statewide center of excellence to aid with hiring. Consider possible new models for project delivery that rely on larger organizations to deliver megaprojects

Discussion and possible action to approve or amend recommendations on reducing capital construction costs and timelines



YY. Reduce timelines to deliver capital projects

YY.1 Utilize NEPA oversight delegation authority at Caltrans or CHSRA to complete NEPA in an expedited manner

YY.2 To limit delays and change orders, require that stakeholders waive rights and limit design changes beyond certain phases for projects complex transit and rail projects

YY.3 Consider legislation to limit timelines for permitting agencies to engage or risk waive rights to future legal objections to project if they do not engage in the earlier phases

YY.4 Re-evaluate projects receiving state funds ahead of construction phase funding to ensure that benefits are clear & project still delivers for a reasonable cost

YY.5 Formalize service-led planning to reduce construction costs and develop clear roles and responsibilities between state, regional authorities, and transit agencies or local municipalities

Discussion and possible action to approve or amend recommendations on reducing capital construction costs and timelines



YY. Reduce timelines to deliver capital projects

YY.6 Explore ways to allow for alternative procurement methods, such as Construction Manager/ General Contractor (CMGC) or Construction Manager at Risk (CMAR), statewide, rather than just at certain agencies, per current law.

YY.7 The legislature should consider allowing infrastructure owners (inc. transit agencies) to have master permitting authority for priority rail projects to reduce delays and costs. Alternatively allow for by-right permitting of certain types of transit projects to prevent extractive permitting processes by infrastructure owners. Additionally, give Transit agencies franchise rights with utilities, similar to cities, to reduce the cost of utility relocations.

YY.8 Streamline permitting requirements within the public right of way, require the use of standardized forms by local agencies and limit timelines before permits are automatically granted.

YY.9 Establish opt-in statewide design guidelines for transit and rail projects interaction with the public right of way



Public comment

Action



Discussion & Possible Action to approve or amend recommendations on reducing capital construction costs and timelines

6. Staff Report, discussion, and possible action on TTTF Report Tranche 2

Discussion and receive feedback on Principle: “Develop high quality public transit systems to support complete communities” including detailed strategies and recommendations in Appendix B



Potential topics to consider:

Topic Area: Changes to land use, housing, and pricing policies that could improve public transit use (1.f.2)

- *Strategy Q: Coordinate transit and land use planning*
- *Strategy S: Encourage transit-supportive land uses*
- *Strategy T: Provide education, incentives, or funding to developers and agencies*

Topic Area: Potential of transit-oriented development and value capture of property around transit (1.f.7)

- *Strategy U: Allow California to capture value from transit*
 - *New recommendations include U.1., U.4., U.5., and U.6. (next slide)*
- *Strategy V: Provide state incentives and technical assistance to support transit agencies on value capture*

Action to approve or amend the following new recommendations: U.1., U.4., U.5., and U.6.



Strategy U: Allow California to capture value from transit

- *U.1. Utilize the Surplus Lands Act to increase affordable housing on land owned by transit agencies*
- *U.4. Create a new dedicated entity to reform redevelopment to meet current needs for transit and housing, but avoid pitfalls that effected redevelopment*
- *U.5. Streamline Surplus Lands Act to increase effectiveness*
- *U.6. Establish supplemental funding sources through value capture strategies*

Discussion and receive feedback on Appendix C: Existing Adopted Policy



- Compiles a summary of California policies, legislation, and regulatory reforms related to transit, housing, climate, and environmental review.
- Based on enacted statutes, official state agency materials, and other publicly available government sources.
- Goal of this section is to inform the reader on what recent actions have occurred in the policy arena and guide how the report recommendations interact with them.



Public comment

Action



Action to receive feedback on Tranche 2:

- a) Principle: “Develop high quality public transit systems to support complete communities” including detailed strategies and recommendations in Appendix B
- b) Appendix A: Detailed Analysis requested under Senate Bill 125 Section 1.E., Sections 8 and 9
- c) Appendix C: Existing Adopted Policy

7. Staff Report, Discussion and possible action on TTTF Report Tranche 1 Updates

Discussion on Edits to Tranche 1 of the TTTF Report



Tranche 1 Report

Staff made the following changes to the document following Task Force feedback:

- Added the new fifth principle and wrote a paragraph describing it
- Reordered principles to reflect the order decided on during the meeting
- Added in language about the aging population
- Added in language about the difference between suburban/urban transit
- Added in language about competition as a concept (e.g., shared ride/gig economy as a competitor to transit)
- Where funding is mentioned, changed references about augmenting/stabilizing funding to increasing funding

Additionally, the Task Force voted on the principles to be updated to the following, and add an additional 5th principle on accessibility:

- Transit should be operationally and financially sustainable.
- Safety is fundamental.
- Provide fast, reliable, connected, and convenient transit services.
- Provide transit that is accessible and easy-to-use for all.
- Develop high-quality public transit systems to support complete communities.

Discussion on Edits to Tranche 1 of the TTTF Report



Appendix B:

The following motions were made to the recommendations:

- Added in 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
- Removed PP.6. Encourage the integration of paratransit, microtransit, and fixed route services

The following recommendations were updated based off Task Force suggestions:

Remove A.4. because it was chaptered into law, update A.5., update B.2., update enablers for implementation in B.4., update KK.1., update KK.2., update J.2., and update MM.1.

Discussion on Edits to Tranche 1 of the TTTF Report



Appendix A:

- Added in Section 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 (SB125 1.E.8)
- Added in Section 9: Identification of state departments and agencies that have responsibility for transit system oversight, grant administration, and reporting (SB125 1.E.9)
- Minor changes wording changes throughout document (can be seen in track changes)



Public comment

Action



Informational only, provide feedback on updates to Tranche 1

Next steps

Homework: please provide feedback you have on today's discussions via the SB125 inbox.

Please email your responses by September 9th, 2025, which will inform the content for the next & final TTTF meeting 13 scheduled for September 30th, 2025 in Sacramento.

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Adjourn