

Transit Transformation Task Force (TTTF)

Meeting 13

September 30th, 2025

Welcome to Sacramento



Image source: Public Policy Institute of California



Public comment



Roll call, discussion and possible action to approve the TTTF¹ Meeting Minutes for August 26, 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 26, 2025 (Roll Call)**
- 4 **Staff Report, discussion, and possible action on TTTF Report Tranche 3:**
 - a Staff Report on the following sections of the TTTF Report:
 - i Principle: “Transit should be operationally and financially sustainable.” including detailed strategies and recommendations in Appendix B
 - b Public comment (2 minutes per speaker)
 - c Discussion and Possible Action
- 5 **Staff Report, discussion, and possible action on Service, Fare, Scheduling, Mapping and Wayfinding recommendations:**
 - 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
- 6 **Staff Report, discussion, and possible action on TTTF Report Tranche 1 and 2:**
 - a Staff Report on the following sections of the TTTF Report:
 - i TTTF Report Tranche 1 and 2 with updates
 - b Public comment (2 minutes per speaker)
 - c Discussion and Possible Action
- 7 **Preview of next steps and topics for future meetings**
- 8 **Adjourn**

4. Staff Report, discussion, and possible action on TTTF Report Tranche 3

Task Force to discuss and provide feedback on Principle: “Transit should be operationally and financially sustainable” including detailed strategies and recommendations in Appendix B

Topic areas and related strategies include:

- Strategies to achieve fleet and asset management goals and needs, including ICT (1.f.1.F)
- Strategies to address workforce recruitment, retention, and development challenges (1.f.3)
- Reforming the Transportation Development Act (1.f.4)
- New options for revenue sources (1.f.6)
- Oversight and reporting (1.f.5)
- Capital Construction costs and timelines

Topic Area: Transit Fleet and Asset Management (1.f.1.F)

NEW RECOMMENDATION

Related strategies include:

- **Strategy AA:** *Coordinate with and incentivize manufacturers to collaborate on zero-emission bus and paratransit vehicle fleet*
 - **AA.2.** Facilitate statewide coordination to address zero emission vehicles and related technologies not in service due to lack of OEM support to render vehicles operational and to ensure vehicles are adequately maintained.
- **Strategy BB:** *Streamline procurement requirements and timelines*
- **Strategy CC:** *Procure or create software and digital tools for asset management*
- **Strategy DD:** *Encourage shared maintenance and infrastructure support*
- **Strategy EE:** *Advise State to provide opt-in technical assistance for asset management capabilities*
- **Strategy FF:** *Encourage review and discussion of ICT requirements and solutions*

Topic Area: Workforce Recruitment, Retention, and Development (1.f.3)

Related strategies include:

- *Strategy N: Expand candidate pool and reduce barriers to entry for transit roles*
- *Strategy P: Expand training and mentorship programs for agencies to ensure employees have required skills and visibility into career pathways*

NOTE: Strategy O was removed due to lack of consensus from Task Force.

Topic Area: Reforming the Transportation Development Act (1.f.4)

Related strategies include:

- *Strategy UU: Simplify reporting requirements for funding & increase transparency to the public*
- *Strategy VV: Improve predictability of long-term funding*
- *Strategy WW: Align incentives*

Topic Area: Oversight and Reporting (1.f.5)

Related strategies include:

- *Strategy GG: Simplify granting*
 - *Strategy HH: Reduce administrative burden*
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Topic Area: Capital Construction Costs and Timelines

Related strategies include:

- *Strategy XX: Grow public-sector capacity*
- *Strategy YY: Reduce timelines to deliver capital projects*

Topic Area: New Options for Revenue Sources (1.f.6)

NEW RECOMMENDATIONS

Related strategies include:

- **Strategy W: Reprogram and re-focus existing revenues**
 - **W.1.** Encourage regions to review existing programming of current revenues from LTF and STA and identify opportunities to reprogram those dollars to support transit operations and expand service in the near term, especially in conjunction with TDA reform efforts, as most of the transit-directed revenues are programmed locally and regionally
 - **W.2.** Explicitly align definitions of capitalized maintenance between federal and TDA programs so that regions can better support operations within the TDA framework for LTF and STA funds
 - **W.3.** Allow additional flexibility in the use of local option sales taxes to support transit operations, especially for older Local Option Sales Taxes by allowing regions to reprogram revenues to support transit services when in alignment with state and regional priorities
 - **W.4.** Identify opportunities for regions to reprogram FHWA formula for transit uses as allowable under federal law. Consider opportunities to temporarily support regions that program FHWA-formula funds into FTA or for transit purposes for a limited duration by matching with state share dollars where available to help eliminate a backlog in spending FHWA formula dollars
- **Strategy X: Support local communities in raising revenues**
 - **X.1.** Consider additional flexibility in the ability for transit agencies or advocates to place measures on the ballot by allowing transit agencies and advocates to have authority to place measures on the ballot for their service areas, similar to how cities can place sales taxes on the ballot without enabling legislation

Topic Area: New Options for Revenue Sources (1.f.6)

NEW RECOMMENDATIONS

Related strategies include:

- **Strategy Y: Generate new revenue through value-capture**
 - **Y.1.** Give transit and other government agencies the ability to sell air rights or other development incentives to create development opportunities above and near transit stations and facilities to generate additional revenue via sale and/or investment
 - **Y.2.** Explore opportunities to allocate revenue from managed lanes in California's most congested regions to expand transit service, giving travelers reliable alternatives to driving alone
 - **Y.3.** Update increment financing tools to make it easier for transit agencies to capture value and establish district, with a specific focus on removing the number of bodies and votes that need to approve the creation of a TIF district
- **Strategy Z: Create new revenue through efficiencies and higher ridership service offering**
 - **Z.1.** Allow agencies to retain state grant funding if projects come in under-budget as incentive while within the same program without recompeting
 - **Z.2.** Allow agencies to borrow against future STA and LTF or other state share revenues for projects that will improve efficiencies and lower operating costs with a defined return on investment

Tranche 3 Report

Additional recommendations were suggested by
Task Force Member Paget-Seekins

Potential Strategy: New Sources of State Funding for Transit

- **Potential Recommendation:** The legislature should consider multiple new revenue sources for transit operations in order to increase levels of transit service.
- **Potential Recommendation:** Legislation creating a road charge or per mileage charge for electric vehicles, or to replace fuel taxes, should include allowing transit operations as an eligible expense for funds raised from both passenger and commercial vehicles.



Public comment

ACTIONS



Receive feedback on Principle: “Transit should be operationally and financially sustainable” including detailed strategies and recommendations in Appendix B

Approve, amend, or deny the following new recommendations:

- Recommendation AA.2.
- Recommendations under Strategy W, X, Y, & Z

5. Staff Report, discussion, and possible action on Service, Fare, Scheduling, Mapping and Wayfinding recommendations

Task Force to discuss and provide feedback on Service, Fare, Scheduling, Mapping and Wayfinding recommendations

Topic areas are as listed below:

- Service and fare coordination or integration between transit agencies (1.f.1.A)
- Coordinated scheduling, mapping, and wayfinding between transit agencies (1.f.1.B)

Staff has developed two fundamental strategies to cover these topics, as listed below:

- **ZZ.** Empower Regions to lead on fare, service, mapping, and wayfinding coordination
- **AAA.** Ensure State support

Task Force to discuss and provide feedback on Service, Fare, Scheduling, Mapping and Wayfinding recommendations

NEW RECOMMENDATIONS

Related strategies include:

- **Strategy ZZ: Empower Regions to lead on fare, service, mapping, and wayfinding coordination**
 - **ZZ.1.** The legislature could consider requiring and funding multi-operator regions to identify to identify a regional body, lead agency or collaboratives of operators with a responsibility to define the service goals of the transit network, identify key hubs and corridors where route and time connections are most important to riders, and consider the most effective method for timetable updates among participating transit agencies.
 - **ZZ.2.** Recommend regions, a lead agency or collaboratives of operators facilitate fare policy discussions with goal of increasing ridership and revenue.
- **Strategy AAA: Ensure State support**
 - **AAA.1.** Provide technical assistance to transit agencies that request it through a statewide identity verification program that transit agencies can use to verify discounted fares
 - **AAA.2.** Develop tools and technical assistance to help ensure interoperability between payments systems statewide, along with determining how to sell interregional, multi-operator trips that often link to the state rail network
 - **AAA.3.** 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
 - **AAA.4.** Develop tools and provide support for regions and agencies for service planning to support other recommendations and help facilitate interregional planning.



Public comment

ACTIONS



Possible action at the direction of the Task Force on:

- Strategy ZZ
- Strategy AAA

6. Staff Report, discussion, and possible action on TTTF Report Tranche 1 and 2 Updates

Discussion on Edits to Tranche 1 and 2 of the TTTF Report

Tranche 1 and 2 Report

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

- In the Executive Summary, added a paragraph about the need for transit funding.
- In Section 2.0, noted that the challenges were not limited to California, and added a separate bullet with more detailed discussion on the challenges created for transit agencies by the mandated ZEV transition.
- In Section 2.0, added a new paragraph on administrative and policy barriers discussing these barriers and recent legislation designed to break these barriers.
- In Section 2.0, added references to the subprime auto loan market, the need for additional resources, the impact of manufacturing delays on the ZEV transition, and the significant portion of transit agencies' budgets devoted to insurance and fuel costs.

Discussion on Edits to Tranche 1 and 2 of the TTTF Report

Tranche 1 and 2 Report - continued

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

- In Section 3.0, added requested language to the following principles: “provide transit that is accessible and easy to use for all,” and “develop high quality public transit systems to support complete communities”
- In Section 4.0, added graphics from Appendix A to the transit prioritization topic area to further illustrate cost to provide bus transit and average bus speeds.
- In the transit prioritization topic area overview, added language about the need for the State, cities, and counties to implement transit-supportive policies, practices, and infrastructure.
- Drafted a new topic area overview on service and fare coordination/integration and coordinated scheduling, mapping, and wayfinding.

Discussion on Edits to Tranche 1 and 2 of the TTTF Report

Tranche 1 and 2 Report

An additional recommendation B.5. was suggested by Task Force Member Miller

Strategy B: Expedite delivery of transit-supportive infrastructure and strategies.

- **Potential Recommendation B.5.:** Establish a streamlined process for adding stops and stations, and a process that involves members of the transit riding community before a stop or station can be removed.



Public comment

ACTIONS



Possible action at the direction of the Task Force on:

- Informational only on Tranches 1 and 2 updates

THANK YOU!



Adjourn