

**Transit Transformation Task Force (TTTF) – Meeting #11**  
**California State Transportation Agency**  
**August 1, 2025 | 10:00 am – 4:00 pm**  
**MEETING MINUTES**

**BART Board Room**  
**2150 Webster Street, 1<sup>st</sup> Floor**  
**Oakland, CA 94612**

**Background:** [SB125](#) established the Transit Transformation Task Force (TTTF) to develop policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. The California State Transportation Agency (CalSTA) appointed 25 members to the TTTF, including representatives from state government, local agencies, academic institutions, advocacy organizations, and other stakeholders. CalSTA, in consultation with the TTTF, will prepare a report of findings and policy recommendations based on the TTTF's efforts and submit it to the Legislature by October 31, 2025.

**TTTF Members**

(X indicates member was present in the room)

X	Kome Ajise, Southern California Association of Governments	X	Eli Lipmen, Move LA		David Sforza, Assembly Transportation Committee
X	Rashidi Barnes, Eastern Contra Costa Transit Authority	X	Juan Matute, UCLA Institute of Transportation Studies	X	Laura Tolkoff, SPUR
X	Alix Bockelman, Metropolitan Transportation Commission		Kate Miller, Napa Valley Transportation Authority/Vine Transit	X	Michael Turner, Los Angeles County Metropolitan Transportation Authority
	Sharon Cooney, San Diego Metropolitan Transit System (MTS)	X	Lorelle Moe-Luna, Riverside County Transportation Commission		Kari Watkins, UC Davis

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<b>X</b>	Chad Edison, CalSTA, Chair	<b>X</b>	Seamus Murphy, San Francisco Bay Water Emergency Transportation Authority	<b>X</b>	Mark Watts, Transportation California
<b>X</b>	Marlon Flournoy, Caltrans	<b>X</b>	Laurel Paget-Seekins, Public Advocates		Melissa White, Senate Transportation Committee
<b>X</b>	Ian Griffiths, Other Stakeholder with Subject Matter Expertise in Transportation		Michael Pimentel, California Transit Association		Jim Wunderman, Bay Area Council
<b>X</b>	Amy Hance, City of Clovis	<b>X</b>	Robert Powers, San Francisco Bay Area Rapid Transit District (BART)		
<b>X</b>	James Lindsay, Amalgamated Transit Union		Carl Sedoryk, Monterey-Salinas Transit District		

**Agenda Topics**

- 1. Welcome** (Chad Edison, CalSTA, TTF Chair)
  - Opening remarks expressing gratitude to the Task Force members and the public.
- 2. Opening Remarks** (Bob Powers, BART, Task Force member)
  - Provided an overview of BART's upcoming tap-to-pay roll-out, which is a key step in the Clipper Executive Board's regional effort to simplify fare payment and attract more riders across Bay Area transit agencies. Highlighted the fiscal challenges facing public transit in California, noting that agencies were actively engaged in local, regional, and state-level discussions to address funding shortfalls and ensure long-term system sustainability.
- 3. Public Comments**
  - Abby (Policy Manager, Transform) highlighted the essential role public transit plays in daily life, economic mobility, and access to services, drawing on both their professional and personal experience as a regular rider. They stressed that allowing the transit

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system to fail would be disastrous, particularly for those who depend on it most.

- David Azevedo (Associate Director, AARP California, TWG Member) emphasized the urgent need to fund accessible transit options—such as dial-a-ride and paratransit—for older adults and people with disabilities. With California's population rapidly aging, they noted that demand for these services will rise sharply, especially in suburban and rural areas.
- Adina Levin (Seamless Bay Area) emphasized the importance of identifying clear and specific funding needs and sources to support public transportation in California. They highlighted the Task Force's role in building on the 2023 budget agreement to develop long-term policies and funding solutions that increase ridership and help meet the State's goals.
- Adriana Rizzo (Californians for Electric Rail) emphasized the urgent need to clearly identify funding sources for both transit operations and capital projects, citing inadequate bus service coverage and frequency in less urban areas, isolation, high car-related costs, and regional rail capacity constraints requiring upgrades to reduce car use.
- Christina Leffman (Bay Area public transit rider) emphasized that while reliability, cleanliness, and safety are important, accessibility must also be a top priority. They highlighted challenges faced by people with disabilities, such as inconsistent access to bus stops and difficulties reaching both work and recreational destinations, stressing the need for transit systems to better accommodate diverse mobility needs.
- Chris Fitzgerald (citizen advocate for people with disabilities) emphasized the importance of affordable, accessible, and seamless public transit for people with disabilities, particularly addressing first- and last-mile challenges. They stressed the need for safe and clear travel paths to encourage transit use, highlighted the necessity of improving paratransit services, and supported cross-county one-seat ride proposals with simplified payment systems.
- Collin Thoma (Disabilities Services & Legal Center) emphasized that transit funding is critical, especially in rural areas. While paratransit and bus services are somewhat adequate in urban centers, rural regions face significant gaps, with many areas ineligible for paratransit and limited alternative options.

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- Cynde Soto emphasized that transportation services, especially paratransit, have long been underfunded and are currently on life support. They noted that unreliable, unsafe, and unclean transit keeps many in poverty and limits employment opportunities.
- Warren Cushman (Community Resources for Independent Living) echoed the concerns of previous disability advocates regarding paratransit, fixed-route transit, and accessibility needs. They emphasized high expectations from the disability community for the task force to address funding, best practices, and data-driven solutions related to disability access.

#### **4. Roll Call** (Chad Edison, CalSTA, TTTF Chair)

- Call to order, roll call, establishment of quorum, and housekeeping items.

#### **5. Approval of the TTTF Meeting Minutes for March 11, 2025** (Chad Edison, CalSTA, TTTF Chair)

- A motion was made to approve the meeting minutes for March 11, 2025
- Motion/Second: Edison/Tolkoff
- Ayes: Ajise, Barnes, Bockelman, Edison, Flourney, Griffiths, Hance, Lindsay, Lipmen, Matute, Moe-Luna, Murphy, Paget-Seekins, Powers, Sforza, Tolkoff, Turner, Watts
- Noes: None
- Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman

#### **6. Approval of the TTTF Meeting Minutes for April 25, 2025** (Chad Edison, CalSTA, TTTF Chair)

- A motion was made to approve the meeting minutes for April 25, 2025
- Motion/Second: Edison/Griffiths
- Ayes: Ajise, Barnes, Bockelman, Edison, Flourney, Griffiths, Hance, Lindsay, Lipmen, Matute, Moe-Luna, Murphy, Paget-Seekins, Powers, Sforza, Tolkoff, Turner, Watts
- Noes: None
- Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman

**7. Staff Report, discussion, and possible action on TTTF Report Tranche 1**

(Chad Edison, CalSTA, TTTF Chair)

- Provided an overview of the meeting agenda and noted that it will focus on Tranche 1 of the TTTF draft report, including guiding principles, recommendations, and appendices.

**a) Staff Report on the following sections of the TTTF Report** (Hunter Owens, SB125 Staff)

- Provided an overview of the staff report on Tranche 1, which contained the following sections:
  - i. Introduction, Executive Summary, and Guiding Principles
  - ii. Principle: “Boost the speed, frequency, and reliability of transit services” including detailed strategies and recommendations in Appendix B
  - iii. Principle: “Deliver an exceptional customer experience with a strong focus on safety for everyone” including detailed strategies and recommendations in Appendix B
  - iv. Appendix A: Detailed Analysis requested under Senate Bill 125 Section 1E

**b) Public Comment**

- Warren Cushman (Community Resources for Independent Living) emphasized that accessibility should be a top guiding principle and major theme in the report. They acknowledged that accessibility, along with disability and senior-related issues, is included throughout the document, which he views as a positive step.
- Chris Fitzgerald (citizen advocate for people with disabilities) speaker commented that accessibility should be a priority in all transit planning, with particular attention to securing funding to ensure effective paratransit services that operate seamlessly across counties. They emphasized that behind-the-scenes coordination and infrastructure are essential, but the ultimate goal is to provide fair, affordable, and high-quality paratransit and fixed-route systems statewide.
- Christina Leffman (Bay Area public transit rider) highlighted the numerous barriers they continue to face in the transit system. They pointed out that many people with disabilities are unable to secure employment due to transportation challenges, underscoring that

accessibility must not only be a theoretical inclusion but a practical reality.

- Collin Thoma (Disabilities Services & Legal Services) emphasized the importance of making accessibility a top priority, echoing earlier comments. They highlighted ongoing issues with paratransit, first- and last-mile connections, and inconsistent local implementation. Recommendations included better transit schedule coordination, more mobility programs, and dedicated trip planning support to ease travel for people with disabilities.
- Phoebe Chui commented that the guiding principle on transit and land use should be rephrased to combine elements from both the staff-revised principles and Member Griffiths' version, reading: "Facilitate complete communities where high-quality public transportation enables connectivity to where people live, work, and learn." They emphasized that "complete communities" and the phrase "where people live, work, and learn" are important for clarity to the public, and suggested changing "create" to "facilitate."
- Cynde Soto (LA County wheelchair user) spoke about the Wave service, which provides wheelchair-accessible rides complementing Uber and Lyft for people with disabilities. They highlighted that while the disability community requested a 20-cent surcharge per ride to fund Wave, the legislature only approved 10 cents, which they feel is insufficient to support accessible transit.
- Aaron commented that they support the comments made by other members of the public, and that they support first/last mile.

### **c) Task Force General Discussion and Action on Guiding Principles**

- **Scope, Structure, and Wording of Principles:** Task Force members discussed the purpose and structure of the guiding principles, with some viewing them as high-level "why" statements that should remain short, clear, and broadly applicable, and others favoring more descriptive language to ensure completeness. Several members cautioned against overloading principles with details better suited for goals or strategies, while others argued that explicitness is necessary so the legislature clearly understands the Task Force's intent. Some preferred the original or staff-revised principles for their brevity, while others supported elements of

Member Griffiths' expanded proposals for adding depth, provided they could be streamlined. There was general agreement on the importance of making the principles inspiring, transformational, and able to stand alone in a concise format that could be easily communicated.

- **Potential Addition of a Fifth Principle:** Many members expressed support for creating a fifth principle to address accessibility and exceptional customer experience as a distinct priority. Supporters felt this would prevent accessibility from being “buried” within other principles and would allow the first principle to focus more narrowly on service speed, frequency, and reliability. They suggested this new principle could encompass both physical and cognitive accessibility, intuitiveness of the system, wayfinding, and language access. Others were more cautious, suggesting that accessibility could be integrated into existing principles—such as combining it with safety—rather than creating a new one. Other members noted that customer experience was difficult to quantify.
- **Balancing Funding and Efficiency:** Funding was repeatedly identified as the central issue for achieving the Task Force's vision, with some members stressing that transformational improvements in service and infrastructure required more funding and cannot be achieved through efficiencies alone. These members emphasized that the report must explicitly identify funding sources for both operations and capital. In contrast, other members highlighted the need to demonstrate cost efficiency to earn legislative support, arguing that the state and public will expect evidence that resources are being used effectively before approving new revenue.
- **Clarity on Transit's Role in Land Use and Complete Communities:** Task Force members discussed how to frame the relationship between transit and land use in the principles. Some preferred language positioning high-quality transit as enabling complete communities, while others argued for a reciprocal relationship between land use policy and transit investment. Concerns were raised about ensuring that principles remain within the Task Force's scope and avoid implying that local transit agencies are responsible for non-transit land use outcomes. Suggestions included rephrasing to ensure operators can reasonably deliver on the principles with adequate state support.

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- **Geographic and Operational Realities:** Some Task Force members noted that certain principles—such as competitiveness with other modes—may not be achievable in all geographic contexts, particularly rural and small urban areas. They cautioned against framing such measures as universal performance standards at the principle level, recommending that such targets be addressed in supporting actions where local conditions can be considered. Some members warned against including expectations that operators may not be able to meet.
- **Distinguishing Between Principles, Goals, and Strategies:** The Task Force discussed the need to clearly separate principles (the “why”) from goals (the “what”) and strategies/recommendations (the “how”). Some members expressed concern that expanding principles with specific adjectives and metrics risks shifting them into goal territory, creating potential confusion about their intent and measurement. In general, most member felt that details on implementation, metrics, and specific actions should be placed in the strategies and recommendations, while principles should remain high-level guiding statements.
- **A Motion was made to add a fifth principle focused on accessibility and customer experience**
  - Motion/Second: Watts/Matute
  - Ayes: Ajise, Barnes, Bockelman, Edison, Flournoy, Griffiths, Hance, Lindsay, Lipmen, Matute, Moe-Luna, Murphy, Paget-Seekins, Powers, Tolkoff, Turner, Watts
  - Noes: none
  - Abstain: none
  - Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
  - Motion approved.
- **A Motion was made to approve the following principle with the following modifications (in *bold italics* and ~~strikethrough~~)**



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Original Principles	Staff Revised Principles	Ian Griffiths' Principles	TTTF 11 Updated Principle
<del>Better service, better outcomes—</del>	<del>Boost the speed, frequency, and reliability of transit services—</del>	<del>Provide fast, reliable, connected, and convenient transit services that meet Californians' mobility needs and are competitive with other travel options</del>	<b><i>Better service, better outcomes</i></b>

- Motion/Second: Powers/Hance
- Ayes: Barnes, Hance, Lindsay, Murphy, Powers, Turner
- Noes: Ajise, Bockelman, Fournoy, Griffiths, Lipmen, Matute, Moe-Luna, Tol koff, Watts
- Abstain: Edison, Paget-Seekins
- Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
- Motion failed.

- **A Motion was made to approve the following principle with the following modifications (in ***bold italics*** and ~~strikethrough~~)**

Original Principles	Staff Revised Principles	Ian Griffiths' Principles	TTTF 11 Updated Principle
<del>Better service, better outcomes—</del>	<del>Boost the speed, frequency, and reliability of transit services—</del>	<del>Provide fast, reliable, connected, and convenient transit services that meet Californians' mobility needs and are competitive with other travel options</del>	<b><i>Provide fast, reliable, connected, and convenient transit services that meet Californians' mobility needs</i></b> and are competitive with

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			other travel options
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- Motion/Second: Griffiths/Lipmen
- Ayes: Ajise, Bockelman, Edison, Flournoy, Griffiths, Lindsay, Lipmen, Matute, Murphy, Watts
- Noes: Barnes, Hance, Moe-Luna, Powers, Tolkoﬀ, Turner
- Abstain: Paget-Seekins
- Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
- Motion failed.

- **A Motion was made to approve the following principle with the following modifications (in *bold italics* and ~~strikethrough~~)**

Original Principles	Staff Revised Principles	Ian Griffiths' Principles	TTTF 11 Updated Principle
<del>Better service, better outcomes—</del>	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	<i><b>Provide fast, reliable, connected, and convenient transit services</b></i>

- Motion/Second: Murphy/Watts
- Ayes: Ajise, Barnes, Bockelman, Edison, Flournoy, Hance, Lindsay, Matute, Moe-Luna, Murphy, Paget-Seekins, , Tolkoﬀ, Turner, Watts
- Noes: Griffiths, Lipmen, Powers
- Abstain: none

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- Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
- Motion approved.

- **A Motion was made to approve the following principle with the following modifications (in *bold italics* and ~~strikethrough~~)**

Original Principles	Staff Revised Principles	Ian Griffiths' Principles	TTTF 11 Updated Principles
<del>Transit and land use are interconnected</del>	<del>Increase options for living, working, and learning near high-quality transit routes</del>	<del>Create complete communities that contribute to and benefit from high quality public transportation</del>	<i><b>Develop high quality public transit systems to support complete communities</b></i>

- Motion/Second: Watts/Griffiths
  - Ayes: Ajise, Barnes, Bockelman, Edison, Flournoy, Griffiths, Lindsay, Lipmen, Matute, Moe-Luna, Murphy, Paget-Seekins, Tolkoff, Turner, Watts
  - Noes: Hance, Powers
  - Abstain: none
  - Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
  - Motion approved.
- **A Motion was made to to approve the following principle with the following modifications (in *bold italics* and ~~strikethrough~~)**

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Original Principles	Staff Revised Principles	Ian Griffiths' Principles	TTTF 11 Updated Principles
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	<b><i>Safety is fundamental</i></b>

- Motion/Second: Matute/Hance
  - Ayes: Ajise, Barnes, Bockelman, Edison, Flournoy, Hance, Lindsay, Lipmen, Matute, Moe-Luna, Murphy, Paget-Seekins, Powers, Turner, Watts
  - Noes: Griffiths, Tolkoff
  - Abstain: none
  - Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
  - Motion approved.
- **A Motion was made to approve the following principle with the following modifications (in ***bold italics*** and **strikethrough**)**

Original Principles	Staff Revised Principles	Ian Griffiths' Principles	TTTF 11 Updated Principles
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	<b><i>Transit should be operationally and financially sustainable</i></b>

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- Motion/Second: Murphy/Lindsay
  - Ayes: Ajise, Barnes, Bockelman, Edison, Flourney, Hance, Lindsay, Matute, Moe-Luna, Murphy, Paget-Seekins, Powers, Tolkoﬀ, Turner
  - Noes: Griﬃths, Lipmen, Watts
  - Abstain: none
  - Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
  - Motion approved.
- **A Motion was made to approve the fifth principle on accessibility and customer experience with the following modifications (in *bold italics* and ~~strikethrough~~)**

<b>TTTF 11 Updated Principle</b>
<i><b>Provide transit that is accessible and easy to use for all</b></i>

- Motion/Second: Hance/Barnes
  - Ayes: Ajise, Barnes, Bockelman, Edison, Flourney, Hance, Lindsay, , Moe-Luna, Murphy, Paget-Seekins, Powers, Turner, Watts
  - Noes: Griﬃths, Lipmen, Matute, Tolkoﬀ
  - Abstain: none
  - Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
  - Motion approved.
- **Order of Updated Guiding Principles:** The Task Force discussed how to order the updated guiding principles in the report. Members who commented indicated their agreement with the order recommended by staff, which is as follows

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<b>TTTF 11 Updated Principles</b>	<b>Staff Recommendation</b>
A. Provide fast, reliable, connected, and convenient transit services	3
B. Develop high quality public transit systems to support complete communities	5
C. Safety is fundamental	2
D. Transit should be operationally and financially sustainable	1
E. Provide transit that is accessible and easy to use for all	4

**d) Task Force General Discussion and Action on Appendix B**

- **Elevated and Prioritized Recommendations:** Task Force members identified the following recommendations (listed below in alphabetical order) as priority recommendations and indicated they should be elevated in the report:
  - A.3. Encourage implementation of transit priority and bus rapid transit (BRT) features on the state right of way, such as bus-only lanes or queue jumps and ensure that the State Highway Network can be used by transit riders
  - B.1. Allow for exemption or preemption of local and State permitting requirements on identified priority transit routes
  - B.2. Extend the SB 922 California Environmental Quality Act (CEQA) exemptions for transit prioritization projects, general purpose lane to bus-only lane conversions, highway shoulders to part-time transit lanes conversions
  - B.4. Establish a statewide TIGER team to assist with the implementation of BRT / Bus Only lanes statewide to assist with planning, engineering and implementation in all jurisdictions
  - D.1. Fund planning and engineering resources at the State level for easier implementation of transit priority infrastructure at the local level.
  - D.2. Update state funding programs and guidelines to encourage the delivery of transit priority infrastructure.

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- J.4. Increase lighting and other safety features in the areas surrounding transit stations to ensure safety on a first/last mile trip.
- K.2. Coordinate with health and human services agencies to implement services for unhoused people on and around transit systems.
- L.2. Examine opportunities to regionalize prohibition orders within the existing legal framework.
- L.3. Establish parity in penalties for assault and battery against transit operators, ticketing agents, and all other transit employees.
- M.1. Provide dedicated funding for improving safety infrastructure (e.g., protective barriers, lighting) at transit stations and bus stops, and employing safety-related personnel.
- M.2. Provide dedicated funding for de-escalation and violence mitigation training specific to transit employees.
- M.3. Allow transit agencies to be eligible for homelessness funding programs.
- KK.1. Increase funding for active transportation (e.g. Active Transportation Program funding) with reduced variability and reduced administrative burden from year-to-year.
- KK.2. Encourage existing and new State funding for active transportation projects that better increase first/last mile access to transit.
- MM.2. Empower transit agencies to provide more 'one-seat ride' services, or services to limit the number of transfers when services originate and/or end within an agreed upon expanded service area by creating frameworks for revenue sharing and paratransit service coordination.
- MM.3. Encourage healthcare providers and social service providers to engage in strategic planning with transit operators to better plan and coordinate public and private transport to healthcare in jurisdictions, to identify optimal times for healthcare appointments, allowing for shared rides.

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- MM.4. Encourage legislature to change Medi-Cal managed care reimbursements to a per capita payment model per trip (rather than per medical recipient). Use ongoing revenue streams to subsidize and reimburse transit agencies that provide microtransit and paratransit services.
- QQ.4. Review and reconsider ICT requirements for paratransit vehicles.
- QQ.5. Provide greater flexibility to MPO/RTPAs to determine priorities for Section 5310 funds.
- **Discussion on Revised Policy Recommendations J.1 and J.2:** Task Force members discussed staff's revisions to these recommendations, which focus on physical security measures for frontline transit workers and riders. A variety of perspectives were raised regarding these recommendations. Regarding recommendation J.2 about surveillance, some Task Force members raised concerns around the use of facial recognition technology and the threat it posed to civil liberties and undocumented riders. Other Task Force members indicated that such technology can easily allow operators to identify prohibited riders and enhance safety.
- **A Motion was made to approve the following recommendations with the following modifications (in *bold italics* and ~~strikethrough~~)**

Recommendation
J.2 Improve surveillance and response capabilities by constructing emergency communications equipment and systems, increasing security cameras, and quality of cameras, <b>and implementing technology to identify prohibited individuals</b>

- Motion/Second: Paget-Seekins/Lindsay
- Ayes: Lindsay, Paget-Seekins
- Noes: Ajise, Barnes, Bockelman, Hance, Lipmen, Moe-Luna, Murphy, Powers, Turner
- Abstain: Edison, Fournoy, Griffiths, Matute, Tolkoff, Watts
- Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
- Motion failed.



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- **Discussion on Report Prioritization and Organization:** Task Force members expressed a variety of opinions on report organization and structure. They discussed the importance of prioritizing recommendations based on whether they require legislative action, funding commitments, or administrative policy changes within existing authority. Some members suggested grouping recommendations into distinct categories, such as statutory changes for the legislature to consider, funding-related investments that could strengthen transit systems, and actions state agencies can take without new legislation. Other members emphasized the need for clarity so the legislature can easily identify direct requests, while others proposed organizing recommendations by timelines and desired outcomes over five- and ten-year horizons. There was also discussion about using multiple formats—such as a differently organized appendix—to present the recommendations through various lenses for different audiences.
- **Discussion on the New Draft Policy Recommendation PP.6:** Task Force members expressed a variety of opinions on the recommendation to improve planning and integration of transportation services for older adults and people with disabilities. Some advocated for stronger language than “encourage” and pointed to successful examples like “one seat rides,” while others cautioned against commingling services that could limit access for those with critical needs. Several supported keeping the language broad but adding coordinating entities such as county transportation authorities, MPOs, and RTPAs. Some felt funding, not planning, was the main barrier to adequate paratransit service, and others called for clarifying what “reform” means. One suggestion was to focus on comprehensive service planning without specifying modes, emphasizing coverage and availability instead.
- **A Motion was made to approve the following recommendations with the following modifications (in *bold italics* and ~~strikethrough~~)**

Recommendation
PP.6 <i>Encourage the integration of paratransit, microtransit, and fixed route services.</i>  <i>Note: Motion included adding the following entities to “responsible entities” in Appendix B: county transportation agencies, RTPAs, MPOs</i>

- Motion/Second: Griffiths/Watts
  - Ayes: Griffiths, Powers, Watts
  - Noes: Barnes, Hance, Lindsay, Lipmen, Matute, Paget-Seekins, Turner
  - Abstain: Ajise, Bockelman, Edison, Flourney, Moe-Luna, Murphy, Tolkoff
  - Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, White, Wunderman
  - Motion failed.
- **Discussion on Recommendations Under Strategies MM-QQ:** Task Force members expressed a variety of opinions on these recommendations. Several emphasized elevating the “one seat ride” concept and prioritizing funding to public operators—such as through Medi-Cal reimbursements—to support unionized transit workforces and expand services in rural and exurban areas with unmet needs. Others noted that many strategies, such as needs assessments, are already implemented at county and regional levels, cautioning against duplication and urging realistic expectations about the scale of potential funding. Members supported aligning these recommendations with MM.3 and MM.4 to strengthen legislative advocacy, while also highlighting additional priorities such as low-income fare subsidies and student transportation.

- **A Motion was made to approve the following recommendations with the following modifications (in *bold italics* and ~~strikethrough~~)**

Recommendation
JJ.1. Empower <b>and resource</b> regional agencies <b>to designate key transit hubs and stations, in consultation with cities, counties and transit agencies, where clear standards and wayfinding will apply</b>

- Motion/Second: Griffiths/Powers
- Ayes: Ajise, Barnes, Bockelman, Edison, Flournoy, Griffiths, Hance, Lindsay, Lipmen, Matute, Moe-Luna, Murphy, Paget-Seekins, Powers, Sforza, Tol koff, Turner
- Noes: None
- Absent: Cooney, Miller, Pimentel, Sedoryk, Sforza, Watkins, Watts, White, Wunderman
- Motion approved.

**e) Task Force General Discussion and Action on Appendix A**

- **Value and Placement of Appendix A:** Some Task Force members indicated that Appendix A contained valuable follow-up information from prior meetings, including detailed interstate funding comparisons and analysis of unmet transit needs determinations across RTPAs. There was discussion about whether such critical data should remain in the appendix or be incorporated into the main body of the report to ensure it receives adequate visibility. The funding breakdown by state was seen by some members as an opportunity to identify innovative revenue sources or funding models from other states that California has not yet explored or implemented. Some members felt that including these insights in the main report could strengthen the case for policy or funding recommendations and help the legislature understand the broader context for California's transit funding structure.
- **Discussion on Scenarios for Capital Costs and Operating Costs:** The Task Force discussed scenarios representing capital costs and operating costs in Appendix A and sought clarification from staff. Some Task Force members commented that the scenarios should more clearly state what the need is, what the current sources are projected to be, and what the gap is. Multiple members called for

a clearer breakdown of the funding data presented in the report. Comparisons to other states revealed that California invests a smaller share of total transit funding in operations—an important factor given the large operating shortfall agencies face. Some members suggested that showing this data by year, across multiple years, would help avoid anomalies caused by temporary COVID-19 relief funding. Breaking the data down by region was also emphasized as important, particularly since the majority of trips and route miles occur in high-ridership areas like the LA Metro and MTC regions.

- **TDA Reform and Unmet Needs:** Some Task Force members commented on the appendix's analysis of unmet needs. One member noted that most RTPAs already dedicate the bulk of their TDA funds to transit rather than non-transit purposes, meaning that opportunities for reallocation may be limited. However, other members suggested that in counties where fixed-route service is impractical, unmet needs funding could be redirected toward same-day service or one-seat paratransit rides, particularly to meet the needs of older adults and people with disabilities. With California's older adult population growing, one member saw this as a significant policy opportunity linked to broader accessibility and equity goals.
- **Estimating Funding Needs and Efficiency Goals:** Several members stressed the importance of presenting the legislature with a clear, quantified funding request for achieving transit transformation, tied directly to efficiency benchmarks and potential cost savings. This would require establishing an order-of-magnitude estimate for revenue needs and demonstrating that inefficiencies—such as California's above-average administrative cost share—are being addressed. Some members emphasized that a credible funding request must show both the scale of investment required and a commitment to making the most of available resources.
- **Requests for Additional Data Analysis and Details:** Some members requested additional funding details and data points, including the portion of total funding that can actually be used for transit operations. They suggested that pie charts and tables be

expanded to show multi-year trends and be broken down by region, illustrating where the greatest potential for ridership growth exists. One member requested additional data on how California's transit OPEX spending compares to other states, and another suggested including data comparing the miles operated by zero-emission vehicles to those operated by diesel or internal combustion engine vehicles, noting that electric vehicles often cannot run due to charging, fueling, or parts issues.

**f) Task Force General Discussion on Introduction and Executive Summary**

- **Providing Context for Cost Trends and Presentation of Funding Recommendations:** One Task Force member questioned the representation of operating and capital cost projections without sufficient explanation of the drivers behind them, noting the need for additional context to explain factors driving capital cost increases. One member also recommended organization funding recommendations into three categories: existing funding sources, potential new statewide sources, and regional sources that would require state authorization, such as congestion pricing or other pricing mechanisms.
- **Recognizing Competitive Pressures from Emerging Transportation Models:** One Task Force member noted that the Executive Summary should address competition from private mobility providers, including TNCs like Uber and Lyft, as well as emerging technologies such as autonomous vehicles, driverless taxis, and even planned “flying taxi” services. These developments were seen as significant threats to transit ridership and transit-related jobs, particularly if they draw customers away from public options.
- **Strengthening Language on Funding Needs:** One Task Force member felt that the language about funding in the Executive Summary should be more assertive about the scale of financial resources required for transformation. One member recommended replacing softer terms like “stabilized” or “sustained” funding with “increased” or “additional” funding to make clear that the goals outlined cannot be achieved without substantial new investment beyond current levels.

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- **Addressing Equity for Older Adults and Regional Service Differences:**  
One Task Force member called explicit acknowledgment in the Executive Summary of the state's aging population and the need to expand accessible transit options for older adults. Additionally, one member stressed the importance of distinguishing between suburban and inner-city transit needs, noting that legislative solutions must account for the unique service challenges and operating environments in different community types.

**8. Preview of next steps and topics for future meetings** (Chad Edison, CalSTA, TTTF Chair)

- Homework: please provide via the SB125 inbox
  - Feedback on today's discussions
  - Feedback on "Tranche 2" of the report, when released
- Next TTTF meeting will be on August 26, 2025 at the Orange County Transportation Authority, in Orange, California

**9. Adjourn** (Chad Edison CalSTA, TTT Chair)

- Thank you to the Task Force and the public
- Meeting adjourned

For additional information please visit our webpage:

<https://calsta.ca.gov/subject-areas/sb125-transit-program>