

Transit Transformation Task Force (TTTF) – Meeting #12
California State Transportation Agency
August 26, 2025 | 11:00 am – 4:00 pm
APPROVED MEETING MINUTES

Orange County Transportation Authority (OCTA)
550 South Main Street
Orange, CA 92868

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)

	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		Laura Tolkoff, SPUR
x	Alix Bockelman, Metropolitan Transportation Commission	x	Kate Miller, Napa Valley Transportation Authority/Vine Transit	x	Michael Turner, Los Angeles County Metropolitan Transportation Authority
x	Sharon Cooney, San Diego Metropolitan Transit System (MTS)	x	Lorelle Moe-Luna, Riverside County Transportation Commission	x	Kari Watkins, UC Davis

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

Agenda Topics

1. Welcome (Chad Edison, CalSTA, TTTF Chair)

- Opening remarks expressing gratitude to the Task Force members and the public.

2. Opening Remarks (Darrell Johnson, OCTA Chief Executive Officer)

- The speaker welcomed the Task Force to Orange County and introduced OCTA as a consolidated agency with broad responsibilities, emphasizing its long-term financial discipline, strategic planning, and stability. They highlighted transit initiatives such as free youth and college student ride programs and outlined major projects including a new fare system, the OC Streetcar, zero-emission fleet expansion, and a new operations center. They also noted challenges, including uncertain funding for Metrolink, risks tied to cap-and-trade revenues, the high costs of zero-emission transitions, and vulnerabilities of coastal rail infrastructure, stressing that stable growth requires proactive planning, rider-focused service, and continued investment in the future.

3. Public Comments

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- Zennon Ulyate-Crowe (Californians for Electric Rail) commented that they support the capital project delivery reform recommendations and urged the Task Force to support recommendations that cut project costs and timelines.
- Brian Yanity (Rail Passenger Association of California and Nevada) thanked State agencies for supporting OCTA's projects and stressed the need for steady State funding for regional rail operations. They commented that they opposed hydrogen-powered trains, citing environmental and climate impacts from supply chain emissions and leakage.
- Xerxes Xanganay (Tustin resident) commented in support of equitable transportation design. They noted that agencies should use in-house expertise instead of expensive consultants for rail transit projects, and expressed support for electrification, citing Caltrain's success in reducing costs and increasing ridership.
- Adriana Rizzo (multiple affiliations noted) commented in support of the fare and schedule integration recommendations for multi-county metro areas, and endorsed transit-oriented development through amendments to the Surplus Land Act. They emphasized the need for better transit coordination and more efficient infrastructure development across California.
- Adina Levin (Seamless Bay Area) commented in support of recommendations to reduce capital project timelines and costs. Regarding schedule coordination, they commented that the State should provide funding, tools, technical assistance, and standards, while regions should lead the operational coordination.
- David Sanders (Irvine resident) commented in support of streamlined project delivery for railway transit. They suggested shifting funds from highway expansion to more cost-effective projects such as rail and streetcar extensions because they tend to have lower per-mile costs.
- Kevin (Culver City resident) commented in support of a reloadable regional transit card and better coordinated schedules, especially across Metrolink counties. They noted that reloadable transit cards will boost ridership, and enhance last-mile connections for workers and transit riders.
- Mari Luna (SAJE; South Los Angeles resident) commented that there is a need for more State funding for regional transit coordination. They also expressed concerns regarding rider safety concerns and asked for alternatives to farebox recovery.

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- Nakiev (Beverly Hills resident) commented in support of proposed capital delivery reforms to cut red tape and build in-house design capacity. They also called for more integrated fare systems with a reloadable card that enables transfers.
- Benjamin (Belmont resident) commented that the State should rely less on federal funding and more on State funding to deliver capital projects.
- Bart Reed (Executive Director, The Transit Coalition) commented on electrification and expressed opposition to hydrogen, which is costly, imported, and a fossil fuel. They expressed a need to electrify Metrolink and the LOSSAN corridor to enable double-stack trains between Los Angeles and San Diego.

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 August 1, 2025 (Chad Edison, CalSTA, TTTF Chair)

- A motion was made to approve the meeting minutes for August 1, 2025
- Motion/Second: Griffiths/Matute
- Ayes: Barnes, Bockelman, Cooney, Edison, Flournoy, Griffiths, Hance, Lindsay, Lipmen, Matute, Miller, Moe-Luna, Murphy, Paget-Seekins, Pimentel, Turner, Watts
- Noes: None
- Abstain: Sedoryk, Watkins
- Absent: Ajise, Powers, Sforza, Tolkoff, White, Wunderman
- Motion approved.

6. Staff Report, continued discussion, and possible action on service and fare coordination or integration between transit agencies, and coordinated scheduling, mapping, and wayfinding between transit agencies (Chad Edison, CalSTA, TTTF Chair)

a) Staff Report (Hunter Owens, SB125 Staff)

- Provided an overview of the staff report, noting that the staff report provided background for continued discussion on fare coordination and service integration, as well as coordinated scheduling,

mapping, and wayfinding between transit agencies. They recapped prior Task Force discussions, noting that members had asked for revised recommendations and that feedback was needed before reporting to the Legislature at year's end. They highlighted a supportive letter from MTC, emphasized the diversity of regional contexts, and requested input on the roles of state, regional, and local agencies. They also asked for guidance on performance metrics, tools, and funding approaches to support coordination, with the goal of finalizing recommendations by the September 30 meeting.

b) Public Comment

- Colin (Disability Services and Legal Center) commented on the importance of standardizing fares, schedules, and wayfinding to make public transit more accessible for people with disabilities and seniors. They noted that fare standardization helps low-income riders plan and understand costs, while seamless scheduling reduces fatigue and the risk of missing critical appointments.
- Kevin Dedicatoria (Culver City resident) commented in support of fare integration and a reloadable regional transit card. They urged State and county agencies to work together to ensure transit stops are accessible and ADA compliant for individuals with various disabilities, and stressed the importance of providing adequate funding to support these standards.
- Adina Levin (Seamless Bay Area) commented that improved coordination of fares and transit passes in the Bay Area has significantly increased ridership and transfers. They noted that standardizing low-income discounts across agencies also boosts ridership, and encouraged the Task Force to make concrete recommendations to further these goals.
- Adriana Rizzo (multiple affiliations noted) commented in support of fare and schedule recommendations for integration, and highlighted the lack of coordination in the Inland Empire's multi-county transit systems. They also expressed support for a reloadable payment card.
- Patricia Pyrrhus (Bay Area resident) commented that until the fare box recovery ratio rules are eliminated, California will not have meaningful fare policy. Additionally, they urged for a flexible policy that does not penalize agencies for equity-driven services.

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- Wendy Collins (MTC Policy Advisory Council member) commented that the Bay Area's Marine-Sonoma Coordinated Transit Service (MACOTS) study shows ridership and revenue upsides from increasing coordination between various transit agencies.
- Bart Reed (Transit Coalition) commented on the lack of late-night and holiday bus service in San Bernardino and expressed a need for better coordination between agencies. They called for additional funding from San Bernardino and Orange County to support expanded late-night transit options.
- Brian Yanity (Rail Passenger Association of California and Nevada) commented on the importance of schedule and fare integration and wayfinding across all levels of transit. They cited positive examples from Seattle, where the ORCA card allows seamless travel across multiple modes, and Portland, where riders can use a credit card for integrated fares.

c) Task Force Discussion

- **Fare Coordination Faced Complex Challenges at Both State and Regional Levels:** Task Force members expressed a variety of views on this topic. Some noted that implementing integrated fare media was technically and institutionally complex, particularly due to back-end banking requirements and the diversity of fare products. Some felt that the State's role should be to facilitate interregional coordination and set clear standards, while regions and agencies led on implementation. Others emphasized the need for both occasional "tap-and-go" open-loop payments and robust regional fare programs for frequent riders.
- **Student Transit Pass Programs Demonstrated Clear Ridership Gains:** Task Force members expressed a variety of views on this topic. Several speakers highlighted the success of community college and student pass initiatives, citing evidence of tripled ridership and millions of new riders at low cost. Despite this, some members explained that repeated attempts to secure stable state funding had failed, leaving agencies reliant on local partnerships. Some Task Force members indicated that that the State could leverage education funding streams but had yet to provide direct, sustained support for transit agencies themselves.

- **Wayfinding and Mapping Required Both Digital and Physical Integration:** Task Force members expressed a variety of views on this topic. Some members indicated that universal wayfinding was still in its early stages, with the Bay Area leading on regional efforts. While apps such as Google Maps provided broad coverage, participants argued they were insufficient for regular riders and those with accessibility needs. The Transit App was praised for usability and feedback functions, while others called for statewide standards for signage, print size, and visual cues to make physical navigation more intuitive, especially for people with disabilities or limited English proficiency.
- **Regional Leadership Was Viewed as Essential, but State Oversight Remained Critical:** Task Force members expressed a variety of views on this topic. Some participants agreed that regions were best positioned to coordinate service schedules, fare products, and hub integration. However, some emphasized that the State should set common goals, track performance, and provide flexible funding to ensure equity across diverse regions. Some members noted that not all regions had the capacity of large MPOs such as MTC or SCAG, and that disparities in technical expertise could hinder statewide consistency without additional State support.
- **Examples from International Models and Other U.S. Regions Informed Discussion of Integration:** Task Force members expressed a variety of views on this topic. Some members referenced the “Deutschland Ticket” in Germany and nationwide fare systems in Taiwan, Korea, and the Netherlands as models for seamless travel. Some noted that a statewide pass product in California—whether as a tourist offering or as a resident transit ID—could provide a transformational step toward reducing car dependence. Such models underscored the importance of combining schedule, fare, and user-experience integration to increase ridership and public investment.
- **Technology Standards and Data Integration:** Task Force members expressed a variety of views on this topic. Some members described the importance of open standards for fare media, payment processing, and data sharing to prevent conflicts and reduce disputes between riders and drivers. Other members suggested the State to adopt and enforce common technical standards through Cal-ITP, enabling interoperability across agencies and partnerships with schools and universities. Other members also emphasized the

need for statewide facilitation of agency relationships with multiple app vendors, ensuring consistent data access while allowing local flexibility.

- **Funding Constraints Remained the Underlying Barrier to Progress:**

Task Force members expressed a variety of views on this topic. Despite strong interest in coordination, some participants repeatedly stressed that implementation required significant new funding. Some noted that reduced-fare programs, open-loop payments, expanded mapping, and interregional services all carried costs that agencies could not absorb without State assistance. Some speakers warned that without stable operating support, agencies were already facing major service cuts, making fare and service integration difficult to prioritize despite its long-term benefits.

7. Staff Report on continued discussion, and possible action on reducing capital construction costs and timelines (Chad Edison, CalSTA, TTTF Chair)

a) Staff Report (Hunter Owens, SB125 Staff)

- Provided an overview of the staff report, noting that new strategies were developed following expert interviews and feedback. They emphasized focusing on state and legislative actions, highlighting two main strategies: growing public sector capacity and reducing project delivery timelines. Recommendations included developing stronger business case guidance, providing technical assistance, creating statewide cost standards for transit materials, establishing a Center of Excellence, and expanding regional collaboratives. They also discussed measures to shorten timelines, such as using federal delegation authority, limiting design changes, streamlining permitting processes, standardizing forms, and creating statewide design guidelines to reduce delays and costs.

b) Public Comment

- Brian Yanity (Rail Passenger Association of California and Nevada) commented in support of recommendation series XX and YY. They emphasized the importance of streamlining permitting processes, including exemptions for projects within existing rights of way, and advocated for more stable, reliable funding for rail projects rather than relying solely on grants.

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- Kevin Dedicatoria (Culver City resident) commented on the need for increased regional coordination and integration of transit payment systems. They highlighted challenges with paratransit and dial-a-ride services across county lines, and praised Metrolink's efforts to improve last-mile connections.
- Harry Neal (Californians for Electric Rail / LA Metro System Safety Advisory Committee) commented in support of the recommendations. They commented that restoring State-level engineering and design capacity is crucial for lowering costs and delivering projects more efficiently, noting that this approach is proven effective in other countries.
- Adriana Rizzo (multiple affiliations noted) commented that the U.S. spends two to three times more on transit projects than peer nations, which limits California's ability to pursue ambitious rail expansions. They urged the Task Force to make cost containment a priority, noting that current fiscal pressures mean projects are being scaled back or not proposed at all.
- Andrew Hernandez (member of the public) commented in support of the capital delivery recommendations (XX and YY series) and asked that prior CEQA exemption concepts be included. They urged the Task Force to advance those reforms in the final package.

c) Task Force Discussion

- **Permitting and Regulatory Barriers:** Task Force members expressed a variety of views on this topic. Some commented that permitting remained a central obstacle to timely project delivery, with projects often requiring dozens of permits across multiple jurisdictions. Others suggested that the State could establish an arbitration body to resolve conflicts between local and State regulators, and that Caltrans processes could be clarified to reduce multi-year delays and excessive conditions.
- **Alternative Delivery Methods Offered Certainty but Not Cost Savings:** Task Force members expressed a variety of views on this topic. Several observed that alternative delivery mechanisms primarily provided cost certainty rather than major cost reductions. It was noted that the larger cost drivers of projects were third-party utility relocations, permitting processes, and delays. One member suggested that recommendations granting agencies franchise

rights with utilities or expanded permitting authority could be more impactful than delivery method reforms alone.

- **Efficiency Without Effectiveness Risked Wasted Effort:** Task Force members expressed a variety of views on this topic. Some observed that focusing only on efficiency reforms risked producing faster processes without better outcomes. It was noted that reforms should improve both project effectiveness and user benefits, not just delivery speed. Several members shared examples of projects delayed by redesigns and environmental conditions that increased costs without improving service results.
- **Funding Fragmentation Prolonged Timelines and Increased Costs:** Task Force members expressed a variety of views on this topic. Some noted that piecemeal State and Federal funding often forced agencies to fund projects in phases, which delayed their benefits. Others suggested that California examine multi-year, full-funding commitments for strategic projects, pointing to international examples where comprehensive funding accelerated project delivery and reduced costs.
- **Different Views Raised over NEPA Delegation:** Task Force members expressed a variety of views on this topic. Some argued that expanding NEPA delegation authority could streamline multi-funded projects by consolidating approvals. Others commented that giving the State (e.g., Caltrans) oversight of environmental documents for projects where local agencies were the lead could create new complications. Several members suggested that delegation would need to flow directly to the responsible agency to be effective, while others disagreed.
- **Regional and Statewide Collaboration Needed Strengthening:** Task Force members expressed a variety of views on this topic. Some supported the creation of regional collaboratives and a statewide center of excellence to build institutional expertise. Others noted that such entities would only be effective if they were given clear authority to manage multiple projects rather than serving as advisory bodies.
- **A Motion was made to approve the following recommendations, with recommendations XX.1 and XX.4 to be strengthened by SB125 staff (in *bold italics* and ~~strikethrough~~)**

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Strategy	Policy Recommendation
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.

- Motion/Second: Griffiths/Watkins
 - Ayes:, Bockelman, Edison, Flournoy, Griffiths, Hance, Lindsay, Lipmen, Matute, Moe-Luna, Murphy, Paget-Seekins, Pimentel, Sedoryk, Turner, Watkins, Watts
 - Noes: None
 - Abstain: Barnes, Cooney,
 - Absent: Ajise, Miller, Powers, Sforza, Tolkoff, White, Wunderman
 - Motion approved.
- **A Motion was made to approve the following recommendations: YY.1, YY.3, YY.6, and YY.7:**

Strategy	Policy Recommendation
YY. Reduce timelines to	YY.1. Utilize NEPA oversight delegation authority at Caltrans or CHSRA to complete NEPA in an expedited manner

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Strategy	Policy Recommendation
deliver capital projects	YY3. 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.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.

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

Recommendations YY.2, YY.4, YY.8, and YY.9 will be sent back to SB125 project staff for improvement.

8. Task Force general discussion and possible action on TTTF Report Tranche 2 (Chad Edison, CalSTA, TTTF Chair)

a) Staff Report (Hunter Owens, SB125 Staff)

- Provided an overview of the staff report on Tranche 2, which focused on the principle of developing high-quality public transit systems to support complete communities, with two main topic areas: land use and housing policy changes to encourage transit use, and the potential of transit-oriented

development and value capture around transit. They outlined new recommendations shaped by prior feedback, and noted the recommendations were kept at a high level to allow flexibility in implementation. They also noted the inclusion of Appendix C, which summarizes recent relevant legislative and regulatory actions.

b) Public Comment

- None

c) Task Force Discussion

- **Relationship Between Transit and Communities:** Task Force members expressed a variety of views on this topic. They emphasized that the relationship between high-quality transit and surrounding communities worked in both directions: transit should be built to serve existing communities, and communities should also be designed around transit. Members agreed that this dual perspective should be reflected in the narrative language of the report.
- **Redevelopment and Value Capture Tools:** Task Force members expressed a variety of views on this topic. They discussed recommendation U.4, which proposed creating a dedicated entity to reform redevelopment and strengthen value capture. Some noted that there was a need for a new mechanism or entity to provide dedicated capacity for implementing value capture, while recognizing that any proposal would need to avoid the pitfalls that led to the elimination of redevelopment in the past.
- **Surplus Lands Act and Affordable Housing:** Task Force members expressed a variety of views on this topic. They discussed how the Surplus Lands Act (SLA) could be clarified or streamlined to improve its effectiveness. Members recognized the importance of prioritizing affordable housing on public agency land near transit but also highlighted procedural hurdles that made implementation difficult, particularly when multiple public agencies were involved.
- **Balancing Housing and Commercial Development:** Task Force members expressed a variety of views on this topic. They highlighted the importance of balancing affordable housing requirements with opportunities for commercial development around transit. Some members noted that excessive constraints in the SLA had limited the ability of agencies to pursue commercial

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projects that could activate transit stations as destinations and generate value capture revenues.

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

Strategy	Policy Recommendation
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 <i>Clarify the Surplus Lands Act to prioritize affordable housing and commercial development on land owned by public agencies near major transit hubs</i>
	U.5. Streamline Surplus Lands Act to increase effectiveness <i>Streamline the Surplus Lands Act to increase effectiveness to appropriately deliver homes and communities near transit</i>

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

- **A Motion was made to approve the following recommendations no modifications (in *bold italics* and ~~strikethrough~~)**

Strategy	Policy Recommendation
U. Allow California to capture	U.2. Assess the multiplier effect of public transit investments and create mechanisms that could allow transit agencies to become an equity partner and/or capture this value (e.g., through taxes, transit passes)

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Strategy	Policy Recommendation
value from transit	U.4. Create a new dedicated entity to reform redevelopment to meet current needs for transit and housing, but avoid pitfalls that effected redevelopment

- Motion/Second: Matute/Cooney
- Ayes: Barnes, Cooney, Edison, Flourney, Griffiths, Hance, Lipmen, Matute, Miller, Moe-Luna, Murphy, Paget-Seekins, Pimentel, Sedoryk, Watkins, Watts
- Noes: none
- Abstain: Bockelman
- Absent: Ajise, Lindsay, Powers, Sforza, Tolkoff, Turner, White, Wunderman

9. Task Force general discussion and possible action on TTTF Report Tranche 1 Updates (Chad Edison, CalSTA, TTTF Chair)

a) Staff Report (Hunter Owens, SB125 Staff)

- Provided an overview of the staff report on Tranche 2, highlighting key changes such as reordering the principles and adjusting funding references. They summarized the final set of principles, including sustainability, safety, reliability, accessibility, and support for complete communities. They noted updates to multiple recommendations as well as additions to Appendix A, and invited further feedback from members.

b) Public Comment

- None

c) Task Force Discussion

- **Narrative Emphasis and Report Framing:** Task Force members expressed a variety of views on this topic. They emphasized the importance of strengthening the narrative to highlight the current challenges facing California transit, particularly administrative and policy barriers, service reliability, and rising costs. Some members noted that the transition to zero-emission technology added

significant operational and financial pressures, which should be clearly reflected in the report as a major driver of the fiscal cliff.

- **Relationship Between Operations, Capital, and Zero-Emission Transition:** Task Force members expressed a variety of views on this topic. They discussed the need to more clearly connect operating costs with capital investments, observing that operational efficiencies often depend on capital improvements. Some members noted that while capital is necessary for projects such as bus lanes or zero-emission infrastructure, the transition to zero-emission fleets was diverting resources away from operations. Some urged that the report present a clear narrative about tradeoffs between capital and operating funding.
- **Surplus Land Act, Land Use, and Pricing:** Task Force members expressed a variety of views on this topic. They noted the importance of integrating land use and housing policies, such as SB 375, into the report's discussion of complete communities. Some highlighted that pricing strategies were not fully addressed in the draft and should be considered both as a funding mechanism and as a policy tool. Some members felt that these elements should be more clearly connected to the principles and recommendations.
- **Upcoming Final Meeting and Report Delivery Process:** Task Force members expressed a variety of views on this topic. They discussed the steps remaining to finalize the report, including opportunities to submit additional edits or new recommendations before the last meeting. Some members highlighted the importance of setting clear deadlines for contributions so staff could incorporate them into pre-meeting materials and ensure that outstanding topics, such as funding recommendations, would be addressed in the final report.

10. 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
 - Please email your responses by September 9, 2025, which will inform the content for the next and final TTTF 13 meeting
- TTTF13 will be on September 30, 2025 at SACOG in Sacramento, California

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11. 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>