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Cc: [SB125 Transit@CALSTA](mailto:SB125Transit@CALSTA)
Subject: Update to Task Force Members: TTTF Meeting #3 in San Diego April 15 + Overview of Technical Working Group (TWG) Kick-off Meeting
Date: Monday, March 11, 2024 6:04:12 PM
Attachments: [SB 125 Statutory Crosswalk and Meeting Cadence.pdf](#)

Dear Task Force members,

The **TTTF Meeting #3** will take place in **San Diego** on **April 15th**, from **10:30 am to 3 pm**, at **Caltrans District 11**, 4050 Taylor St, San Diego, CA 92110.

Below is an overview of the Technical Working Group (TWG) kick-off meeting, members, and next steps.

Overview: The Technical Working Group (TWG) met for the group's kick-off meeting on Monday, March 11th. The kick-off achieved four main objectives: (1) Introduction of TWG members; (2) Alignment on processes for how the different groups will work together (e.g., roles and responsibilities, operating model, processes); (3) Provided recap of TTTF 2 and preview of proposed TTTF 3 agenda and objectives; (4) Previewed next steps in advance of TWG's next meeting, scheduled for March 26th.

Attendees: Courtney Aguirre (Southern California Association of Governments), David Azevedo (AARP California), Aaron B. Bonfilio (Santa Barbara County Association of Governments), Michelle Bouchard (Peninsula Corridor Joint Powers Board), Mike Costa (Placer County Transportation Planning Agency), Ann Fox (Caltrans), Michael Hursh (Alameda-Contra Costa Transportation Authority), Kristin Jacinto (Orange County Transportation Authority), Sebastian Petty (San Francisco Bay Area Planning and Urban Research Association), Rick Ramacier (County Connection – Accessible Services), Nancy Strickert (San Bernadino County Transportation Authority), and Joe Vargas (City of Fresno) (*Note: Greg Pratt (Humboldt County Transit Authority) is a member of the TWG but was unable to attend due to jury duty*)

Next steps: In advance of the next TWG meeting on March 26th, the TWG members were asked to consider the following questions and share insights in advance of the session:

1. What are recent customer experience best practices you have seen implemented in the transit space? In other services or industries?
2. What are the 5-10 most important goals you think any best-in-class transit system has? What are the metrics they use to determine success?
3. What resources / data should we look at / can you share that document and describe how California currently performs across these goals and metrics? How might performance differ by geography, mode, or trip type?
4. What case examples (international or national) would you suggest as excellent customer experience transformations in the transit space? (e.g., transformative increase in performance against XYZ metric)

Please see attached a crosswalk of SB 125 requirements from the legislation with upcoming TTTF

meetings, as well as the cadence of meetings. Please let us know if you have any questions.

Best,

[SB125 Landing Page](#)

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SB 125 Statutory Crosswalk: Analyses

Clause	Language from Senate Bill (SB) 125	Meeting date:							To be answered outside TTF ¹
		2/29	4/15	6/17	8/29	Mid-Oct	12/10	Feb '25	
		Meeting no.: 2	3	4	5	6	7	8	
		Outcomes	Change	Service	Opex	Capex	Funding	Priorities	
1e 1	The services provided by transit agencies and the demographics of transit ridership, with detail on services provided, including persons with disabilities, or specific populations like low-income individuals and students.								✓
1e 2	Existing funding sources for transit with a breakdown of funding available for capital and operations, including any constitutional and statutory limitations on these existing funding sources.						✓		
1e 3	The use of moneys from local transportation funds established pursuant to Section 29530 for other modes, such as streets and roads.						✓		
1e 4	The cost to operate, maintain, and provide for the future growth of transit systems for next 10 years.				✓	✓	✓		
1e 5	The costs and operational impacts associated with federal, state, and local mandates, including, but not limited to, the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the State Air Resources Board's Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations), to the extent feasible.	✓			✓				
1e 6	Workforce recruitment, retention, and development challenges, impacting transit service.				✓				
1e 7	Existing policies on state and local metrics to measure transit performance.						✓		
1e 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.		✓	✓	✓	✓	✓		
1e 9	Identification of state departments and agencies that have responsibility for transit system oversight, grant administration, and reporting.						✓		
1e 10	Information on how transit agencies modified their services in response to the COVID-19 pandemic and resulting drop in ridership and revenue.								✓
1e 11	The division of transit funding between capital and operations.						✓		

SB 125 Statutory Crosswalk: Recommendations

Clause	Language from Senate Bill (SB) 125	Meeting date:	2/29	4/15	6/17	8/29	Mid-Oct	12/10	Feb '25	To be answered outside TTF ¹
		Meeting no.:	2	3	4	5	6	7	8	
		Outcomes	Change	Service	Opex	Capex	Funding	Priorities		
1f 1	How to improve mobility and increase ridership on transit, including, but not limited to:									✓
1f 1a	– Service and fare coordination or integration between transit agencies.								✓	
1f 1b	– Coordinated scheduling, mapping, and wayfinding between transit agencies.			✓						
1f 1c	– Providing a safe and clean ride for passengers and operators.			✓						
1f 1d	– Increasing the frequency and reliability, through strategies that include, but are not limited to, the sharing of real-time transit information such as arrival and departure times and predictions, service alert data, and transit prioritization on roads.			✓						
1f 1e	– Strategies to provide first- and last-mile access to transit.			✓						
1f 1f	– Strategies to achieve fleet and asset management goals and needs, including funding approaches.				✓			✓		
1f 2	Changes to land use, housing, and pricing policies that could improve public transit use.		✓					✓		
1f 3	Strategies to address workforce recruitment, retention, and development challenges.				✓					
1f 4	Reforming the Transportation Development Act (Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities Code), including, but not limited to, replacing the fare box recovery ratios and efficiency criteria with performance metrics that better measure transit operations.							✓		
1f 5	Identification of the appropriate state department or agency to be responsible for transit system oversight and reporting.							✓		
1f 6	New options for revenue sources to fund transit operations and capital projects to meet necessary future growth of transit systems for the next 10 years.							✓		
1f 7	The potential of transit-oriented development and value capture of property around transit stations as a source of sustainable revenue for transit operations.							✓		