

TRANSIT TRANSFORMATION TASK FORCE MEETING 10

AGENDA ITEM: 6

SUBJECT: Staff Report on TTF Roadmap and TTF Report Concepts

ACTION: Action to approve TTF Roadmap and TTF Report Concepts

BACKGROUND:

Senate Bill (SB) 125 established and convened the Transit Transformation Task Force (TTF) to include transit representatives from various organizations to establish a structured, coordinated process for engagement of all parties to develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services. The TTF Report, which is due to the Legislature on October 31st, 2025, shall include findings and policy recommendations based on the task force's efforts. The report is required to include a detailed analysis of specified issues and recommendations on specified topics, including, among others, reforming the Transportation Development Act.

During TTF Meeting 9, Task Force members reviewed and discussed a preliminary outline of the TTF Report and draft concepts. The following staff report includes the TTF Roadmap, which outlines the path to completing the report, and TTF Report Concepts, which highlights updates made to the report based on the feedback from the Task Force.

DISCUSSION:

TTF Roadmap

The TTF Final Report, outlining findings and policy recommendations to grow transit ridership and improve the transit experience for all users, is due to the Legislature by October 31st, 2025. Table 1 below outlines a broad overview of the TTF workplan and timelines.

Table 1: TTF Roadmap

Meeting No.	Meeting Date and Location	Task Force Discussion Topics
TTF 10	April 25, 2025, 10:00 a.m. Bay Area Metro Center	TTF Roadmap and TTF Report Concepts
TTF 11	June 10, 2025, 10:00 a.m. LA Metro, Metro Board Room	Section 1: Service and Safety and Section 1E Appendix
TTF 12	July 2025 Date and location TBD	Section 2: Introduction and Land Use
TTF 13	September 30, 2025, 10:00 a.m.	Section 3: Funding and Operations

	Sacramento Area Council of Governments	
Meeting will be scheduled if needed	October 2025	
N/A	October 31, 2025	Final TTTF Report due to the Legislature

TTTF Report Concepts

Executive Summary

In TTTF Meeting 9, the Task Force discussed the key elements they would like to include in the executive summary of the TTTF Report. This includes:

- emphasizing that transit is essential,
- highlighting the recent legislative context,
- showcasing successful transit initiatives in California,
- highlighting public transit's emergency role, and
- structuring the narrative of the report to emphasize successes and positives prior to challenges and recommendations.

The attached report includes a revised executive summary for the Task Force's review and approval.

Vision Statement

In TTTF Meeting 9, the Task Force noted that the TTTF Report needs to articulate a clear vision statement that is defined and endorsed by all Task Force members. The vision needs to explicitly define the purpose of this effort, and emphasize the need for undertaking the effort, emphasizing the necessity of transit investment for equity, accessibility, and long-term sustainability.

Staff outlined the following 3 vision statements for review and approval by the Task Force – we encourage members to offer up edits, suggestions or their own feedback during discussion:

- Option 1:** Public transit is the backbone of a prosperous, climate-resilient, and equitable California— empowering every Californian to move freely, reliably, and sustainably.
- Option 2:** Public transit can once again be the mode of choice to shape a sustainable, equitable, and prosperous future for California.
- Option 3:** Public transit can be the first and best choice for California residents and visitors, delivering mobility, connection, and a more sustainable, equitable future.

Recent Trends and Challenges

The 'Recent California Transit Trends and Challenges' section of the report should create a compelling case for why this report is needed, and why changes in transit are needed to meet increased ridership goals. At TTTF Meeting 9, the Task Force provided additional information to mention in this section, including:

- Regulatory and policy barriers,
- Zero-emission vehicle transition,
- TDA reform context, and
- Cap-and-trade uncertainty.

The attached report includes a revised 'Recent Trends and Challenges' section for the Task Force's review and approval.

Principles

Three levels of organization – principles, strategies, and policy recommendations—are used to best support the overall development of the TTTF Report. Principles are high-level value statements of the report to express what is needed to achieve our goals and are organized around 4 key themes to increase ridership. The principles help group the other strategies, policy recommendations, and actions.

During TTTF Meeting 9, the Task Force emphasized that the principles need to be stand-alone, inspirational statements that articulate what is needed to achieve the goal of transforming transit.

The original principles in the report outline shared with the TTTF are as listed below:

- Better service, better outcomes
- Transit and land use are interconnected
- Safety is fundamental
- Transit should be operationally sustainable

Here are revised principles that address the Task Force's feedback:

- Boost the speed, frequency, and reliability of transit services
- Increase options for living, working, and learning near high-quality transit routes
- Deliver an exceptional customer experience with a strong focus on safety for everyone
- Ensure transit is operationally and financially sustainable with consistent investment

Please note that the ranking of principles will be voted on during TTTF Meeting 11, after the wording of the principles has been approved by the Task Force.

Strategies and Policy Recommendations

Strategies form the "issue areas," often drawn from SB 125 enabling legislation. The strategies are larger, strategic moves to enhance transit. Strategies tightly group the individual policy recommendations into an issue area and focus section of the report. Policy recommendations are specific steps and initiatives that can be considered by stakeholders, such as the Legislature, the Executive Branch, state or local agencies, or transit operators. The policy recommendations are the small, specific items which are grouped into strategies for a particular issue area.

During the development of the report, staff presented strategies and policy recommendations for an initial review and approval by the Task Force. As the report is being completed, staff will continue to refine and enhance the strategies and policy recommendations before presenting them to the Task Force for final review and approval. The enhanced policy recommendations will include additional information, such as:

- Responsible entity- Who is/are the responsible party/parties?
- Support entities- Who are the other entities that will help in this effort?
- Enablers for implementation- How is this going to be implemented?
- Level of complexity- What is the level of complexity to complete this policy recommendation- low, medium, high, or extreme?
- Key recommendation- Is this a key recommendation- yes, or no? Based on TTTF voting.
- TTTF voting record- Based on TTTF voting.

The updated strategies and policy recommendations on transit prioritization are listed in the table below for the Task Force's review and approval.

Table 2: Transit Prioritization Strategies and Policy Recommendations

Legislative Section: SB125 1.f.1.D							
Principle: Better service, better outcomes							
Strategy	Updated Policy Recommendation	Responsible Entity <i>Who is/are the responsible party/parties?</i>	Support Entities <i>Who are the other entities that will help in this effort?</i>	Enablers for implementation <i>How is this going to be implemented?</i>	Level of Complexity <i>(Low/Medium/High)</i>	Key Recommendation <i>(Y/N)</i> Based on TTTF Voting	TTTF Voting Record <i>(Y/N)</i> Based on TTTF Voting
A. Standardize, support, and scale transit priority infrastructure	A.1. Establish statewide procurements for technology, equipment, and materials that are needed for Transit Signal Priority (TSP), preemption, and other infrastructure that can be leveraged to lower costs and encourage standardization.	Caltrans/ CalSTA	Department of Goods and Services (DGS)	Coordinate with DGS to establish procurements via Master Service Agreement (or other procurement method). Determine base-level technology and equipment needed for TSP and preemption that can be implemented statewide	Medium	TBD	TBD
A. Standardize, support, and scale transit priority infrastructure	A.2. Update the California Manual on Uniform Traffic Control Devices (CA MUTCD) to include TSP and preemption for transit routes where applicable. Create TSP guidelines & standards that can be leveraged in any jurisdiction. Work to encourage collaboration between cities and agencies to enable TSP at scale.	Caltrans/ CalSTA	CA Traffic Control Devices Committee (CTCDC)	Work with the CTCDC to update the MUTCD to include detailed guidelines and standards on TSP and preemption for transit routes. Alternatively, the legislature could consider giving timelines and deadlines, along with mandated performance standards, for state supported TSP implementations. Members of the TWG, Task Force, and SMEs reported that the lack of the standards and practices in implementing TSP both raised costs and reduced the performance of implementation (i.e., low uptime for TSP, insufficient priority)	Medium	TBD	

A. Standardize, support, and scale transit priority infrastructure	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.	Legislature / Caltrans		Post SB 960 passage, the legislature should consider the funding need to meet the targets that will be established by 2027.	High	TBD
A. Standardize, support, and scale transit priority infrastructure	A.4. Authorize transit buses to be equipped with "yield to bus" signs, to establish yield requirement for auto travel.	Legislature	Local Agencies	Chaptered into law.	Low	TBD
A. Standardize, support, and scale transit priority infrastructure	A.5. Extend authorization for transit agencies to use readily available camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law, as well as other violations.	Legislature	Local authorities	The legislature should consider allowing other moving violations to be included what can be ticketed by bus lane enforcement cameras, along with extending the pilot program to any agency which runs on bus only lanes in the future, rather than just the explicitly authorized ones	Low	TBD

B. Expedite delivery of transit-supportive infrastructure and strategies.	B.1. Allow for exemption or preemption of local and State permitting requirements on identified priority transit routes.	Legislature	Local Agencies/ State/MPOs	Currently, transit agencies have substantial challenges getting permits from infrastructure owners for everything ranging from bus shelters, TSP, to bus lanes due to the discretionary permitting process held by the infrastructure owners (local cities, counties, Caltrans). The Legislature should consider allowing for preemption of permitting requirements or a by-right permitting process on priority transit routes. Currently, the State (Caltrans) and MPOs do and should continue to identify priority transit routes state and regionwide via the regional transportation plan process. To add flexibility, the state could consider having a performance-based approach for the permitting process - i.e., requiring by right transit shelters, but only if more than a certain threshold of buses stop there a day, or simply requiring that agencies work together to address underlying infrastructure issues.	High	TBD	TBD
B. Expedite delivery of transit-supportive infrastructure and strategies.	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.	Legislature		The legislature could consider SB 71, which implements this recommendation.	Low	TBD	

B. Expedite delivery of transit-supportive infrastructure and strategies.	B.3. Establish a by-right permitting mechanism for transit infrastructure – bus shelters, transit priority, TSP, etc. inside each city and on the State right of way	Legislature	Infrastructure Owners, Transit Agencies	Similar to B1, but with a focus on having certain types of low impact infrastructure (ideally, Shelters, TSP) be by right. To limit the scope, the Legislature could consider performance or service-based thresholds for the implementation. With regards to liability, the legislature should consider with bus shelters how to assign responsibility for the maintenance, upkeep, and ADA access.		TBD	TBD
B. Expedite delivery of transit-supportive infrastructure and strategies.	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.	Caltrans	Local agencies, MPOs	Have Caltrans establish a BRT/ Bus Only Lanes Implementation experts help Caltrans Districts, MPOs, and Local agencies with planning, engineering, and implementation.	Low	TBD	
C. Coordinate and collaborate to deliver infrastructure across jurisdictions.	C.1. Develop a framework on roles and responsibilities for TSP and BRT implementation for use statewide.	Caltrans	Local agencies, MPOs	Have a Caltrans team develop BRT/ TSP implementation guidelines. Could be paired with B4.	Low	TBD	
C. Coordinate and collaborate to deliver infrastructure across jurisdictions.	C.2. Convene a statewide working group for cities, counties, MPOs, and transit agencies to discuss and solve common issues in implementing TSP.	CalSTA/ Caltrans	Local agencies, MPOs, transit agencies	Have Caltrans or CalSTA develop a working group for cities, counties, MPOs, and transit agencies once a quarter to discuss common issues in TSP implementation.	Low	TBD	
C. Coordinate and collaborate to deliver infrastructure across jurisdictions.	C.3. Assist with funding TSP & other transit amenities on a state-owned facility using SHOPP dollars.	CalSTA/ Caltrans/ CTC		Update the SHOPP Guidelines to include criteria for TSP infrastructure. This is chaptered into law already via SB960. Additional funding could be provided to help meet 960 Transit Priority Targets.		TBD	

D. Establish flexibility with State funding sources.	D.1. Fund planning and engineering resources at the State level for easier implementation of transit priority infrastructure at the local level.	CalSTA/ Caltrans / CTC	Caltrans Districts, MPOs, and Local agencies	Establish for statewide funding of resources to help Caltrans Districts, MPOs, and Local agencies with TSP planning, engineering, and implementation.	Medium	TBD	TBD
D. Establish flexibility with State funding sources.	D.2. Update state funding programs and guidelines to encourage the delivery of transit priority infrastructure.	CalSTA/ Caltrans/ CTC / Regions		The CTC and Caltrans should update state transportation funding guidelines for specific programs to include criteria to encourage transit priority projects inside the various programs that they fund. Additionally, the regions could consider adopting guidelines that would encourage transit priority projects with the funding that they control the allocation of.	Medium	TBD	