

Appendix: Current status of all draft concepts

Appendix: Status of content and TTTF recommendations²

Senate Bill 125 requirement¹

First draft of recommendations discussed; to be refined and brought back as directed by the Task Force

First draft of recommendations to be discussed

	Initial content discussion	TTTF draft recommendations review ²	Additional/final review
1.f.1a: Service and fare coordination or integration between transit agencies	TTTF ³ #4	TTTF #6	Concepts brought back for additional discussion as needed in 2025 before final review
1.f.1b: Coordinated scheduling, mapping, and wayfinding between transit agencies	TTTF #4	TTTF #6	
1.f.1c: Providing a safe and clean ride for passengers and operators	TTTF #4	TTTF #6	
1.f.1d: Increasing the frequency and reliability through strategies such as the sharing of real-time transit information, service alert data and transit prioritization on roads	TTTF #4	TTTF #5	
1.f.1e: Strategies to provide first- and last-mile access to transit	TTTF #6	TBD	
1.f.1f: Strategies to achieve fleet and asset management goals and needs including funding approaches	TTTF #7	TTTF #8	
1.f.2: Changes to land use, housing, and pricing policies that could improve public transit use	TTTF #6	TTTF #7	
1.f.3: Strategies to address workforce recruitment, retention, and development challenges	TTTF #5	TTTF #7	
1.f.4: Reforming the Transportation Development Act such as replacing the fare box recovery ratios and efficiency criteria with performance metrics that better measure transit operations	TTTF #5	TBD	
1.f.5: Identification of the appropriate state department or agency to be responsible for transit system oversight and reporting	TTTF #7	TTTF #8	
1.f.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	TTTF #7	Continuing	
1.f.7: The potential of transit-oriented development and value capture of property around transit stations as a source of sustainable revenue for transit operations	TTTF #6	TTTF #7	
Additional: Capital construction costs	TTTF #8	TBD	
Additional: Accessible Transportation, including Paratransit, Dial-a-ride, and transit needs of persons with disabilities	TTTF #9	TBD	

1. Government Code section 13979.3 2. Transit Transformation Task Force recommendations under Government Code section 13979.3 (1)(f)
Source: SB 125 TTTF meeting agendas and approved minutes ([link](#))

1.f.1d: Draft concepts on transit prioritization (1/3)

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>A Standardize, support, and scale transit priority infrastructure</p>	<p>A.1. Establish statewide procurements for Transit Signal Priority (TSP³), preemption, infrastructure that can be leveraged to lower costs and encourage standardization</p>	<p>Approved with modification: TSP³, <i>preemption</i>, and other</p>
	<p>A.2. Update the CA MUTCD⁴ to include TSP³ and preemption for transit routes where applicable. Create TSP³ Guidelines & standards that can be leveraged in any jurisdiction. Work to encourage collaboration between cities and agencies to enable TSP³ at scale</p>	<p>Approved with modification: include TSP³ <i>and preemption</i> for transit routes</p>
	<p>A.3. On the state right of way, encourage implementation of transit priority and BRT² features, such as bus-only lanes or queue jumps. Ensure that the State Highway Network can be used by Transit riders. Add performance standards for transit on the State Highway Network</p>	<p>Approved with modification: <i>Add performance standards for transit on the SHN⁵</i></p>
	<p>A.4. Authorize transit buses to be equipped with “yield to bus” signs, to establish yield requirement for auto travel</p>	<p>Approved</p>
	<p>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</p>	<p>Approved with modification: under existing law, <i>as well as other violations</i></p>

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. Bus Rapid Transit 3. Transit Signal Priority | 4. Manual on Uniform Traffic Control Devices | 5. State Highway Network



1.f.1d: Draft concepts on transit prioritization (2/3)

Concept approved | CalSTA to further refine

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>B Expedite delivery of transit-supportive infrastructure and strategies</p>	<p>B.1. Allow for exemption or preemption of local and State permitting requirements on identified priority transit routes</p>	<p>Approved with modifications:</p>
	<p>B.2. Extend the SB 922 CEQA² exemptions for transit prioritization projects, general purpose lane to bus-only lane conversions, highway shoulders to part-time transit lanes conversions</p>	<p>B.1: preemption of local <i>and State</i> permitting</p>
	<p>B.3. Establish a by-right permitting mechanism for transit infrastructure – bus shelters, transit priority, TSP³, etc. inside each city and on the State right of way</p>	<p>Held for further discussion – revised concepts will be drafted for discussion in 2025</p>
	<p>B.4. Establish a statewide TIGER team to assist with the implementation of BRT⁴ / Bus Only lanes statewide to assist with planning, engineering and implementation in all jurisdictions</p>	<p>Approved</p>

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. California Environmental Quality Act 3. Transit Signal Priority | 4. Bus Rapid Transit
 Source: TTTF meeting 5 on 8/29/2024



1.f.1d: Draft concepts on transit prioritization (3/3)

Concept approved | CalSTA to further refine

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>C Coordinate and collaborate to deliver infrastructure across jurisdictions</p>	<p>C.1. Develop a framework on roles and responsibilities for TSP² and BRT³ implementation for use statewide</p>	<p>Approved</p>
	<p>C.2. Convene a statewide working group for cities, counties, MPOs and transit agencies to discuss and solve common issues in implementing TSP²</p>	<p>Approved with modification: for cities, <i>counties, MPOs⁵</i>, and transit agencies</p>
	<p>C.3. Assist with funding TSP² & other transit amenities on a state-owned facility using SHOPP⁴ dollars</p>	<p>Implication of using SHOPP⁴ dollars will be further researched</p>
<p>D Establish flexibility with State funding sources</p>	<p>D.1. Fund planning and engineering resources at the State level for easier implementation of transit priority infrastructure at the local level</p>	<p>Approved</p>
	<p>D.2. Update state funding programs and guidelines to encourage the delivery of transit priority infrastructure</p>	

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. Transit Signal Priority
 3. Bus Rapid Transit | 4. State Highway Operation and Protection Program | 5. Metropolitan Planning Organizations
 Source: TTTF meeting 5 on 8/29/2024



1.f.1a: Draft concepts on service and fare coordination

Concept approved | CalSTA to further refine

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>E Create a governance structure to support integration</p>	<p>E.1. Create clear governance frameworks on service and fare coordination project management, ownership, and roles / responsibilities between the State, MPOs², and transit agencies to foster both regional cross-agency collaboration, as well as inter-regional collaboration statewide</p> <hr/> <p>E.2. Within frameworks, establish “responsible entities” (e.g., State, MPO², transit agencies) to ensure fare, payment, and service coordination (in the short term) and standardization (in the long term)</p>	<p>Held for further discussion – revised concepts will be drafted for discussion in 2025</p>
<p>F Create standardized regional fare structures</p>	<p>F.1. Review and standardize fare products (e.g., local trips, interregional trips) and fare benefits (e.g., discounts for seniors) across agencies and regions, before scaling statewide</p>	<p>Held for further discussion – revised concepts will be drafted for discussion in 2025</p>
<p>G Encourage participation by providing funding to deploy statewide capabilities</p>	<p>G.1. Provide technical assistance to responsible entities (e.g., integrated payment Software as a Service, Title VI analysis)</p> <p>G.2. Provide grant funding for open loop payment systems, standardized benefit discounts, and free transit for target populations (e.g., youth and college students) via statewide funding programs</p>	<p>Held for further discussion – revised concepts will be drafted for discussion in 2025</p>
<p>H Encourage participation by providing funding to plan for better integration</p>	<p>H.1. Provide funding for long-term participation in fare and service coordination initiatives</p>	<p>Held for further discussion – revised concepts will be drafted for discussion in 2025</p>

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. Metropolitan Planning Organization
 Source: TTTF meeting 6 on 10/28/2024



1.f.1b: Draft concepts on coordinated scheduling

Concept approved
CalSTA to further refine

Strategies

Staff Report concepts based on TTTF / TWG / SME Discussions¹

Status

1
Develop and provide standards and analytics to support integration

- I.1. Establish common data collection, analysis, and publication standards** across agencies to improve interoperability (e.g., General Transit Feed Specification, Operational Data Standard, TIDES²)
- I.2. Establish common software platforms** to better integrate transit service planning
- I.3. Standardize guidance** on managing transfers balancing local and regional operations and on how frequently to change schedules
- I.4. Develop an initial set of transfer points** to pilot schedule coordination
- I.5. Build and maintain central digital twin** of the statewide network to further support and optimize schedule coordination

Held for further discussion
 – revised concepts will be
 drafted for discussion in
 2025

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. Transit ITS Data Exchange
 Source: TTTF meeting 6 on 10/28/2024



1.f.1c: Draft concepts on safety and cleanliness (1/2)

Concept approved | CalSTA to further refine

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>J Implement physical security measures for frontline transit workers and riders</p>	<p>J.1. Install protective doors for bus operators consistent with safety operations and per union agreement</p>	<p>Approved with modification: Install protective doors for bus operators <i>consistent with safety operations and per union agreement</i></p>
	<p>J.2. Improve surveillance and response capabilities by constructing emergency communications equipment and systems, increasing security cameras, and quality of cameras, and implementing technology to identify prohibited individuals</p>	<p>Approved with modification: <i>communications equipment and systems</i> emergency call boxes</p>
	<p>J.3. Update signage in and around stations for better navigation and safety, including reducing speed limits around transit stops</p>	<p>Approved</p>
	<p>J.4. Increase lighting and other safety features in the areas surrounding transit stations to ensure safety on a first/last mile trip</p>	
<p>K Improve coordination with H&HS² Agencies to ensure comprehensive health-related safety and security responses</p>	<p>K.1. Increase presence of safety professionals on transit systems through safety ambassadors, crisis intervention specialists, and/or uniformed officers, leveraging coordination with local police departments</p>	<p>Approved</p>
<p>K.2. Coordinate with health and human services agencies to implement services for unhoused people on and around transit systems</p>		

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. Health and Human Services
 Source: TTTF meeting 6 on 10/28/2024



1.f.1c: Draft concepts on safety and cleanliness (2/2)

Concept approved
CalSTA to further refine

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>L Ensure coordination at the State level between agencies</p>	<p>L.1. Develop statewide safety and security standards (e.g., guidance on directing individuals to wraparound services, addressing mental health and substance abuse challenges)</p> <hr/> <p>L.2. Examine opportunities to regionalize prohibition orders within the existing legal framework</p> <hr/> <p>L.3. Establish parity in penalties for assault and battery against transit operators, ticketing agents, and all other transit employees</p> <hr/> <p>L.4. Encourage commercial development (e.g., platform kiosks, station stalls, exterior shops) at stations to improve perceived safety</p> <hr/> <p>L.5. Implement surveys for priority populations (e.g., seniors, women) to monitor safety of transit systems</p>	<p style="text-align: center;">↑</p> <p style="text-align: center;">Approved</p> <p style="text-align: center;">↓</p>
<p>M Provide dedicated safety and security funding</p>	<p>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</p> <hr/> <p>M.2. Provide dedicated funding for de-escalation and violence mitigation training specific to transit</p> <hr/> <p>M.3. Allow transit agencies to be eligible for homelessness funding programs</p>	<p style="text-align: center;">Approved with modification: for <i>specific to</i> transit</p> <hr/> <p style="text-align: center;">Approved</p>

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA
 Source: TTTF meeting 6 on 10/28/2024

1.f.3: Draft concepts on workforce opportunities (1/3)

Concept approved | CalSTA to further refine

Strategies

Staff Report concepts based on TTTF / TWG / SME Discussions¹

Status

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>N Expand candidate pool and reduce barriers to entry for transit roles</p>	<p>N.1. Expand partnerships with trade colleges, community colleges, K-12 systems, re-entry programs and others to increase size of candidate pool and train potential candidates</p>	<p>Approved with modification: add K-12 systems and re-entry programs</p>
	<p>N.2. Create a centralized job board for transit agencies that are in the same transit region to advertise vacancies, share a talent pool, and better match candidates to positions</p>	<p>Approved</p>
	<p>N.3. Create a statewide campaign to increase interest in careers in public transportation in multiple languages</p>	<p>Approved with modification: add multiple languages</p>
	<p>N.4. Re-evaluate age requirements for bus operators</p>	<p>Additional clarification to be provided</p>
	<p>N.5. Align Federal and State regulations around drug tests, particularly as it relates to marijuana</p>	<p>Approved</p>
	<p>N.6. Create an on-the-spot in-person interview and hiring process, and provide on-site examination for operators rather than requiring applicants to go test at the DMV²</p>	<p>Additional clarification to be provided</p>
	<p>N.7. Allow in-house examiners to fulfil the certification requirements through tests administered to multiple agencies within a region (i.e., instead of current 10-test requirement)</p>	
	<p>N.8. Establish a shared pool of vehicle simulators distributed across agencies within a region to expedite the certification process, especially for smaller agencies</p>	<p>Approved</p>

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. Department of Motor Vehicles
 Source: TTTF meeting 7 on 12/10/2024



1.f.3: Draft concepts on workforce opportunities (2/3)

Concept approved | CalSTA to further refine

Strategies

Staff Report concepts based on TTTF / TWG / SME Discussions¹

Status

○ Improve the value proposition of transit roles by reviewing compensation package and providing employee flexibility

- O.1. Benchmark pay to cost of living of each region**
- O.2. Cater and tailor compensation packages** to different stages of the employee lifecycle
- O.3. Provide housing stipends or partner with affordable housing providers** to increase access to affordable housing near where transit workers report to work
- O.4. Establish on-site childcare centers** (or equivalent benefits)
- O.5. Provide increased flexibility for workers** (e.g., relieving shifts, choosing what shifts they want) to manage personal commitments, such as childcare or other familial responsibilities
- O.6. Offer a diverse variety of shifts, and scale pay per desirability of shifts**
- O.7. Invest in amenities for operators at end-of-line** or as needed (e.g., add restroom facilities and lighting)
- O.8. Improve safety and experience of operators** by increasing the presence of community support and law enforcement officers, installing protective partitions, and easing enforcement of safety measures through cross-jurisdiction legal frameworks
- O.9. Explore and define transit and paratransit roles** as essential emergency roles, increasing eligibility for funding through emergency services sources (e.g., FEMA and CalOES²)

Held for further discussion – revised concepts will be drafted for discussion in 2025

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA

2. FEMA: Federal Emergency Management Agency; CalOES: California Governor's Office of Emergency Services

Source: TTTF meeting 7 on 12/10/2024



1.f.3: Draft concepts on workforce opportunities (3/3)

Concept approved | CalSTA to further refine

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>P Expand training and mentorship programs for agencies to ensure employees have required skills and visibility into career pathways</p>	<p>P.1. Create centralized training programs that can be used by agencies in the same transit area in coordination with labor partners; for example, through trade colleges, and fund placements</p>	<p>Add “in coordination with labor partners”</p>
	<p>P.2. Standardize credentials, curriculums, and onboarding materials that can be recognized across agencies</p>	<p>Approved</p>
	<p>P.3. Connect transit agencies to academic institutions and other types of educational entities (e.g., community colleges) to train employees for emerging skill requirements (e.g., maintenance of electric vehicles and autonomous vehicles)</p>	<p>Expand from academic institutions to include other entities</p>
	<p>P.4. Encourage transit agencies to establish formal mentorship, shadow and apprenticeship programs; specifically, programs that provide new employees with visibility into roles a few levels above</p>	<p>Add apprenticeship programs</p>

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA
 Source: TTTF meeting 7 on 12/10/2024

1.f.2: Draft concepts on land use and housing policies (1/3)

Concept approved | CalSTA to further refine

Strategies

Staff Report concepts based on TTTF / TWG / SME Discussions¹

Status

Q Improve integrated transit and land use planning and coordination

Q.1. Create a statewide strategy for transit-supportive land use to address both transit and housing objectives, including setting out TOD²-specific objectives and guidelines that consider potential equity impacts and interests of private developers

↑
Approved
↓

Q.2. Give transit agencies the ability to review and comment on City TDM³ plans

Q.3. Encourage HCD⁴ to include additional transit-supportive land use policies in qualifying for pro-housing designation

Q.4. Work with HCD, LCI, and CARB to incorporate transit service level targets and enhancements while determining RHNA targets⁵

Remove from list

Q.5. Encourage transit agencies to include analysis and evaluation of land use and value capture opportunities into their transit enhancement and expansion plans

↑
Approved
↓

Q.6. Leverage, where possible, Caltrans-owned and other state-owned land to support transit via TOD²

Q.7. Have State collect and publish additional data to measure progress against transit-informed RHNA⁵ targets (e.g., square footage/ units of development, average timelines)

Remove from list

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. Transit-Oriented Development
3. Transportation Demand Management | 4. Housing and Community Development | 5. LCI: Office of Land Use and Climate Innovation; CARB: California Air Resources Board; RHNA: Regional Housing Needs Allocation
Source: TTTF meeting 7 on 12/10/2024



1.f.2: Draft concepts on land use and housing policies (2/3)

Concept approved | CalSTA to further refine

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>R Streamline the approval process for entitlements and permits for developments near transit</p>	<p>R.1. Provide by-right entitlement approvals for qualifying developments (e.g., those that are within 0.5 mile of transit) without SB 35</p>	<p>Held for further discussion – revised concepts will be drafted for discussion in 2025</p>
	<p>R.2. Limit timelines for issuing permits for qualifying developments (e.g., those that comply with TOD² policies and/or are within 0.5 mile of transit) or grant approvals automatically</p>	
	<p>R.3. Consolidate responsibility for issuing permits for developments near transit to a ‘responsible agency’ to issue all permits at one time, rather than in sequence</p>	
	<p>R.4. Create common software to digitize entitlement and permitting processes</p>	
<p>S Encourage proactive zoning and land use near transit to support dense development</p>	<p>S.1. Identify all land around transit stations open to joint development, including land owned by transit agencies and Caltrans, to develop TOD² and work with developers</p>	<p>Approved</p>
	<p>S.2. Increase allowable building densities and update other requirements to support TOD² (e.g., setback requirements, CEQA³, coastal zone requirements) near transit</p>	<p>Remove from list</p>
	<p>S.3. Examine opportunities to price on-street parking and unbundle new off-street parking from residential and commercial developments within 0.5 mile of transit</p>	<p>Approved</p>
	<p>S.4. Allow transit agencies to sell air rights to create development opportunities above transit stations and facilities</p>	<p>Approved</p>
	<p>S.5. Create bench of pre-cleared property developers for use by agencies statewide with the goal of achieving economies of scale for TOD² developments</p>	<p>Approved</p>

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. Transit-Oriented Development
 3. California Environmental Quality Act
 Source: TTTF meeting 7 on 12/10/2024



1.f.2: Draft concepts on land use and housing policies (3/3)

Concept approved | CalSTA to further refine

Strategies

Staff Report concepts based on TTTF / TWG / SME Discussions¹

Status

T Provide education, incentives, or funding to developers and/or agencies that meet objectives

- T.1. Have CalHFA² provide loans** with lower interest rates to developers for qualifying TOD³ projects

- T.2. Engage pension funds to explore investment opportunities** to support qualifying TOD³ projects (e.g., for direct land acquisition by transit agencies and/or local jurisdictions)

- T.3. Create dedicated resources to assist developers** with TIFIA⁴ loans for housing and other TOD³ financing

- T.4. Where possible, create pre-permitted project opportunities** to encourage public-private partnerships

- T.5. Provide incentives or funding** to support transit agencies, MPOs⁵, and/or cities that meet TOD³ objectives and other mandates (e.g., decarbonization)

- T.6. Set up State team** to provide support on TOD³ to local jurisdictions and transit agencies

- T.7. Ensure State agencies coordinate land use and transportation planning and permitting** to reduce contradicting policies and complete projects with sufficient housing and transportation

Approved

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. California Housing Financing Agency | 3. Transit-Oriented Development | 4. Transportation Infrastructure Finance and Innovation Act | 5. Metropolitan Planning Organization
 Source: TTTF meeting 7 on 12/10/2024



1.f.7: Draft concepts on potential of transit-oriented development and value capture

Concept approved | CalSTA to further refine

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
<p>U Allow California to maintain and capture value from land near transit</p>	<p>U.1. Ensure potential transit uses, including transit-oriented development, are prioritized in the Surplus Land Act</p>	Held for further discussion
	<p>U.2. Assess the private value created from 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)</p>	Approved
	<p>U.3. Create or modify a tax increment financing tool specifically for transit-oriented development and value capture near station with fewer requirement than current tools along with more revenue available for capture</p>	Approved
	<p>U.4. Where possible, create pre-permitted project opportunities to encourage public-private partnerships</p>	Held for further discussion
<p>V Provide incentives and/or technical assistance to support transit agencies on value capture</p>	<p>V.1. Provide funding and/or technical assistance to agencies to support value capture opportunities (e.g., grants to hire specialists for in-sourced opportunities such as advertising, consortium to design, and install EV² chargers and hydrogen re-fueling facilities on agency-owned parking areas)</p>	Approved
	<p>V.2. Create State Purchasing Schedules to make expertise in value-capture opportunities available to transit agencies to lower costs (e.g., California tourism passes, professional sports teams)</p>	Approved
	<p>V.3. When practical, invest dollars into transportation projects that have a value capture strategy</p>	Revised text provided

1. TTTF: Transit Transformation Task Force, TWG: Technical Working Group, SME: Subject Matter Expert identified by CalSTA | 2. Electric vehicle
Source: TTTF meeting 7 on 12/10/2024

