

From: SB125_Transit@CALSTA
To: SB125_Transit@CALSTA
Cc: [CalSTA SB125TWG](#)
Subject: Transit Transformation Task Force – Information on Meeting #4
Date: Tuesday, June 11, 2024 9:17:37 PM
Attachments: [CalSTA TTTF4 Final.pdf](#)
[CalSTA TTTF4 Appendix Final.pdf](#)

Dear Task Force Members,

We look forward to seeing you next Monday in San Francisco for **TTTF Meeting #4 on June 17 starting at 10:30 AM:**

Bay Area Metro Center
375 Beale Street, Board Room, 1st Floor

San Francisco, CA 94105

Embarcadero BART station is a 15-minute walk away, making public transportation an ideal option. Parking is available in the building and is based on a first come, first served basis. The rate information can be found [here](#). Other nearby parking lots can be found [here](#). CalSTA will provide lunch with vegetarian options, including a selection of sandwiches and salads, for those who would like to stay in the building during our short lunch break.

The TTTF Meeting #4 Agenda Packet is attached. The TTTF meeting agendas and schedule are located [here](#) (scroll to the bottom, under “Meetings”).

You are invited to a Transit 'Ride-Along' to the California Transit Task Force meeting on June 17 at 8 am, beginning at 1750 Broadway in Oakland, California

Join transit riders for a 'ride-along' to experience and learn about Bay Area transit prior to the Task Force meeting. Plan to meet at 8:00 am outside 1750 Broadway in downtown Oakland (near the 19th Street BART station). We will divide into groups to take various forms of transit across the Bay to the Task Force meeting. Along the way we will hear about the projects in the region's Transit Transformation Action Plan, and we will reconvene as a group outside MTC to share our experiences. This optional ride along is organized by transit rider groups in the Bay Area. Link to RSVP is located [here](#).

Update – TWG Meeting #3 Summary

The Transit Working Group met on May 29, 2024, to identify actions that would positively transform transit in California for your consideration, and to provide feedback on what would need to change to implement said actions at scale and speed.

During the meeting, the group (i) reviewed 5 case studies that achieved transformational ridership increases and improved operational efficiency through better availability, speed, reliability, and frequency; (ii) identified the factors that contributed the most to make each case study a success; (iii) identified which challenges had the greatest impact on each case study; (iv) provided feedback on what would need to change to implement the actions surfaced through the case studies at scale and speed in California.

This preliminary set of options will be presented by TWG members and industry practitioners on June 17 for your consideration.

Update – TTF Homework Synthesis

Following the TTF3 meeting, Task Force members were asked to share their inputs on three areas. Overall, the responses to all three questions were in line with the discussion during the TTF3 meeting itself.

Area 1—Components of availability and potential threshold ranges:

- How should availability be defined? What components should be included?
- What performance thresholds should California set for availability? How should they differ by geography?

Respondents highlighted the relevance of comparison with cars when describing availability of destinations, as well as distance to a high-frequency transit stop and span of service.

- Availability of destinations comparable to car (80-100% for urban, 50-80% for suburban, and 25-50% for exurban)
- Distance to high-frequency transit stops (100% for urban, 75% for suburban, and 25% for exurban)
- Span of service based on density of regions (16-24 hours, 7 days)

Area 2—Customer goals, metrics, and thresholds that may enable California to achieve a transformational change in ridership:

- What customer goals should be prioritized?
- What elements within each are most important?
- What are the metrics and thresholds that California should set around each goal category (e.g., Reliability, Speed, Safety, Experience, Affordability)?
- Should the thresholds vary by geography?

- Are there any changes that should be added or removed from the lists?

Respondents highlighted the importance of safety and cleanliness, followed by service-related goals such as speed, frequency, and on-time performance.

- Prioritizing safety/cleanliness goals (100% across all regions) first
- Followed by service-related goals such as speed (frequency) goals (10 minutes for urban, 15-20 minutes for suburban, and 30-45 minutes for exurban), on-time performance within 5 minutes of schedule (90-95% in urban and suburban and 75-85% in exurban)
- Then experience (ease of access) and affordability (as a % of driving costs)

Area 3—Direct and indirect changes related to transit to reach goals and metrics:

- What are the 2-3 most important changes **directly** related to transit that would drive significant change and should be further investigated?
- What are the 2-3 most important changes **indirectly** related to transit that would drive significant change and should be further investigated?

Respondents highlighted (i) *direct enablers* equitable allocation of resources, geographic differences, and street networks that allow safe pedestrian access to transit stops, and (ii) *indirect enablers* address the needs of marginalized populations and focus on incentives to make land use more transit oriented.

Thank you to everyone who responded to these questions.

Kind Regards,

The CalSTA SB125 TTTF Team

