

Transit Transformation Task Force (TTF) – Meeting #6
California State Transportation Agency
October 28, 2024 | 9:00 am – 3:00 pm
MEETING MINUTES

Monterey Conference Center
1 Portola Plaza, Steinbeck #1
Monterey, CA 93940

Background: [SB125](#) established the Transit Transformation Task Force (TTF) 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 TTF, including representatives from state government, local agencies, academic institutions, advocacy organizations, and other stakeholders. CalSTA, in consultation with the TTF, will prepare a report of findings and policy recommendations based on the TTF's efforts and submit it to the Legislature by October 31, 2025.

TTF Members

(X indicates member was present in the room)

	Kome Ajise, Southern California Association of Governments	X	Kate Miller, Napa Valley Transportation Authority/Vine Transit	X	Laura Tolkoff, SPUR
X	Rashidi Barnes, Eastern Contra Costa Transit Authority	X	Lorelle Moe-Luna, Riverside County Transportation Commission	X	Mark Tollefson, CalSTA
X	Alix Bockelman, Metropolitan Transportation Commission		Seamus Murphy, San Francisco Bay Water Emergency Transportation Authority	X	Michael Turner, Los Angeles County Metropolitan Transportation Authority
X	Sharon Cooney, San Diego Metropolitan Transit System (MTS)	X	Laurel Paget-Seekins, Public Advocates	X	Kari Watkins, UC Davis
X	Ian Griffiths, Other Stakeholder with Subject Matter Expertise in Transportation	X	Michael Pimentel, California Transit Association	X	Mark Watts, Transportation California

Transit Transformation Task Force (TTF) – Meeting #6
October 28, 2024 Meeting Minutes

X	Amy Hance, City of Clovis		Robert Powers, San Francisco Bay Area Rapid Transit District (BART)	Melissa White, Senate Transportation Committee
X	James Lindsay, Amalgamated Transit Union	X	Carl Sedoryk, Monterey-Salinas Transit District	Jim Wunderman, Bay Area Council
	Eli Lipmen, Move LA		David Sforza, Assembly Transportation Committee	
X	Juan Matute, UCLA Institute of Transportation Studies		Tony Tavares, Caltrans	

Agenda Topics

1. Welcome and Opening Remarks (Mark Tollefson, Undersecretary, CalSTA, TTF Chair)

- Opening remarks expressing gratitude to the Task Force members and providing an overview of today's agenda.

2. Remarks by Secretary Toks Omishakin (Secretary, CalSTA)

- Opening remarks expressing appreciation for the Task Force members and staff for their dedication. The final report is due October 2025; draft expected by spring 2025 for review.
- Major announcement this past week: \$1.3 billion in transit infrastructure projects funded through the TIRCP program. Total investment since program inception is \$11.5 billion, with over 60% of the funds distributed by the current administration.
- Provided an overview of today's agenda topics, including land use, housing policies, revenue sources, and first-and last-mile connectivity.
- The Task Force's work is vital to California's goals for safety, climate, equity, and prosperity.

3. Remarks by Carl Sedoryk (CEO, Monterey-Salinas Transit and Host Task Force Member)

- Provided an overview of Monterey-Salinas Transit (MST), the sole transit operator for Monterey County (also serving neighboring communities), including vision, employees, ridership, budget,

Transit Transformation Task Force (TTTF) – Meeting #6 October 28, 2024 Meeting Minutes

revenue, fleet, programs, routes, and challenges. MST served nearly 2.8 million passengers in FY 2024.

- Highlighted MST's 2022 Better Bus Network effort, a project to redefine MST's service areas, which included redirecting buses to the most disadvantaged communities in the county. Since implementation MST has seen 46% increase in its services.
- Highlighted the MST Open Fare Payment project, which resulted in a 300% increase in transactions and 86% increase in unique customers.
- Discussed the regional vision for MST's Bus Rapid Transit programs, including the SURF! Project.

4. Public Comments

- Richard Scaff (Designing Accessible Communities) asked why paratransit was not included on today's agenda. He emphasized the importance of including paratransit in discussions on public transportation, noting it is essential for people with disabilities and should be a primary consideration alongside fixed-route transit.
- William Walker (San Francisco transit rider) commented on ensuring using an equity lens in transit planning, especially for underrepresented community members. He highlighted his committee's website (catc.ca.gov), upcoming committee meetings, and thanked the Task Force for its efforts to support an accessible, affordable transit system.

5. Roll Call (Mark Tollefson, Undersecretary, CalSTA, TTTF Chair)

- Call to order, roll call, establishment of quorum, and housekeeping items.

6. Approval of the TTTF Meeting Minutes for August 29, 2024 (Mark Tollefson, Undersecretary, CalSTA, TTTF Chair)

- A motion was made to approve the August 29, 2024 meeting minutes with a modification to Ian Griffith's affiliation
- Motion/Second: Watts/Miller
- Ayes: Barnes, Bockelman, Cooney, Griffiths, Hance, Lindsay, Matute, Miller, Moe-Luna, Paget-Seekins, Pimentel, Sedoryk, Tolkoff, Tollefson, Turner, Watkins, Watts
- Notes: None

Transit Transformation Task Force (TTF) – Meeting #6
October 28, 2024 Meeting Minutes

- Absent: Ajise, Lipmen, Murphy, Powers, Sforza, Tavares, White, Wunderman.

7. Staff Report on findings and policy recommendations for the report to the Legislature (Mark Tollefson, Undersecretary, CalSTA, TTF Chair)

- Provided a more detailed overview of today’s agenda.
- SB125 staff have continued to hold interviews with SMEs. More than half have commented on-land use, value capture, and first- and last-mile access.

a) Staff presentation on policy recommendations made on service and fare coordination, coordinated scheduling, and safety and cleanliness (Hunter Owens, SB125 Staff)

- M. Owens presented a set of draft recommendations and a supporting staff report. The draft recommendations were drawn from TTF meetings, Technical Working Group (TWG) meetings, and SME interviews. He presented the draft recommendations in the tables below.
- Draft recommendations on service and fare coordination:

Strategies	Draft Recommendations
E. Create a governance structure to support integration	<p>E.1. Create clear governance frameworks on service and fare coordination project management, ownership, and roles / responsibilities between the State, MPOs, and transit agencies to foster both regional cross-agency collaboration, as well as inter-regional collaboration statewide</p> <p>E.2. Within frameworks, establish “responsible entities” (e.g., State, MPO, transit agencies) to ensure fare, payment, and service coordination (in the short term) and standardization (in the long term)</p>
F. Create standardized regional fare structures	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
G. Coordinate and collaborate to deliver infrastructure across jurisdictions.	<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</p>

Transit Transformation Task Force (TTTF) – Meeting #6
October 28, 2024 Meeting Minutes

Strategies	Draft Recommendations
	target populations (e.g., youth and college students) via statewide funding programs
H. Establish flexibility with State funding sources.	H.1. Provide funding for long-term participation in fare and service coordination initiatives

- Draft recommendations on coordinated scheduling:

Strategies	Draft Recommendations
I. 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, TIDES)
	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

- Draft recommendations on safety and cleanliness:

Strategies	Draft Recommendations
J. Implement physical security measures for frontline transit workers and riders	J.1. Install protective doors for bus operators
	J.2. Improve surveillance and response capabilities by constructing emergency call boxes, increasing security cameras, and quality of cameras, and implementing technology to identify prohibited individuals.
	J.3. Update signage in and around stations for better navigation and safety, including reducing speed limits around transit stops
	J.4. Increase lighting and other safety features in the areas surrounding transit stations to ensure safety on a first/last mile trip

Transit Transformation Task Force (TTTF) – Meeting #6
October 28, 2024 Meeting Minutes

Strategies	Draft Recommendations
K. Improve coordination with H&HS Agencies to ensure comprehensive health-related safety and security responses	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
	K.2. Coordinate with health and human services agencies to implement services for unhoused people on and around transit systems
L. Ensure coordination at the State level between agencies	L.1. Develop statewide safety and security standards (e.g., guidance on directing individuals to wraparound services, addressing mental health and substance abuse challenges.)
	L.2. Examine opportunities to regionalize prohibition orders within the existing legal framework
	L.3. Establish parity in penalties for assault and battery against transit operators, ticketing agents, and all other transit employees
	L.4. Encourage commercial development (e.g., platform kiosks, station stalls, exterior shops) at stations to improve perceived safety
	L.5. Implement surveys for priority populations (e.g., seniors, women) to monitor safety of transit systems
M. Provide dedicated safety and security funding	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
	M.2. Provide dedicated funding for de-escalation and violence mitigation training for transit employees
	M.3. Allow transit agencies to be eligible for homelessness funding programs

b) Public Comments

- Sandra Lang (San Mateo Paratransit Advisory Committee) expressed support for the staff recommendations, emphasizing the need for timely action to address the growing senior and disabled population. She highlighted the importance of regional collaboration among agencies and was pleased to hear about the inclusion of health and human services in the discussions.
- William Walker (San Francisco transit rider) commented on the inefficiency of having numerous transit agencies across California, noting the Bay Area’s 28 transit operators and that Los Angeles

Transit Transformation Task Force (TTF) – Meeting #6 October 28, 2024 Meeting Minutes

County has around 100. He suggested exploring regional structures to reduce duplication in procurement and operations, streamline governance, and standardize safety policies across agencies to ensure fair access to transit.

- Adina Levin (Seamless Bay Area) expressed support for the fare and schedule coordination recommendations as cost-effective strategies to boost transit ridership and meet the State's equity, climate, and housing goals. Studies and pilot results show significant ridership increases due to fare and schedule coordination, and consistent funding is essential to implement these recommendations.
- Eugene Bradley (Silicon Valley Transit Users) supported prior comments on fare and schedule integration, sharing that his experience in New Jersey showed the benefits of unified transit systems across regions. He emphasized that integration would simplify transit for Bay Area residents, reduce the need to drive, and encourage public transit use for work and essential appointments.
- Carter Lavin (Transbay Coalition) commented on the need to expand transit services and promote inter-agency collaboration to improve access. He called for family passes and streamlined options to encourage ridership, reduce pollution, and address traffic violence.
- Andrea Horvisky (East Bay Transit Riders Union) commented on her support for the fare and schedule coordination recommendations, stressing the need for more affordable transit options in the Bay Area due to rising housing costs. She emphasized the importance of incentivizing public transportation for commuting and daily activities.
- Brian Culbertson (Oakland transit rider) highlighted the affordability challenges of using public transportation in the Bay Area, noting that differing fee structures among agencies often make it cheaper for families to drive. He urged a focus on the Bay Pass to simplify payment options and enhance affordability for families.

c) Task Force Discussion and Actions on Draft Recommendations on fare coordination and schedule coordination (All)

- **Discussion on Pros and Cons of Governance Structure:** Task Force members discussed the pros and cons of a governance structure for transit, and debated the core spirit of draft recommendations E1

and E2. Various reasons for and against the idea of a governance structure were offered. Some felt it was not worthwhile to establish a governance structure and were not in favor of the notion of standardization, while others were in favor of a governance framework that clarified roles and responsibilities, including the State’s role. Others were in favor of rewording recommendations E1 and E2 to emphasize a collaborative framework and a “matrix of responsibilities.”

- **Geographic Variation and Trip Types/Length:** Several Task Force members discussed the applicability of the draft recommendations given California’s geographic variation, which leads to transit trips of different lengths (short, medium, and long) and types (local, regional, and inter-regional). There was a discussion on what types of trips the recommendations should focus on.
- **Importance of Frequency and Reliability:** Some Task Force members questioned whether focusing on fare and schedule coordination was the best use of resources, suggesting that it would be more worthwhile to focus on transit frequency and reliability. Some Task Force members felt if there was funding to enable very frequent, reliable transit service with very low headways, many other issues would fall into place.
- **Importance of Funding:** Several Task Force members emphasized the importance of including funding in the discussion.
- **Process Comments:** One Task Force member requested information on the TWG’s role in reviewing draft recommendations.

Motion to send draft recommendations E.1 and E.2 back to SB125 staff for revision based on the Task Force discussion.

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

Motion to send draft recommendation F.1 back to SB125 staff for revision based on the Task Force discussion.

- Motion/Second: Hance/Sedoryk

Transit Transformation Task Force (TTTF) – Meeting #6
October 28, 2024 Meeting Minutes

- Ayes: Barnes, Bockelman, Cooney, Griffiths, Hance, Lindsay, Matute, Miller, Moe-Luna, Paget-Seekins, Pimentel, Sedoryk, Tolkoff, Tollefson, Turner, Watkins, Watts
- Noes: None
- Absent: Ajise, Lipmen, Murphy, Powers, Sforza, Tavares, White, Wunderman
- Motion approved

Motion to remove draft recommendations G.1, G.2, and H.1 from the agenda and revisit them at a future meeting.

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

Motion to remove draft recommendations I.1, I.2, I.3, I.4, and I.5 from the agenda and send them back to SB125 staff for revision.

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

d) Task Force Discussion and Actions on Draft Recommendations on safety and cleanliness (All)

- **Framework and Enforcement Prohibition Orders:** Task Force members discussed the need for a consistent and well-structured framework for issuing and enforcing prohibition orders across the region. There was emphasis on empowering all transit agencies with the authority and resources necessary to implement these orders effectively. Participants noted that prohibition orders are rarely used, underscoring the need for state guidance to ensure enforcement protects safety while upholding individuals' rights. The

Transit Transformation Task Force (TTTF) – Meeting #6 October 28, 2024 Meeting Minutes

importance of a clear reinstatement process after an order expires was also highlighted, along with a caution against using facial recognition software prone to implicit bias.

- **Transit-Specific De-Escalation Training:** Task Force members discussed de-escalation and violence mitigation training, and one member highlighted the need for de-escalation training tailored specifically to transit operators, not peace officers. Another member mentioned the need to provide training to transit customer service agents as well.
- **Protective Doors for Operators:** Task Force members discussed potential issues with the recommendation to install protective doors for bus operators (J.1), including concerns about visibility and glare, and the possibility for unions to have differing stances regarding protective doors.
- **Emergency Communication Infrastructure:** Task Force members discussed the limitations of traditional emergency call boxes, especially in rural areas. Several members called for investment in broader emergency communication systems, such as rural broadband and advanced communication technologies, to improve safety and real-time service updates.
- **Lighting Infrastructure at Transit Stops:** One Task Force member commented that Caltrans could conduct research on the durability and value of lighting infrastructure options, and share these results with transit agencies.
- **Safety and Employee Protection:** The Task Force discussed the importance of ensuring the safety of transit employees and contractors, and the need to potentially strengthen measures that address abuse or threats to transit personnel.
- **Funding for Safety and Security Initiatives:** Task Force members emphasized the importance of securing dedicated funding to implement safety and cleanliness recommendations.
- **Balancing Security Measures with Practical Concerns:** Several attendees noted that while stringent security measures like prohibition orders could be useful, there should be flexibility and an understanding of the practical limitations and consequences of these measures. There was some consensus to avoid overly punitive approaches and ensure that security tools are adaptable and responsive to operators' and riders' needs.

Transit Transformation Task Force (TTTF) – Meeting #6
October 28, 2024 Meeting Minutes

- **Process Comments:** One Task Force member requested information on the TWG’s role in reviewing draft recommendations.
- **Implementation and Legislative Needs:** Many recommendations require further refinement and some may need legislative action for implementation. There was recognition that the Task Force is in the idea development phase, with these concepts subject to broader deliberation and approval.

Motion to approve draft recommendations J.1 through J.4 with the following modifications (in *bold italics* and ~~strikethrough~~):

Strategies	Draft Recommendations
J. Implement physical security measures for frontline transit workers and riders	J.1. Install protective doors for bus operators <i>consistent with safety operations and per union agreement</i>
	J.2. Improve surveillance and response capabilities by constructing <i>communications equipment and systems</i> emergency call boxes , increasing security cameras, and quality of cameras, and implementing technology to identify prohibited individuals
	J.3. Update signage in and around stations for better navigation and safety, including reducing speed limits around transit stops
	J.4. Increase lighting and other safety features in the areas surrounding transit stations to ensure safety on a first/last mile trip

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

Motion to approve draft recommendations K.1 and K.2 with no modifications:

- Motion/Second: Cooney/Sedoryk
- Ayes: Barnes, Bockelman, Cooney, Griffiths, Hance, Lindsay, Matute, Miller, Moe-Luna, Paget-Seekins, Pimentel, Sedoryk, Tolkoff, Tollefson, Turner, Watkins, Watts
- Noes: None

Transit Transformation Task Force (TTTF) – Meeting #6
October 28, 2024 Meeting Minutes

- Absent: Ajise, Lipmen, Murphy, Powers, Sforza, Tavares, White, Wunderman
- Motion approved

Motion to approve draft recommendations L.1, L.2, L.3, L.4, and L.5 with no modifications:

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

Motion to approve draft recommendations M.1, M.2, and M.3 with the following modifications (in *bold italics* and ~~strikethrough~~):

Strategies	Draft Recommendations
M. Provide dedicated safety and security funding	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
	M.2. Provide dedicated funding for de-escalation and violence mitigation training for <i>specific to</i> transit employees
	M.3. Allow transit agencies to be eligible for homelessness funding programs

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

8. Discussion of changes to land use and housing policies that could improve public transit use

a) Staff and Technical Working Group presentation on policy (Hunter Owens, SB125 Staff)

- California's transportation and housing crisis are linked, and California has a unique opportunity to provide new homes while boosting transit ridership and creating more revenue.
- California has a goal of building 2.5 million new homes by 2030, with no less than one million units for lower-income households.
- Increased density of housing, population and jobs around transit should boost ridership long-term, and development could create a sustainable source of revenue for transit agencies.
- Transit-Oriented Development (TOD) can work towards two distinct but related goals:
 1. Boost transit ridership and improve access
 2. Create value capture opportunities
- Presented case study from two suburban DC Metro stations with different land use elements and development processes.
- Median population, housing, and job density in California falls well-below TOD guidelines with opportunity for improvement around many stations and transit hubs.
- Presented TWG and SME observations on the current state of land use and housing policies and potential strategies to increase density of development around transit to drive future ridership.
- Cross-cutting ideas from TWG/SMEs on how California could support TOD include providing incentives and streamlining, strategic planning, improving standards and reporting, and providing technical assistance.

b) Public Comments

- William Walker (San Francisco transit rider) commented on the need to address displacement risks tied to new transit and land use policies. He highlighted past displacement in areas like San Francisco's Fillmore district and advocated for anti-displacement measures that promote wealth-building for vulnerable communities.
- Carter Lavin (Transbay Coalition) commented on the importance of making transit stations vibrant, multi-use destinations that cater to diverse groups, from young to elderly. He also highlighted the need

Transit Transformation Task Force (TTTF) – Meeting #6 October 28, 2024 Meeting Minutes

for thoughtful development within a walkable radius of transit areas and stressed the importance of preventing sprawl.

- Andrea Horvisky (East Bay Transit Riders Union) stressed the need for mixed-use transit-oriented developments, inspired by Japan's model of integrating shops and services at stations. She urged faster implementation of projects like North Berkeley and Ashby BART to boost transit accessibility and housing in California.
- Eli Lipmen (Task Force member on the Zoom call) commented on the need to accelerate affordable housing projects near transit, referencing a recently-approved project that took a decade to get through the process. He emphasized planning housing alongside transit station development to drive ridership and suggested leveraging state-owned properties, like those held by Caltrans, for integrated housing opportunities.

c) Task Force Discussion (All)

Summary of Discussion Themes on Land Use and Housing Policies

- **Interconnectedness of Housing and Transit Challenges:** The Task Force discussion emphasized the interconnected relationship between housing and transit, particularly in light of changing social dynamics and remote work trends. Members generally agreed on the importance of TOD to address transit and housing challenges.
- **Regional Coordination and Integrated Planning:** Task Force members discussed the necessity for better coordination between local and regional transit services and between planning agencies, developers, and local municipalities responsible for housing. Currently, transit development conversations are not very connected to housing development conversations, and not all municipalities would support TOD projects. A more integrated approach would encourage better, earlier planning, and better prepare transit agencies to handle growth associated with new housing, and better enable new housing developments to be served by transit lines.
- **Need for Streamlined Processes:** Several Task Force members highlighted frustrations with the complex and lengthy permitting processes for transit-oriented projects. There was a call for legislative reforms to streamline these processes, enabling quicker development and implementation of transit-oriented projects.

- **Focus on Affordability and Anti-Displacement:** The importance of incorporating affordable housing into transit planning was a recurrent theme, as Task Force members raised concerns about potential displacement resulting from new transit projects. Policies aimed at protecting current residents and maintaining affordability are critical to ensuring equitable access to transit and avoiding displacement.
- **Long-Term Funding and Sustainability:** Task Force members advocated for long-term planning to ensure transit services can meet future demands. Discussions on sustainable funding for transit, especially in rural and suburban areas, are crucial given anticipated density growth.
- **Importance of Mixed-Use Development:** Task Force members discussed the need for mixed-use areas that combine transit residential, commercial, and essential services, which is common in Japan. One member suggested the development of spatial strategies that encourage development within a one-mile radius of key transit stations.
- **Engagement with Developers and Stakeholders:** Task Force members discussed the need for better engagement with private developers and stakeholders to build capacity and encourage participation in transit-oriented development, ensuring that initiatives align with community needs.
- **Process Improvements:** Task Force members requested earlier distribution of the draft recommendations and supporting materials to the Task Force.

9. Discussion of potential transit-oriented development and value capture of property around transit stations as a source of sustainable revenue for transit operations

a) Staff and Technical Working Group Presentation (Hunter Owens, SB125 staff)

- Transit-oriented development can provide two related but distinct goals:
 - Boost transit ridership and improve access
 - Create value capture opportunities
- Public transit in California is mainly funded through Federal, State, and Local sources.

Transit Transformation Task Force (TTTF) – Meeting #6 October 28, 2024 Meeting Minutes

- Several international transit agencies have developed non-fare revenue streams largely through development and management of other commercial properties.
- California transit agencies may be able to learn from international successes despite different environments.
- TWG and other SMEs identified several potential options to capture value from real estate, including real estate development through public-private partnerships, retail and commercial leases within stations, Transit Tax Increment Financing (TIF) districts, and others.
- Based on a recent study, TIF tools have not been widely used.
- California could support these efforts by empowering development, implementing financial structures, overcoming regulatory barriers, providing organizational support, and through funding distribution to smaller agencies.

b) Public Comments

- Brian Culbertson (Oakland transit rider) noted that many global transit systems, such as the Paris Metro, are primarily funded through payroll taxes rather than fares, and this strategy is something that California should look into further.
- Adina Levin (Seamless Bay Area) commented that value capture financing is a long-term solution and cannot replace the immediate need for operating funds to maintain and expand transit services. She also urged for earlier release of meeting materials to support informed public input.
- William Walker (San Francisco transit rider) commented on the importance of distributing materials to a broader range of equity committees to gather input beyond transit insiders. He highlighted the need for people-centered transit planning that prevents displacement and ensures funding mechanisms benefit impacted communities, noting disparities in transportation costs and advocating for diverse revenue sources.
- Clarence suggested using payroll taxes to fund transit by offering employers the option to pay into the system in exchange for transit vouchers for employees, which could increase flexibility and make the system more appealing for both employers and employees.

c) Task Force Discussion (All)

Summary of Discussion Themes on Value Capture

- **Surplus Land Act (SLA) Challenges and Suggestions:** Task Force members discussed the limitations imposed by the SLA, particularly regarding the inability to monetize surplus transit land effectively for purposes beyond affordable housing. Several members called for statutory revisions to enable greater flexibility in land use, emphasizing long-term ground leases and agency-specific uses as key areas needing reform.
- **Value Capture and Revenue Generation:** Task Force members explored value capture strategies, such as leveraging public investment in transit infrastructure to increase surrounding property values and create revenue streams. Some acknowledged that while real estate-based value capture can be substantial, other non-real estate strategies offer limited financial relief and are insufficient to bridge large budget deficits.
- **Public Investment and Economic Incentives:** Task Force members emphasized the importance of coordinating state and local investments to stimulate economic activity around TODs. Ideas included consolidating state resources, using tax increment financing, and exploring opportunities like matching grants to support transit projects.
- **Realistic Revenue Expectations:** Task Force members cautioned against overestimating the revenue potential of value capture strategies like concessions or advertising. Even successful TOD programs have limited financial impact on transit agency operations, with most revenue streams already allocated to community benefits or public space improvements.

10. Discussion of strategies to provide first- and last-mile access to transit

a) Staff and Technical Working Group Presentation (Hunter Owens, SB125 staff)

- Limited access to first- and last-mile solutions may limit ridership: transit uses declines by 90% when riders must walk more than 0.5 miles.
- Expanding transit-oriented development, creating mobility centers, and improving other first- and last-mile solutions could increase ridership while creating safe, comfortable communities.

Transit Transformation Task Force (TTTF) – Meeting #6

October 28, 2024 Meeting Minutes

- California could support first- and last-mile solutions by improving infrastructure, considering service provisions, and consider improving integration and governance.

b) Public Comments

- Adina Levin (Seamless Bay Area) commented on the need for safe, accessible walking and biking infrastructure near transit, emphasizing ADA compliance, active transportation options like paratransit, and the integration of micro-mobility to enhance first and last mile connections.
- William Walker (San Francisco transit rider) commented on the limitations of paratransit, noting how it restricted access for people with mobility challenges. He suggested policy changes to expand paratransit coverage, incorporate flexible micro-transit models, and improve accessibility at transit stops.
- Carter Lavin (Transbay Coalition) commented on importance of addressing first and last mile accessibility, highlighting the need for protected and well-maintained mobility lanes and sidewalks to support people using various mobility devices. He encouraged prioritizing state investments in infrastructure like bike shelters and mobility networks to make transit stops more accessible and user-friendly.
- Andrea Horvisky (East Bay Transit Riders Union) shared concerns about shared bike lanes and called for first- and last- mile infrastructure to be mandated, not just recommended, to ensure localities implement improvements and enhance transit access.
- Eli Lipmen (Task Force member) emphasized the importance of first- and last- mile connections in California, highlighting their role in improving transit access and reducing traffic fatalities, especially in South LA. He called for integrating these connections into transit planning and suggested further research on open streets to improve air quality and support small businesses.
- Brian Culbertson (Oakland transit rider) commented on the importance of safety and comfort for transit riders while getting to their transit station and waiting for the bus. He highlighted the lack of bus shelters and the danger of crossing busy roads, and called for improved safety measures to protect riders during both their walk to transit and while waiting at stops.

c) Task Force Discussion (All)

Summary of Discussion Themes on First- and Last-Mile Access

- **Improving First/Last Mile Access to Transit:** The Task Force discussed options to enhance first- and last-mile access between transit stations and surrounding areas, particularly for communities with disabilities. There was a call to improve infrastructure that supported walking, biking, and the use of mobility devices.
- **Active Transportation and Funding:** Several Task Force members commented on the need for more funding and streamlined delivery processes for active transportation projects, particularly for bike and pedestrian infrastructure. There was also support for creating dedicated funding streams, flexible programs, and subsidies for bike share systems in regions with high transit demand.
- **Urban Design and Land Use Policies:** There was discussion of how to encourage local jurisdictions to adopt more transit-supportive urban design standards, ensuring new developments near transit stations would be pedestrian-friendly and less reliant on cars.
- **Accessibility and Safety:** The importance of ensuring that transit infrastructure, such as bus stops and rail stations, was universally accessible and met the needs of people with disabilities was highlighted. Additionally, the Task Force discussed addressing safety issues, particularly those related to street crossings and speeding near transit stations.
- **Improved Planning and Data:** There were suggestions to use technology, such as HD mapping and LIDAR, to assess and improve infrastructure around transit stations, focusing on accessibility and the quality of sidewalks and street furniture. One Task Force member also suggested creating standardized customer information systems to improve wayfinding and increase awareness of transit options.
- **Support for Local Transit Agencies:** Task Force members discussed the need to grant transit agencies greater authority to implement infrastructure, such as bus stops, without delays caused by local government processes. There was also support for eliminating or reducing permitting barriers for projects that supported transit access.
- **Equity and Inclusivity:** Task Force members discussed the importance of ensuring that under-resourced communities, which lack the capacity to advocate for infrastructure improvements, are

Transit Transformation Task Force (TTTF) – Meeting #6 October 28, 2024 Meeting Minutes

not overlooked in the planning process. Task Force members also mentioned various policies that promote equitable access to transit, including fare subsidies and integrated programs for bike share.

11. Public Comments for items not on the agenda

- None

12. Preview of next steps and topics for future meetings (Mark Tollefson, Undersecretary, CalSTA, TTTF Chair)

- Please email homework to the SB125 inbox by 11/14
 - What new funding sources are necessary to achieve our transit transformation goals?
 - Feedback on additional data sources, SMEs, or TTTF discussion topics
 - Feedback you have on today's discussions
- Next TTTF meeting will be on December 10, 2024, at the Armstrong Transit Center in Clovis, CA.

13. Adjourn (Mark Tollefson, Undersecretary, CalSTA, TTT Chair)

- Thank you to the Task Force and the public.
- Meeting adjourned.

For any further questions please or visit our webpage:

<https://calsta.ca.gov/subject-areas/sb125-transit-program>