

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 review²

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
A Standardize, support, and scale transit priority infrastructure	A.1. Establish statewide procurements for Transit Signal Priority (TSP ³), preemption, infrastructure that can be leveraged to lower costs and encourage standardization	Approved with modification: TSP ³ , preemption , and other
	A.2. Update the CA MUTCD ⁴ to include TSP ³ and preemption for transit routes where applicable. Create TSP ³ Guidelines & standards that can be leveraged in any jurisdiction. Work to encourage collaboration between cities and agencies to enable TSP ³ at scale	Approved with modification: include TSP ³ and preemption for transit routes
	A.3. On the state right of way, encourage implementation of transit priority and BRT ² 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	Approved with modification: Add performance standards for transit on the SHN⁵
	A.4. Authorize transit buses to be equipped with “yield to bus” signs, to establish yield requirement for auto travel	Approved
	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	Approved with modification: under existing law, as well as other violations

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
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	Approved with modifications:
	B.2. Extend the SB 922 CEQA ² exemptions for transit prioritization projects, general purpose lane to bus-only lane conversions, highway shoulders to part-time transit lanes conversions	B.1: preemption of local and State permitting
	B.3. Establish a by-right permitting mechanism for transit infrastructure – bus shelters, transit priority, TSP ³ , etc. inside each city and on the State right of way	Held for further discussion – revised concepts will be drafted for discussion in 2025
	B.4. Establish a statewide TIGER team to assist with the implementation of BRT ⁴ / Bus Only lanes statewide to assist with planning, engineering and implementation in all jurisdictions	Approved

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
C Coordinate and collaborate to deliver infrastructure across jurisdictions	C.1. Develop a framework on roles and responsibilities for TSP ² and BRT ³ implementation for use statewide	Approved
	C.2. Convene a statewide working group for cities, counties, MPOs and transit agencies to discuss and solve common issues in implementing TSP ²	Approved with modification: for cities, counties, MPOs⁵ , and transit agencies
	C.3. Assist with funding TSP ² & other transit amenities on a state-owned facility using SHOPP ⁴ dollars	Implication of using SHOPP ⁴ dollars will be further researched
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	Approved
	D.2. Update state funding programs and guidelines to encourage the delivery of transit priority infrastructure	

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
E Create a governance structure to support integration	E.1. Create clear governance frameworks on service and fare coordination project management, ownership, and roles / responsibilities between the State, MPOs ² , and transit agencies to foster both regional cross-agency collaboration, as well as inter-regional collaboration statewide	Held for further discussion – revised concepts will be drafted for discussion in 2025
	E.2. Within frameworks, establish “responsible entities” (e.g., State, MPO ² , transit agencies) to ensure fare, payment, and service coordination (in the short term) and standardization (in the long term)	
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 Encourage participation by providing funding to deploy statewide capabilities	G.1. Provide technical assistance to responsible entities (e.g., integrated payment Software as a Service, Title VI analysis)	Held for further discussion – revised concepts will be drafted for discussion in 2025
	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	
H Encourage participation by providing funding to plan for better integration	H.1. Provide funding for long-term participation in fare and service coordination initiatives	

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 Discussions ¹	Status
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 ²)	Held for further discussion – revised concepts will be drafted for discussion in 2025
	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	

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
J Implement physical security measures for frontline transit workers and riders	J.1. Install protective doors for bus operators consistent with safety operations and per union agreement	Approved with modification: 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 emergency communications equipment and systems, increasing security cameras, and quality of cameras, and implementing technology to identify prohibited individuals	Approved with modification: <i>communications equipment and systems</i> emergency call boxes
	J.3. Update signage in and around stations for better navigation and safety, including reducing speed limits around transit stops	Approved
	J.4. Increase lighting and other safety features in the areas surrounding transit stations to ensure safety on a first/last mile trip	
K Improve coordination with H&HS ² 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	Approved
	K.2. Coordinate with health and human services agencies to implement services for unhoused people on and around transit systems	

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
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)	Approved
	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	Approved with modification: <i>for specific to</i> transit
	M.2. Provide dedicated funding for de-escalation and violence mitigation training specific to transit	
	M.3. Allow transit agencies to be eligible for homelessness funding programs	

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 Discussions ¹	Status
N Expand candidate pool and reduce barriers to entry for transit roles	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	Approved with modification: add K-12 systems and re-entry programs
	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	Approved
	N.3. Create a statewide campaign to increase interest in careers in public transportation in multiple languages	Approved with modification: add multiple languages
	N.4. Re-evaluate age requirements for bus operators	Additional clarification to be provided
	N.5. Align Federal and State regulations around drug tests, particularly as it relates to marijuana	Approved
	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 DMV ²	Additional clarification to be provided
	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)	
	N.8. Establish a shared pool of vehicle simulators distributed across agencies within a region to expedite the certification process, especially for smaller agencies	Approved

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 Discussions ¹	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	 Held for further discussion – revised concepts will be drafted for discussion in 2025
	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 CalOES ²)	

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 Expand training and mentorship programs for agencies to ensure employees have required skills and visibility into career pathways	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	Add “in coordination with labor partners”
	P.2. Standardize credentials, curriculums, and onboarding materials that can be recognized across agencies	Approved
	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)	Expand from academic institutions to include other entities
	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	Add apprenticeship programs

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 Discussions ¹	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 TOD ² -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 TOD ²	
	Q.7. Have State collect and publish additional data to measure progress against transit-informed RHNA ⁵ 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
R Streamline the approval process for entitlements and permits for developments near transit	R.1. Provide by-right entitlement approvals for qualifying developments (e.g., those that are within 0.5 mile of transit) without SB 35	Held for further discussion – revised concepts will be drafted for discussion in 2025
	R.2. Limit timelines for issuing permits for qualifying developments (e.g., those that comply with TOD ² policies and/or are within 0.5 mile of transit) or grant approvals automatically	
	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	
	R.4. Create common software to digitize entitlement and permitting processes	
S Encourage proactive zoning and land use near transit to support dense development	S.1. Identify all land around transit stations open to joint development , including land owned by transit agencies and Caltrans, to develop TOD ² and work with developers	Approved
	S.2. Increase allowable building densities and update other requirements to support TOD ² (e.g., setback requirements, CEQA ³ , coastal zone requirements) near transit	Remove from list
	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	Approved
	S.4. Allow transit agencies to sell air rights to create development opportunities above transit stations and facilities	
	S.5. Create bench of pre-cleared property developers for use by agencies statewide with the goal of achieving economies of scale for TOD ² developments	

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 Discussions ¹	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 TOD ³ projects	Approved
	T.2. Engage pension funds to explore investment opportunities to support qualifying TOD ³ projects (e.g., for direct land acquisition by transit agencies and/or local jurisdictions)	
	T.3. Create dedicated resources to assist developers with TIFIA ⁴ loans for housing and other TOD ³ 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, MPOs ⁵ , and/or cities that meet TOD ³ objectives and other mandates (e.g., decarbonization)	
	T.6. Set up State team to provide support on TOD ³ 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	

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
approvedCalSTA to
further refine

Strategies	Staff Report concepts based on TTTF / TWG / SME Discussions ¹	Status
U Allow California to maintain and capture value from land near transit	U.1. Ensure potential transit uses, including transit-oriented development, are prioritized in the Surplus Land Act	Held for further discussion
	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)	Approved
	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	
	U.4. Where possible, create pre-permitted project opportunities to encourage public-private partnerships	Held for further discussion
V Provide incentives and/or technical assistance to support transit agencies on value capture	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 EV ² chargers and hydrogen re-fueling facilities on agency-owned parking areas)	Approved
	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)	
	V.3. When practical, invest dollars into transportation projects that have a value capture strategy	Revised text provided