

State Transit Transformation Task Force Recommendations**Transit Infrastructure**

- Statewide Transit Signal Priority (TSP) procurement and preemption
- Update the California Manual on Uniform Traffic Control Devices to prioritize transit operations
- Implementation of bus-only lanes and transit-priority features on state highways
- Extended California Environmental Quality Act exemptions for bus lane conversions and TSP projects
- Streamlined state and local permitting for priority transit corridors
- Fund planning and engineering resources at the state level to assist local transit agencies
- Increase flexibility in state funding programs to accelerate transit infrastructure investments

Safety and Security

- Install protective doors for bus operators and improved lighting, signage, and station safety features
- Expand surveillance systems and emergency communication equipment
- Increased presence of safety ambassadors, crisis intervention teams, and coordination with local law enforcement
- Partner with health and human services agencies to support people experiencing homelessness on and around transit
- Develop statewide safety and security standards and explored regional enforcement of prohibition orders
- Provide dedicated funding for de-escalation training and station safety improvements

Workforce Development

- Expand partnerships with K–12 school systems, community colleges, trade schools, and reentry programs
 - Create regional job boards and shared vehicle simulator pools to support hiring and training
 - Standardize transit credentials, curricula, and onboarding materials across agencies
 - Support mentorship, apprenticeship, and career pathway programs within transit agencies
 - Review hiring barriers such as age restrictions, marijuana-related drug testing, and Department of Motor Vehicles certification requirements
 - Connect training programs to future-focused skills like electric vehicle and autonomous vehicle maintenance
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Land Use & Transit-Oriented Development

- Create a statewide strategy for transit-supportive land use with equity-focused Transit-Oriented Development (TOD) goals
- Authorize transit agencies to review city Transportation Demand Management plans and encourage Housing and Community Development to include TOD policies in pro-housing designations
- Leverage California Department of Transportation (Caltrans)-owned and other state-owned properties for housing near transit
- Promote joint development, on-street parking pricing, unbundled parking requirements, and sale of air rights at transit stations
- Establish incentives and financing tools through the California Housing Finance Agency, pension funds, and federal programs
- Form a dedicated state team to support local TOD implementation and improve coordination among state agencies

Fleet, Zero-Emission Buses & Asset Management

- Standardize specifications and statewide procurement for zero-emission buses and paratransit vehicles
- Facilitate joint purchasing programs to lower costs for buses, parts, onboard technology, and clean energy infrastructure
- Provide access to centralized software for predictive maintenance and asset lifecycle management
- Support creation of shared maintenance facilities and statewide apprenticeship programs for vehicle maintenance
- Call for a review of the California Air Resources Board's Innovative Clean Transit regulations to assess cost, feasibility, and service impact
- Offer opt-in technical assistance for agencies on fleet transition planning and asset management

First-Last Mile Access to Transit

- Streamline permitting and approvals for active transportation projects near transit hubs and stations
- Assess and map sidewalks, mobility lanes, and transit hub conditions to identify accessibility needs
- Create a statewide registry of bus stops, each with a unique identifier and amenity inventory
- Increase and stabilize state funding for active transportation and first- and last-mile connections to transit
- Coordinate first- and last-mile planning across Caltrans, metropolitan planning organizations, community-based organizations, cities, and transit agencies

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- Establish statewide purchasing agreements for bikeshare and micro-mobility infrastructure, including participants in electric bike incentive programs
- Encourage integration of first- and last-mile services with transit trip planning, payments, and real-time information