SB 125 (Chapter 54, Statutes of 2023) Transit Transformation Task Force – Final Report Summary

Purpose: This attachment summarizes the topic areas and key recommendations included in the SB 125 Transit Transformation Task Force Final Report.

Topic Area	Key Recommendations
Transit Prioritization	Expand and standardize transit priority infrastructure statewide to improve speed, reliability, and cost efficiency. Recommendations include bus-only lanes, transit signal priority, queue jumps, streamlined stop design, statewide procurement of transit-priority technology, by-right or expedited permitting on priority corridors, and enhanced state-level planning and engineering assistance.
Service and Fare Coordination / Coordinated Scheduling, Mapping, and Wayfinding	Reduce barriers for riders traveling across agency boundaries by supporting opt-in fare interoperability, coordinated scheduling, and improved wayfinding. Recommendations emphasize state-provided technical assistance, common data standards, identity verification for discounted fares, and tools to support interregional service planning without mandating uniform systems.
First- and Last-Mile Access to Transit	Improve access to transit stations through consistent and flexible funding for active transportation, streamlined permitting near transit hubs, reduced administrative burden, improved data collection on sidewalks and station-area conditions, and stronger coordination among state, regional, and local agencies.

Safe and Clean Environment for Passengers and Operators	Establish statewide safety and security standards and dedicate funding for safety infrastructure and personnel. Recommendations include de-escalation and violence-prevention training, increased lighting and surveillance, operator protection measures, safety ambassadors or crisis intervention staff, and coordination with health and human services agencies to address mental health, substance use, and homelessness-related challenges.
Workforce Recruitment, Retention, and Development	Address workforce shortages through expanded recruitment pipelines, partnerships with education and training institutions, modernized hiring and certification requirements, standardized credentials, apprenticeship and mentorship programs, and preparation of the workforce for zero-emission and emerging transit technologies.
Capital Construction Costs and Timelines	Reduce project costs and delivery timelines by streamlining permitting and environmental review, limiting scope changes, expanding alternative procurement methods, strengthening public-sector project delivery capacity, and providing statewide technical assistance and shared resources.
Oversight and Reporting	Reduce administrative burden by consolidating and standardizing state and federal reporting, aligning requirements with existing data systems, improving fund distribution timelines, increasing transparency through a statewide dashboard, and building statewide capacity to manage transit grants more efficiently.

Transit Fleet and Asset Management	Improve fleet reliability and asset management through statewide coordination on zero-emission bus procurement, standardized vehicle specifications, joint purchasing, shared facilities, streamlined procurement processes, expanded technical assistance, and improved asset management tools. Includes a recommendation to conduct a comprehensive review of the Innovative Clean Transit regulation to better align timelines, costs, and operational impacts with available funding.
Accessible Transportation and the Needs of Older Adults and Persons with Disabilities	Improve paratransit and dial-a-ride sustainability by enhancing coordination among providers, expanding one-seat ride options, modernizing booking and dispatch systems, improving eligibility verification, integrating accessible transportation planning with broader transit investments, and exploring funding and policy changes to better meet growing demand.
Changes to Land Use, Housing, and Pricing Policies	Encourage transit-supportive land use by aligning housing, parking, and pricing policies with transit investments. Recommendations include higher-density development near transit, reduced parking requirements, improved coordination between transportation and housing agencies, and incentives for local jurisdictions to support complete, transit-oriented communities.
Transit-Oriented Development and Value Capture of Property	Support long-term financial sustainability through transit-oriented development and value capture. Recommendations include expanding authority for joint development, air rights sales, tax increment financing, station-area development, and providing technical assistance to help agencies pursue revenue-generating opportunities.

New Options for Revenue Sources	Identify three broad approaches to strengthening transit funding: reprogramming existing revenues (including eligible federal highway funds), generating new value from transit assets, and exploring new public revenue mechanisms. Recommendations emphasize flexibility and sustainability but do not identify a specific funding source or payer.
Reforming the Transportation Development Act (TDA)	Modernize TDA by eliminating farebox recovery penalties, developing alternative peer-based performance metrics, improving funding predictability, aligning incentives across programs, simplifying reporting requirements, and increasing transparency. Recommendations include establishing a working group with statutory deadlines to develop and update new performance measures that better reflect post-pandemic travel patterns, equity, and service outcomes.

Note: The Task Force Final Report is intended as a policy roadmap and starting point for future legislative consideration. Implementation of the recommendations would require additional statutory, budgetary, and programmatic actions.