

CalSTA Transit Transformation Task Force (TTTF)

The Transit Transformation Task Force was an opportunity to focus on transformational change for transit across California, per SB 125



Aspiration

From incremental ...

How do I achieve **pre-COVID** ridership?



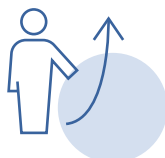
Constituency

How can transit **ridership** grow in my region each year?



Constraints

What can I do in my role to deliver for transit?



Approach

How much funding will be necessary to **support** this goal?

Source: California State Transportation Agency (CalSTA) RFO #23-02; discussions with CalSTA and Caltrans Dec. 2023 – Feb. 2024

... to transformational

How can **transit** attract new customers and become the mode of choice?

What would it take to **serve the majority of trips** in urbanized areas via transit?

How can we collectively collaborate differently to best support the customer, given our current assets and future investments?

What radical shifts in operations or availability could be made to **scale service exponentially**?

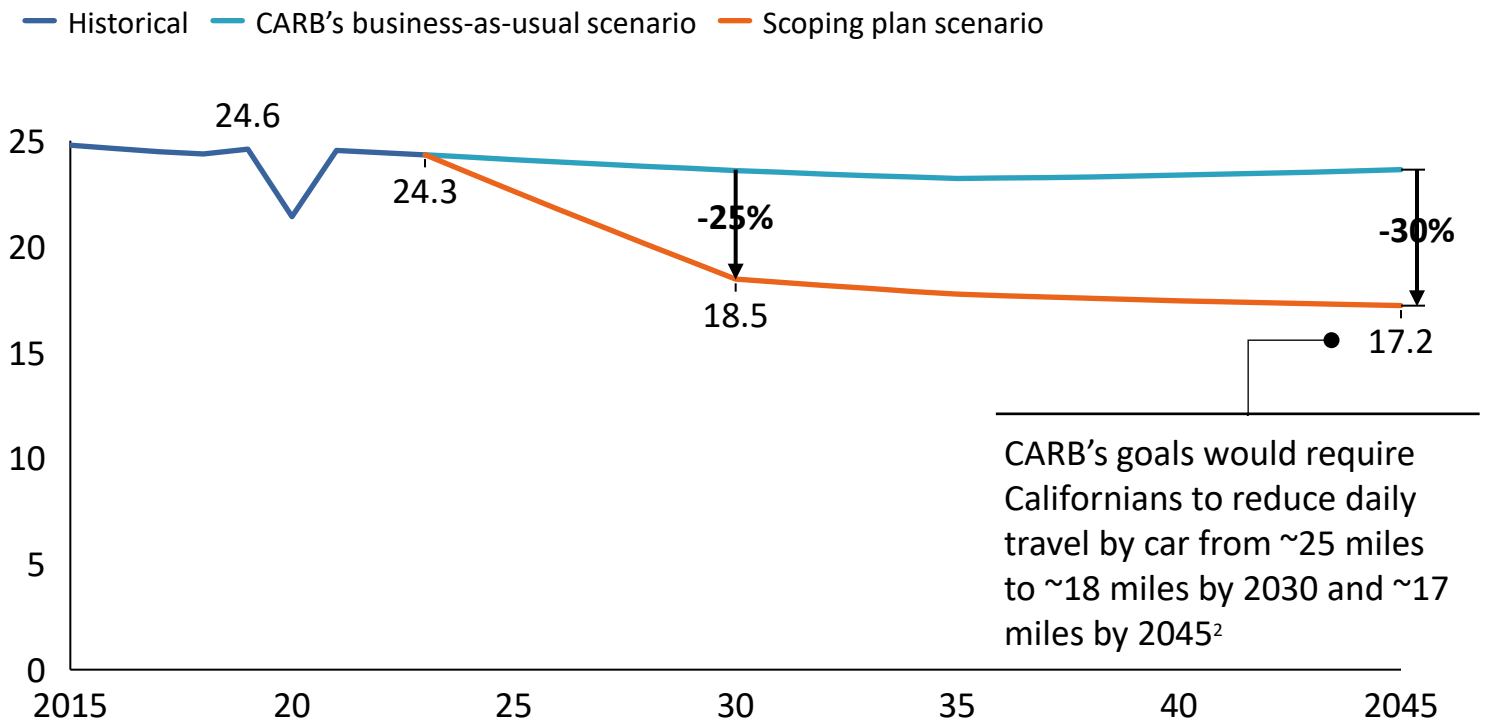
What will it take to achieve transformative change in transit?

As part of California's plan to reach mandated carbon neutrality by 2045, CARB targets a reduction in VMT of ~30% of 2019 levels by 2045

CARB's 2022 Scoping Plan sets carbon neutrality by 2045 as its target

The Scoping Plan projects that a **significant reduction in vehicle miles traveled** is required to meet carbon neutrality

Passenger Vehicle VMT Per Capita (miles/day/person)¹



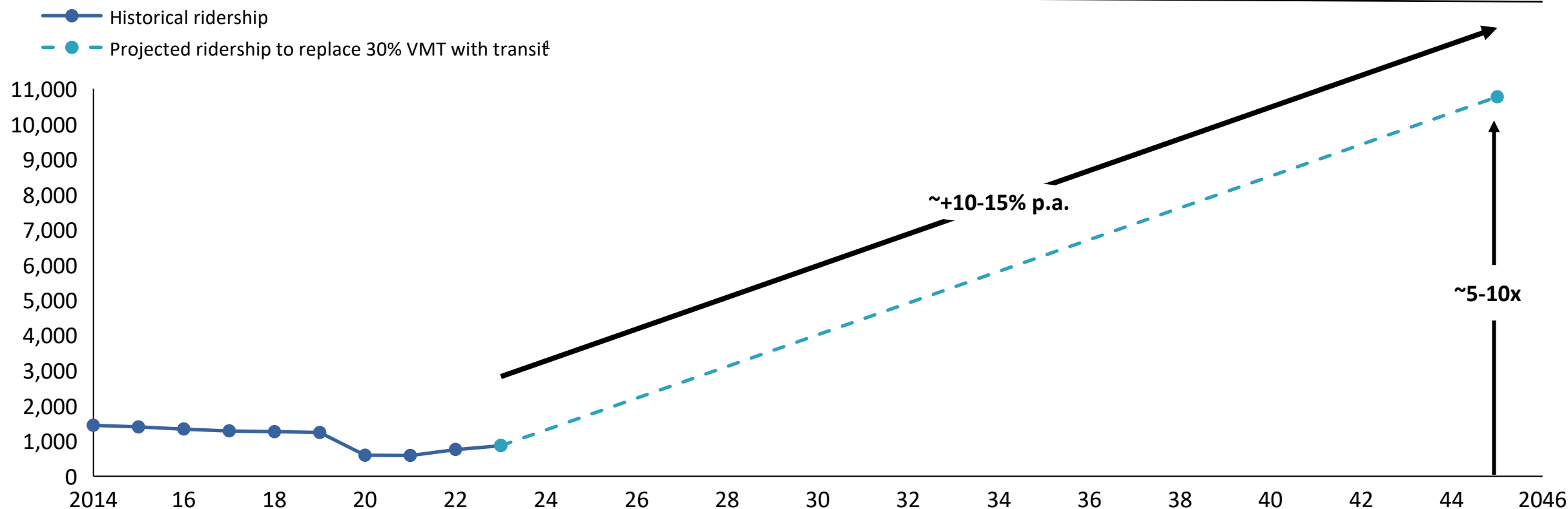
1.Targets reflect CO2 emissions only from light duty passenger vehicles within California's 18 MPO1 regions, which together account for 81% of the statewide light-duty VMT

2.Considers that ~30% of light-duty vehicles on the road in 2045 will still burn fossil fuels even with all new car sales being ZEVs by 2035 through implementation of CARB's Advanced Clean Cars II regulations

Source: The California Air Resources Board, Regional Plan Targets

Achieving VMT targets through shifting to transit means California would need a ~5-10x ridership increase from pre-COVID levels by 2045

California transit annual ridership, millions

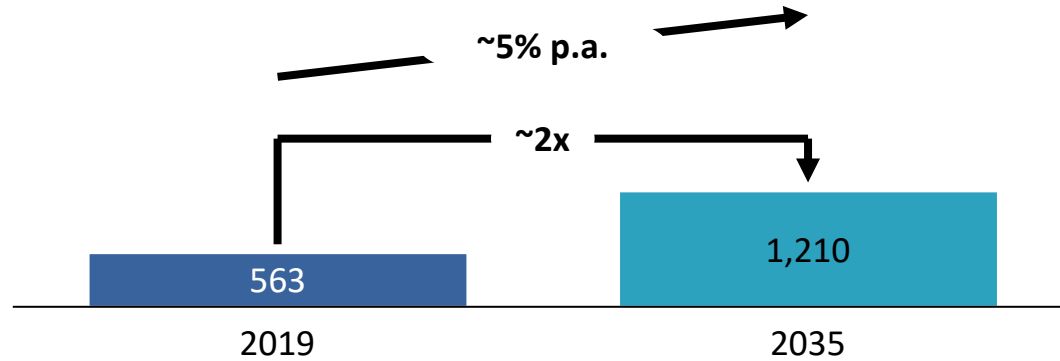


1. Assumes a one-for-one replacement of current automobile trips with transit trips; induced demand from reduced vehicular traffic is not considered

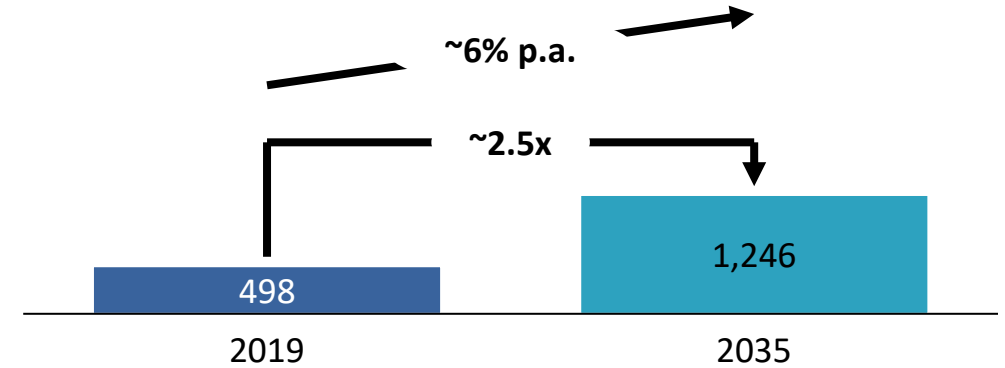
Source: California State Transportation Agency (CalSTA) RFO #23-02; discussions with CalSTA and Caltrans Dec. 2023 – Feb. 2024

Approximate projected annual transit rides of big 4 MPOs, billions

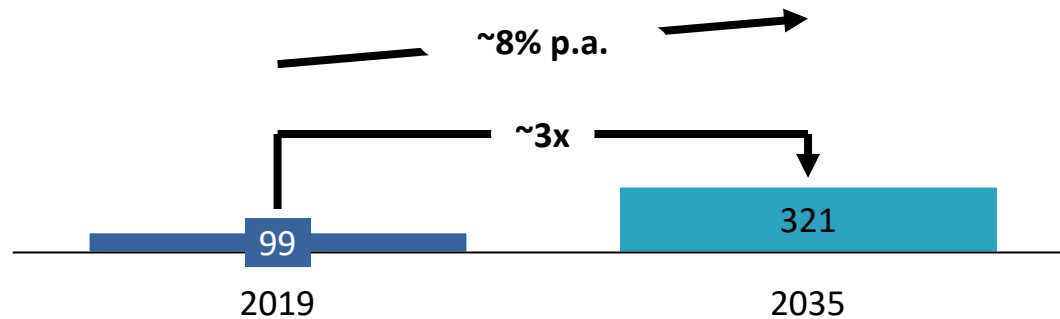
Southern California Association of Governments



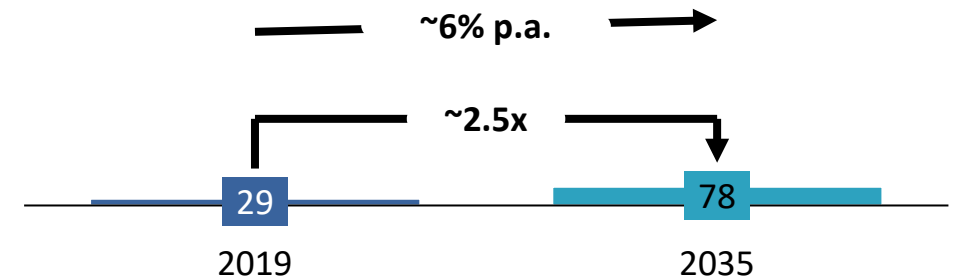
Association of Bay Area Governments



San Diego Association of Governments



Sacramento Area Council of Governments

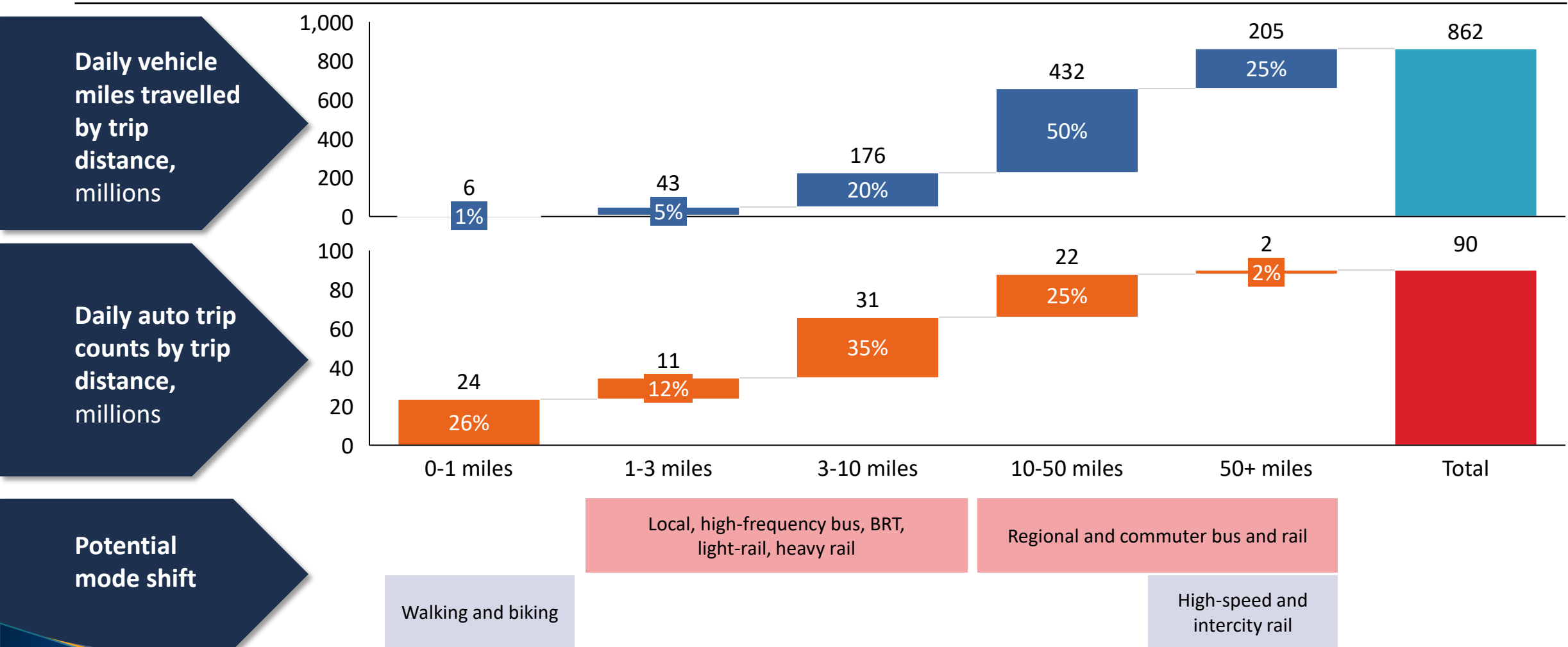


1. Estimation from transit rides per person per year reported by CARB in 2019 and 2022 population estimates from census tract data | 2. Calculated from targets set for 2035 relative to 2016 levels in regional SB 375 compliance plan

Source: SB 375 Regional Plan Climate Targets landing page, SB 375 Appendix A: MPO and CARB staff recommendations, Evaluation of ABAG SB 375 strategy, Evaluation of SANDAG SB 375 strategy, Evaluation of SCAG SB 375 strategy, CARB Sustainable communities SB150 Dashboard, discussions with CalSTA and Caltrans Dec. 2023 – Feb. 2024

Not all VMT would need to shift to urban transit; potential target may be closer to 4-6x pre-COVID levels

California light vehicle travel patterns in 2023



Source: [The California Air Resources Board](#); California State Transportation Agency (CalSTA) RFO #23-02; discussions with CalSTA and Caltrans Dec. 2023 – Feb. 2024



25 Task Force Members

13 Public Meetings

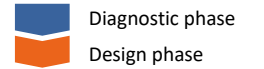
18 Technical Working Group Members

8 TWG Meetings

>70 Interviews with 100+ Subject Matter Experts

Dozens of analyses and data collection efforts

Draft TTTF Topics

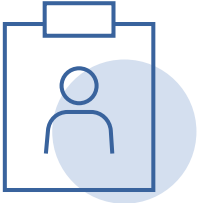
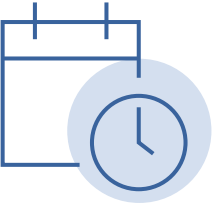


	Meeting theme	Potential dates	Potential locations	Duration
1	Introduction	Dec 19, 2023	Virtual	2 hours
2	What outcomes does transit need to achieve by 2030 to achieve State mandates?	Feb 29, 2024	Sacramento, CA	2 hours
3	What would need to change for transit to meet those goals?	Apr 9, 2024	San Diego, CA	4 hours
4	What level/types of service do these outcomes require?	June 17, 2024	San Francisco, CA	4 hours
5	What does this level of service imply for OpEx spend, workforce and employee engagement ?	Aug 29, 2024	Los Angeles, CA	4 hours
6	What does this level of service imply for CapEx spend ?	Mid-Oct 2024	Salinas / Monterey, CA	4 hours
7	How can this level of OpEx and CapEx be funded ?	Dec 10, 2024	Clovis (Fresno), CA	4 hours
8	What prioritized topics and draft decisions should be included in the report?	Early Feb 2025	Riverside, CA	4 hours
9	Draft report review ¹	April 2025	Sacramento, CA	4 hours
10	Final report briefing before submission ¹	Sept 2025	San Francisco, CA (TBD)	4 hours

1. Final report due to legislature October 31, 2025

Source: California State Transportation Agency (CalSTA) RFO #23-02; discussions with CalSTA and Caltrans Dec. 2023 – Jan. 2024

Operating model: How the Transit Transformation Task Force (TTTF) and Technical Working Group (TWG) worked together

	Transit Transformation Task Force (TTTF)	Technical Working Group (TWG)
Responsibilities 	• Direct the overall effort • Clarify areas of future investigation for TWG • Make recommendations based on analysis from TWG across key topics that will form the legislative report • Review and sign onto final report	• Support data analysis and provide technical expertise for content ahead of TTTF meetings • Provide feedback on draft of final report • Iterate report based on public comments
Engagement model 	• Attend and actively participate in nine TTTF working sessions • Provide additional direction via written communication	• Meet monthly to prepare for TTTF sessions • Develop content and conduct analyses to create the basis of the TTTF sessions • Attend additional ad-hoc meetings as necessary, on specific topics

Goal: Reimagine the future of transit in the State of California and outline how key stakeholders including the state, regional planning organizations, and local agencies can accomplish that future

5 Principles

40 Strategies

>100 Recommendations

Assigned by Responsible Entity

Transit should be operationally and financially sustainable

New Options for Revenue Sources (1.f.6)

Reforming the Transportation Development Act (1.f.4)

Oversight and Reporting (1.f.5)

Capital Construction Costs and Timelines

Transit Fleet and Asset Management (1.f.1.F)

Workforce Recruitment, Retention, and Development (1.f.3)

Safety is fundamental

Safe and Clean Environment for Passengers and Operators
(1.f.1.C)

Provide fast, reliable, connected, and convenient transit services

Transit Prioritization (1.f.1.D)

Service and Fare Coordination or Integration (1.f.1.A) and
Coordinated

Scheduling, Mapping, and Wayfinding (1.f.1.B)

First- and Last-Mile Access to Transit (1.f.1.E)

Provide transit that is accessible and easy to use for all

Accessible Transportation and the Transit Needs of Older Adults and
Persons with Disabilities

Develop high quality public transit systems to support complete communities

Changes to Land Use, Housing, and Pricing Policies (1.f.2)

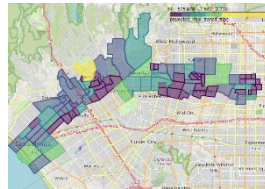
Transit-Oriented Development and Value Capture of Property (1.f.7)

Thank you

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Methodology: Corridor analysis

	1	2	3	4	5	6	7
Analysis steps	Select illustrative corridor	Determine daily average ridership	Determine census tracts that corridor passes through	Determine current vehicle miles traveled (VMT) for trips within corridor	Determine VMT reduction recommended	Determine implied ridership needed to meet CARB goals	Determine implied additional ridership
Description	Select corridor with potentially high VMT, selected using publicly available traffic data	Average weekday daily ridership on routes that currently serve corridor	Using US Census data, determine which census tracts the corridor passes through	Determine average daily VMT and convert to auto trips for trips that originate and end within the census tracts that corridor passes through ¹	Apply ~30% reduction in average daily VMT to determine 2045 goal based on CARB recommendations ²	Using average length of trip for car and transit travel for census tract, determine total riders needed to offset VMT	Subtract current ridership levels from 2045 ridership needed to determine difference
Source	California Transit Speed Maps, California State Geoportal	Publicly available reports from transit agencies or local governments	US Census Bureau	Replica, Caltrans	The California Air Resources Board	Replica, Caltrans	N/A
Sample output: Los Angeles	Willshire Boulevard between Santa Monica and Koreatown	25 – 30K average daily riders (2018)	Visualization of census tracts included in analysis	850 – 950K	200 – 300K	75 – 80K	45 – 55K



1. Assume there is a uniform percentage reduction across state, but auto trip length varies based on Census tract

2. Assume that census tracts with no transit would not be able to add transit. Therefore, ~30% reduction in VMT to meet CARB goals not applied to all Census tracks.

Source: California State Transportation Agency (CalSTA) RFO #23-02; discussions with CalSTA and Caltrans Dec. 2023 – Jan. 2024; [California Transit Speed Maps](#), [California State Geoportal](#); [US Census Bureau](#); [The California Air Resources Board](#)