



Fact Sheet

The Statewide Transit Strategic Plan (STSP)

The Caltrans Division of Mass Transportation (DMT) in partnership with the California Transit Association (CTA) and the California Association for Coordinated Transportation (CalACT), embarked on an effort to develop a Statewide Transit Strategic Plan (STSP). The goal of this project was to:

- Gain a better understanding of present and future roles and responsibilities; identify challenges and opportunities supporting public transportation, recognizing transit as part of the larger transportation system; and to integrate findings into the California Interregional Blueprint (CIB) and California Transportation Plan, which builds on regional blueprint efforts and charts the State's vision for a future multimodal, globally competitive transportation system.
- Address the concerns of the California Legislature, SB 391 (Liu, 2009) that “the state lacks a comprehensive, statewide, multimodal planning process that details the transportation system needed in the state to meet objectives of mobility and congestion management consistent with the state's green house gas emission limits and air pollution standards.”

SB 391 legislation states that “[r]ecent increases in gasoline prices resulted in historic increases in ridership on public transportation, including transit, commuter rail, and intercity rail, and in historic reductions in vehicle miles traveled by private vehicles.” Thus, increasing transit use is vital to maintaining a vibrant state economy during times of volatile fuel prices, while reducing transportation greenhouse gas (GHG) emissions.

While the need to reduce GHG emissions 25% from 2009 levels by 2020 may have been the impetus for SB 391, the State must grow transit ridership in order to achieve a wide variety of statewide economic, environmental, and social goals:

- AB 32 (Pavley, 2006) Global Warming initiatives, and
- SB 375 (Steinberg, 2008) the Sustainable Communities Planning Act, identifying the critical role transit is expected to play in reducing the state's GHG emissions.

In addition, traditional funding sources have been impacted on all levels: federal, state, and local. Consequently, transit providers have been struggling to balance their budgets to address increases in operating, capital investment, and maintenance costs, with a growing demand to provide more services. One source of information related to funding transit needs, is the California Transportation Commission's (CTC) [Statewide Transportation System Needs Assessment](#) and [California Unmet Transit Funding FY 2011-FY 2020 Needs](#) report, which compares funding needs for capital and operating needs of a 10-year unmet operating and maintenance gap of \$22.2 billion and a capital gap of \$42.1 billion.

In 2011, Assemblyman Blumenfield introduced AB 650, the Blue Ribbon Task Force on Public Transportation for the 21st Century. This bill required the task force “to issue a written report that contains specified findings and recommendations relating and to, among other things, the current state of California's transit system ...” However, Governor Brown vetoed the bill and pointed out that

“this matter is well within the jurisdiction and competence of the Assembly and Senate Transportation Committees. Moreover, Caltrans and CTC are also equipped to probe into these matters....”

At the time that AB 650 was introduced, DMT was already underway with the development of the STSP project. This project was funded through a federal grant, and employed both the University of California at Berkeley (UCB) and the University of California at Los Angeles (UCLA), Institute of Transportation Studies, to assist with the development of the project. As part the project’s development, an Advisory Committee comprised of twenty seven transit providers and various stakeholders was created. Through this collaboration, the work of the STSP has resulted in:

- Identifying and defining goals, objectives, and challenges faced by many California transit providers who are tasked with public transportation improvements: locally, regionally and statewide.

Long-term Visions & Goals:

- Financial sustainability
- Social sustainability access
- Market-responsiveness

Short-term Actionable Measures:

- High quality trunk line services (*Bus Rapid Transit*)
- Improvements in pedestrian/bicycle access
- Passenger information system

The STSP efforts have produced four primary project deliverables:

1. *Baselines: Current and Future Transit and Demographic Trends* - highlights past, current, and future demographic factors affecting transit service in California.
2. *One State, Many Visions: Transit Stakeholder Views on Planning for the Future of California’s Mobility* - provides an assessment of the goals and objectives held by various California transit providers and stakeholders.
3. *Transit Wiki* - a web tool that will help transit providers identify and pursue options for cost-effective strategies to improve transit service.
4. *California Statewide Transit Strategic Plan Recommendations* - An overview of the findings and recommendations for Caltrans, based on work conducted over the course of this project.

The STSP provides information that enables transit providers to carry their vision both locally and regionally in support of public transportation improvements, and will guide Caltrans in next steps to improve public transportation statewide:

- The Division of Mass Transportation (DMT) will be working in partnership with the California Transit Association (CTA), the California Association for Coordinated Transportation (CalACT), and other transit stakeholders, to prioritize the recommendations to move forward and as resources permit.

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Please visit DMT’s website at: <<http://www.dot.ca.gov/hq/MassTrans/index.html>>