An Integrated Travel Program for California

A strategic initiative to improve travel, simplify trip-planning and reduce operating costs in California

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Challenges = Opportunities

Declining transit ridership
Escalating costs
Increasing demand for paratransit

Opportunity to develop new models to manage and provide mobility

New mobility services such as TNCs, micro-mobility and MAAS.
From A to B? Not by transit.
The alternative: A to B, C, D...
Integration with new mobility options
The old paradigm

“The fare collection system we use is the one that the vendor wanted to sell to us – not necessarily the fare collection system we needed.”
Hypothesis

• The State Rail Plan and the Statewide Transit Strategic Plan emphasize the coordination of rail and transit services to create a fast, frequent, and reliable mobility network across California.

• We will all be more successful when we can sell tickets to places beyond where our services end.

• We can provide comprehensive, dynamic travel planning information, coordinated fares, and a single payment mechanism across all rail and transit services in California.

• To draw more riders to our system, we can partner with TNCs, bike share, and other mobility providers, thereby extending the reach of public transportation with simple and attractive first/last-mile solutions.

• We can do all of this AND save money in the process.
The California Integrated Travel Project
“California Pass” Legislation

- The Legislature finds and declares all of the following:
  - (1) Rail passes offering unlimited travel on certain passenger rail and associated transit services for a specified period of time and a fixed price have been a success in Europe, Canada, and Alaska.
  - (2) A “California Pass,” valid on state-funded intercity and commuter rail lines, state-funded feeder buses, and major local transit systems would be a major benefit to tourism...
  - (3) Use of a single payment mechanism makes existing mass transportation services easier to use...
  - (b) The department shall investigate, and if feasible implement, a “California Pass” which would be valid, to the extent possible, for all of the following transportation services:
    - (1) State-funded intercity rail services in the San Diego-Los Angeles, Los Angeles-Santa Barbara, Los Angeles-Fresno-bay area/Sacramento, and Sacramento-bay area rail corridors.
    - (2) State-funded feeder buses operated in conjunction with the intercity rail services...
    - (3) Commuter rail services.
    - (4) Public transit services.
    - (5) Other transportation services.
The Beginning of Cal-ITP

• CalSTA, Caltrans, and CCJPA initiated a study of European public transport operators travel planning and integrated ticketing approaches.

• Purpose was to identify best practices for implementing state-wide travel passes and payment mechanisms.

• Xentrans Inc., a Bay Area transportation technology consultancy delivered a report in early September 2017.

• CalISTA/CCJPA approved moving to the initiative’s second phase.
European Countries Visited

• United Kingdom
  • Transport for London & GoAhead

• Norway
  • Jernbane-Direktoratet & Entur

• Sweden
  • Samtrafiken & Linkon

• Netherlands
  • NS & Lynxx

• Switzerland
  • ZVV
# Key Common European Themes

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Cal-ITP Conference

- Two-day event hosted by UC-Davis on May 1-2, 2018
- Over 200 participants from across California and the globe.
- Dozens of speakers from rail and transit agencies, private sector, academia, think tanks, and political institutions.
- 78% of attendees responded they were “very sure” that California transportation agencies should work collaboratively on a framework for statewide integrated trip planning and fare payment.
Phase 1 European Operator Study

Funding Request for Phase 3 & 4

Funding Awarded from Cal STA for Ph 3 & 4

RFSQQ for Cal ITP Staffing Services

Award for Cal ITP Staffing Services

Pilot Program Development Start

Pilot Program Development End

Phase 2 ITP Conference Thumbs Up

Phase 2 ITP Conference

Thumbs Up RFSOQ for Cal ITP Staffing Services

Award for Cal ITP Staffing Services

Pilot Program Development Start

Pilot Program Development End

Planned Pilot Program Launch

Planned Pilot Program Launch


californiaintegratedtravel.gov
Next Steps

• Phase 2A RFSOQ: Due Nov 2
• Define the Role of the Cal-ITP Steering Committee
• Establish an Interim Managing Entity
• Create a Program Management Office
• Develop a Business Case and Business Plan for Integrated Travel
• Develop an Approach for California Mobility Data and Related Policies
• Plan an Integrated Travel Pilot