



# **The California Transportation Assessment**

## **An Analysis of Transportation Planning and Funding Pursuant to AB 285**

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Transportation is not an end in itself – it is one way we support individual and collective goals.





# What is the California Transportation Assessment required by AB 285 (Friedman, Chapter 605, Statutes of 2019)?

SGC was required to produce a report to the Legislature containing:

- Overview of the California Transportation Plan (CTP)
- Overview of all Sustainable Communities Strategies (SCSs)
- Assessment of how implementation of the CTP and SCSs will influence the configuration of the **statewide integrated multimodal transportation system**.
- Review of the potential **impacts and opportunities for coordination** of several State funding programs\*
- Recommendations for the improvement of these programs or **other relevant transportation funding programs** to better align the programs to meet **long-term common goals**, including the goals outlined in the California Transportation Plan.

\*Programs named: The Affordable Housing and Sustainable Communities Program, the Transit and Intercity Rail Capital Program, the Low Carbon Transit Operations Program, the Transformative Climate Communities Program, and the Sustainable Transportation Planning Grant Program



# Why the Strategic Growth Council?

The mission of the Council is to coordinate and **work collaboratively** with public agencies, communities, and stakeholder to achieve **sustainability, equity, economic prosperity, and quality of life** for all Californians.



**Michael Flad**  
Council Vice Chair  
Public Member  
Assembly Appointee



**Samuel Assefa**  
Council Member  
Director, Office of Planning  
and Research



**Jared Blumenfeld**  
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Department of Food and  
Agriculture



**Lynn von Koch-Liebert**  
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**Lourdes Castro  
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Council Member  
Secretary, California Business,  
Consumer Services and  
Housing Agency



**Wade Crowfoot**  
Council Member  
Secretary, California Natural  
Resources Agency



**Mark Ghaly**  
Council Member  
Secretary, California Health  
and Human Services Agency



Council Member  
Secretary, California State  
Transportation Agency



**Juan Sánchez  
Muñoz**  
Public Member  
Governor's Appointee

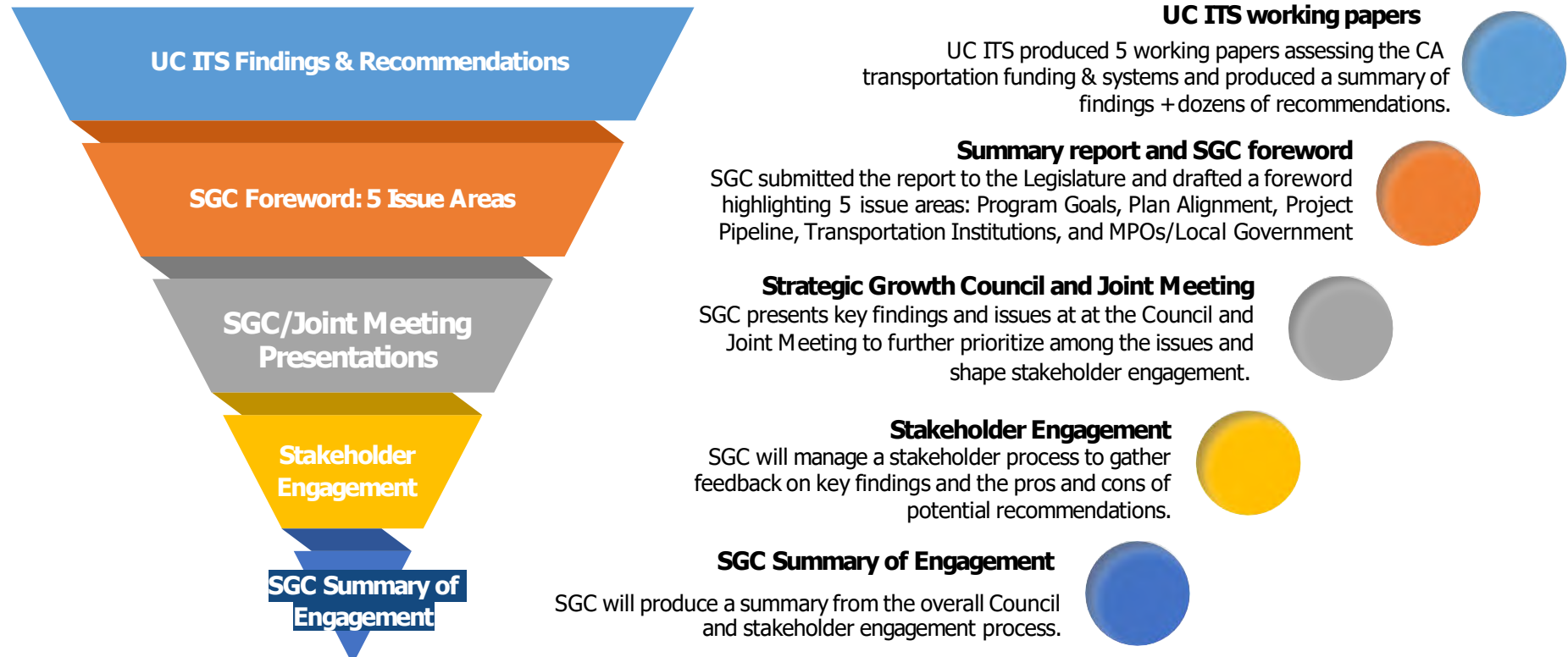


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# The CA Transportation Assessment (AB 285) Process

From research to stakeholder engagement to recommendations







## **Key findings:**

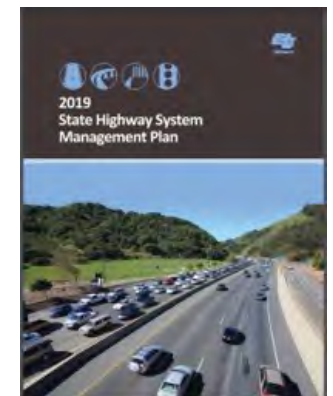
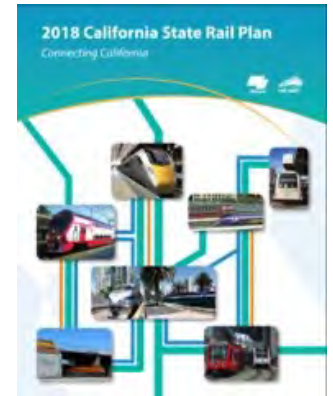
**What did we learn about how our transportation planning and funding system performs?**



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# The California Transportation Plan (CTP) sets an aspirational vision for transportation across numerous policy goals. But it does not directly shape funding decisions.



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**Achieving climate goals requires less driving + new technology – yet actions and spending continue to emphasize automobility.**

Decentralized growth requires more driving, which harms affordability, leads to natural/working lands loss, and higher costs for road maintenance.

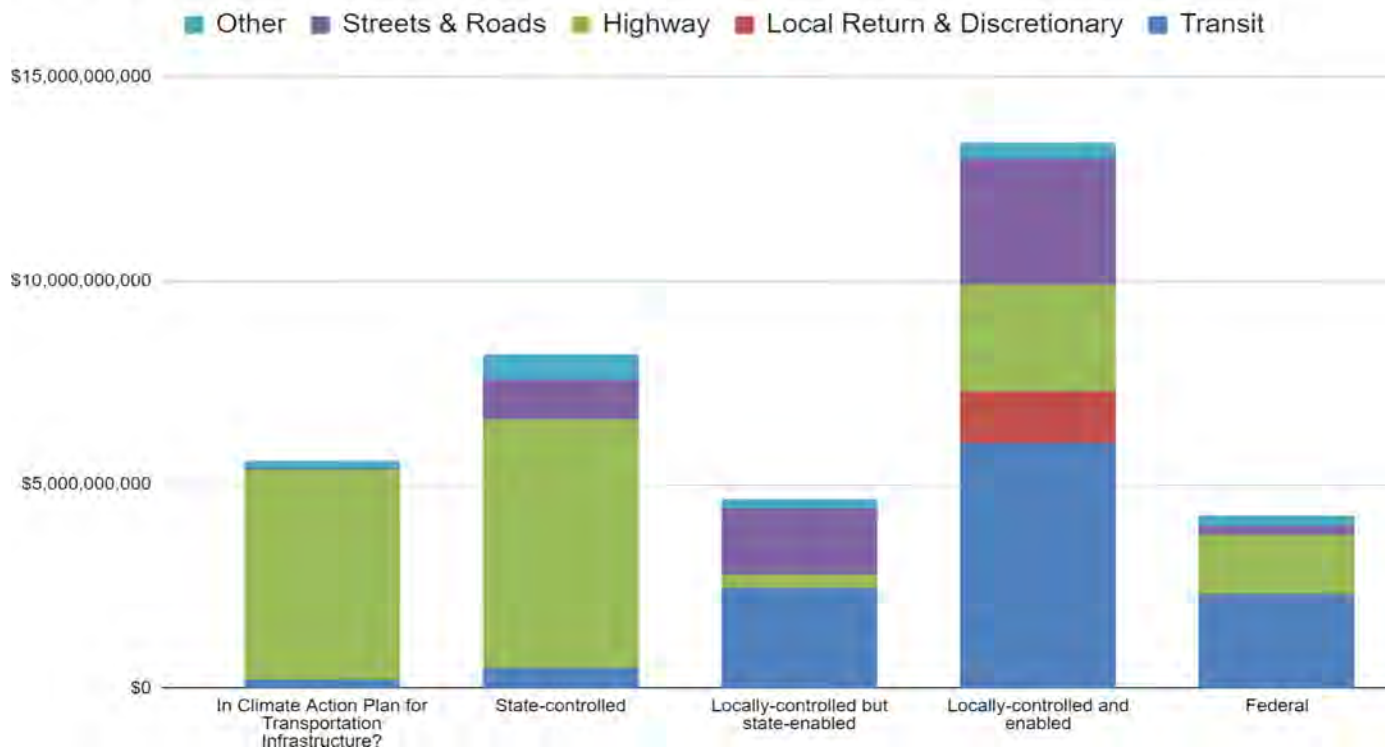


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# About half of the \$30 billion in annual transportation expenditures in California are from local/regional sources.

Funding by CAPTI status and level of enablement/control



- The State of CA plays a more significant role in road and highway spending than in transit.
- The largest single source of funds for transportation are local sales tax measures.

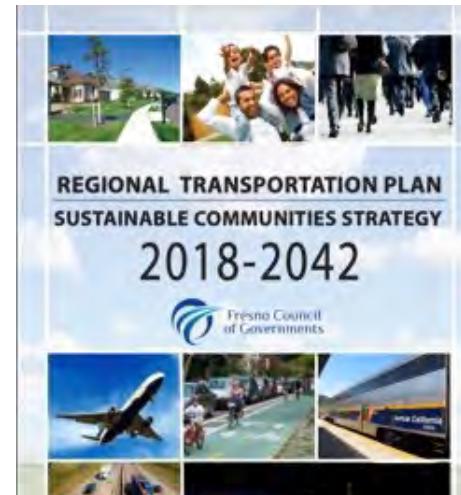
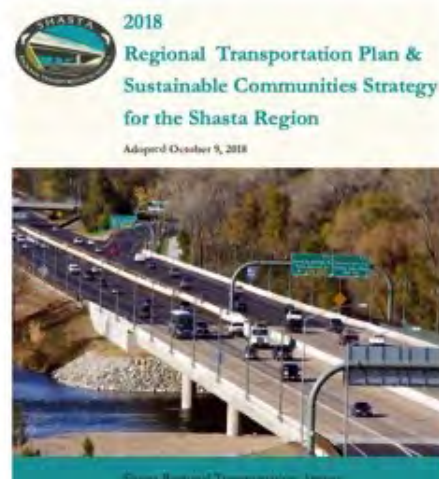
Source: UCLA ITS, AB 285 Working Paper 4: "Examination of Key Transportation Funding Programs in California and Their Context." Updated analysis March 2022





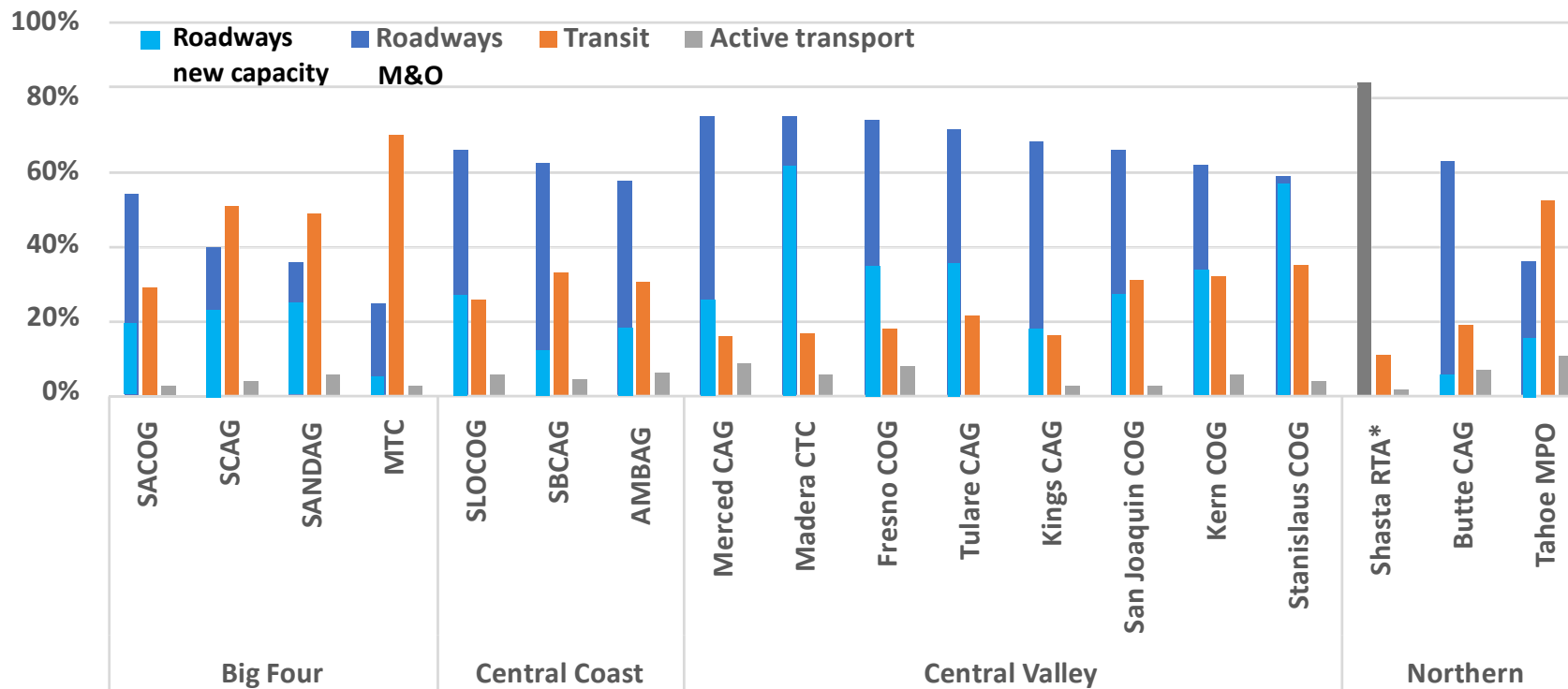
# MPOs have key responsibilities for meeting climate and equity goals but do not necessarily have the appropriate levers to fulfill those responsibilities and implement plans.

MPOs have no choice but to bank on ambitious state and local action to achieve goals and implement plans as they do not directly control many of the inputs and outcomes, including local transportation spending and land use.





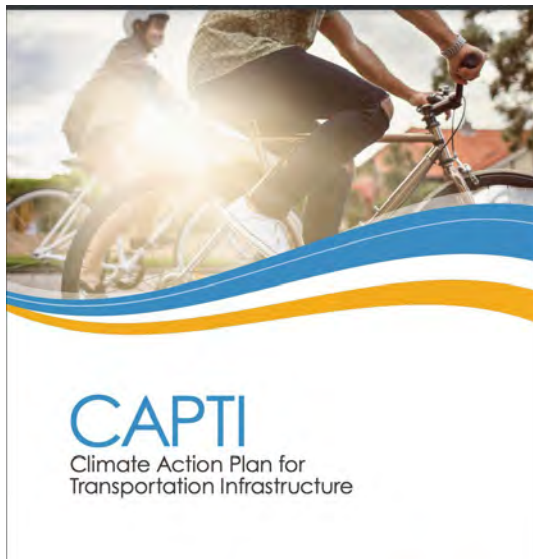
Across the 18 MPO regional plans, spending varies. In most RTPs, funding for road maintenance is higher than expansion (but less overall is spent on transit or active transportation).





# Progress is already underway to align transportation funding with state climate and equity goals – examples at state, regional, and local levels.

Federal infrastructure funds provides opportunity to reimagine the transportation system in a way that meets the needs of Californians while prioritizing benefits to the most underserved communities.







**What are 5 issue areas where SGC  
wishes to partner with stakeholders  
to develop recommendations?**



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# Issue 1. Aligning existing funding programs with State goals.

Major transportation funding programs do not directly include or prioritize climate commitments.

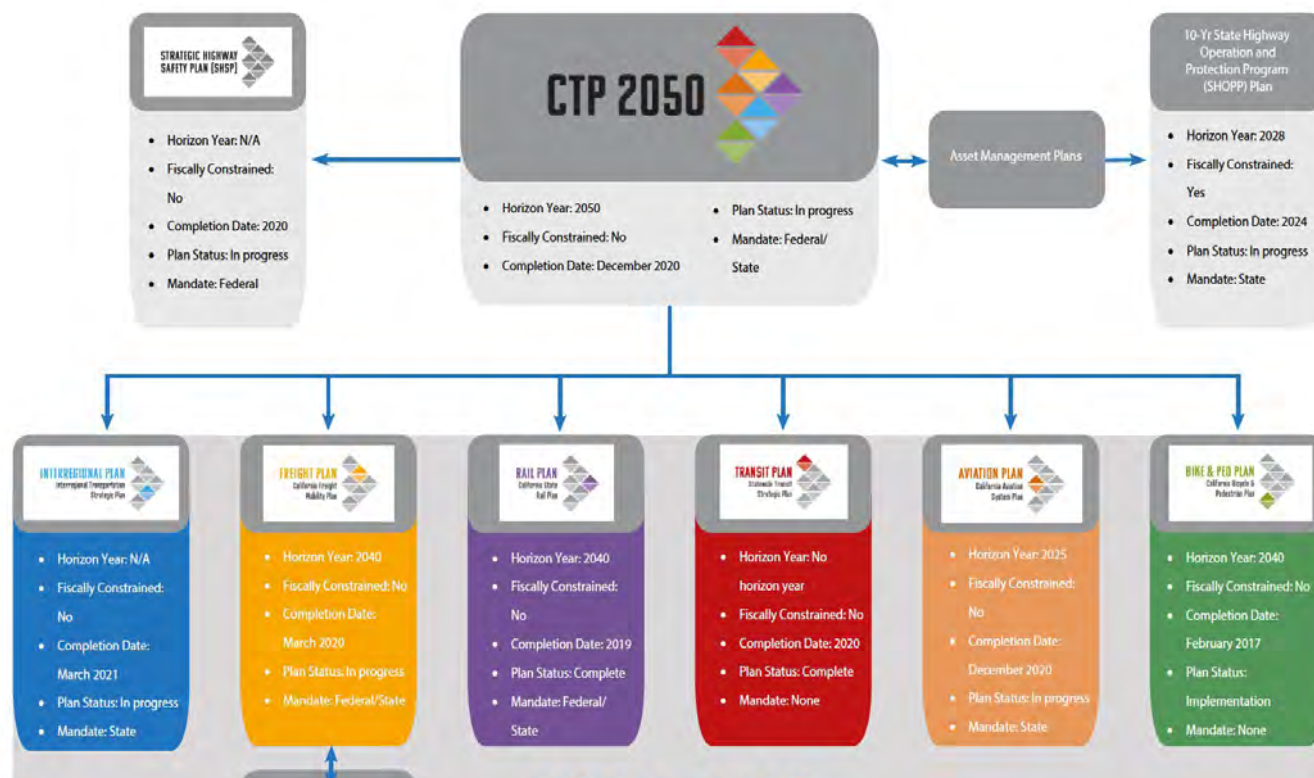
The climate and equity-focused programs listed in AB 285 represent ~2% of total transportation spending.



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## Issue 2: Updating and better aligning among existing state and regional plans.



Should the CTP include fiscal constraint analysis?

What are opportunities to better implement the CTP and coordinate among the existing State transportation plans, including Caltrans modal plans?



## Issue 3. Re-evaluating project and program funding and reviewing the current transportation project pipeline.

**Projects in the pipeline are rarely reevaluated to assess their alignment with current state priorities,** which may have shifted over the time from project conception to construction.



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# Issue 4. Assessing the roles of State transportation institutions.

**The institutional structure for transportation is complicated** and decision-making levers can be disparate or hard to pinpoint.

## Federal



## State of California



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Transportation  
Commission



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High-Speed Rail Authority

## Regional/Local



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Source: California Metropolitan Planning Organization Regional Transportation Plan Review Report, Caltrans, 2015



## Issue 5. Assessing MPO and local government roles and responsibilities.

**Institutions (such as Metropolitan Planning Organizations, among others) that have been given key responsibilities for meeting climate and equity goals do not necessarily have the appropriate levers to fulfill those responsibilities.**



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# Next Steps

- Please send comments on the AB 285 Report's findings and recommendations to [transportation@sgc.ca.gov](mailto:transportation@sgc.ca.gov)
- Please take our survey: <https://www.surveymonkey.com/r/ab285publicsurvey>
- Members of the public are also invited to attend a Public Webinar on April 20<sup>th</sup> 5:30 to 7:30 pm