

Final 2025 State and Local Transportation System Needs Assessment

May 15-16, 2025



CALIFORNIA
TRANSPORTATION
COMMISSION



Presentation Outline

- Needs Assessment Overview and Methodology
- Summary of Comments
- Changes made from Draft to Final Needs Assessment:
 - Narrative Changes to Executive Summary, Tribal, and Accessible Transportation
 - Findings
 - Recommendations
- Next Steps

Needs Assessment Overview

Senate Bill 1121 (Gonzalez, 2022)

- Requires Commission to prepare a 10-year statewide transportation Needs Assessment and update every 5 years
- Assess costs to operate, maintain, and grow the statewide multimodal system
- Consider costs to address climate resiliency
- Compare costs against available transportation revenues
- Provide recommendations to address any revenue shortfall

Methodology

- Stakeholder workgroup meetings and workshops (technical and policy focused)
- Interagency Equity Advisory Committee Engagement
- Existing transportation plans and reports
 - State Highway System Management Plan
 - California State Rail Plan
 - Local Streets and Roads Report
 - Regional Transportation Plans
- Survey of local and regional agencies for 10-year revenue projections and needs in Regional Transportation Plans

Summary of Comments

- Draft 2025 Needs Assessment was released for a 30-Day comment period
- Overall support for Phased-In Implementation of Sustainable Funding Mechanism
 - Overall commenters suggested a specific funding mechanism should be clearly identified in the Needs Assessment
- Commenters noted limitations in data and other information represented in this iteration of the Needs Assessment
- Commenters raised concerns that the Needs Assessment doesn't prioritize any of the needs identified in state and regional plans and their alignment with state goals.

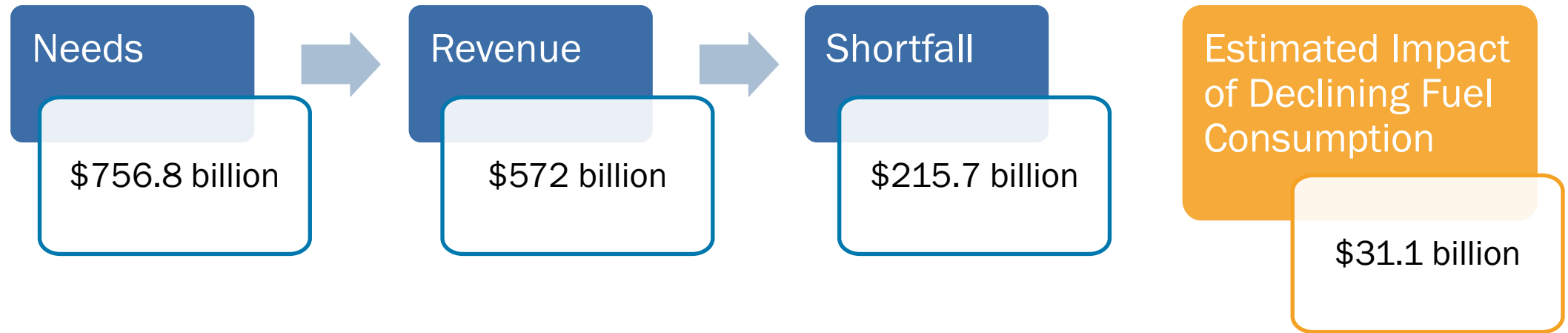
Summary of Comments and 2030 Needs Assessment

- Commenters raised concerns that the focus of Needs Assessment recommendations was to raise revenues for roads and highways and requested a breakdown of transit needs based on funding eligibility.
- Comments received that were not incorporated in the final 2025 Needs Assessment were not technically feasible or outside of the scope of the Needs Assessment but will be considered for the 2030 Needs Assessment, where feasible.
- 2030 Needs Assessment
 - Incorporate information from Senate Bill 125 Transit Program Report
 - Incorporate fiscal analysis information from the California Transportation Plan 2050 update as required by Assembly Bill 2086 (Schiavo, 2024)
 - Endeavour to include more refined information on bicycle and pedestrian needs, local streets and road network, and transit capital and transit operations.

Summary of Comments and Narrative Changes

- Executive Summary
 - Potential infrastructure cost-savings through location-efficient transportation and housing accountability can help maximize the existing multimodal transportation network.
- Tribal Transportation
 - Included Tribal Access Roads as a connectivity link to access local streets and roads and State Highway System
- Accessible Transportation
 - Included more demographic information on Californian's aging and disabled population

Findings



2025 to 2035 Statewide Needs and Revenue Summary

Table E1. Summary of transportation needs (all sources).

Facility	10-year Need (\$ billion)
Transit and rail	\$350.4
Local roads and streets	\$240.7
State highway system	\$101.7
Complete streets and active transportation	\$34.1
<i>Subtotal</i>	<i>\$726.9</i>
Tribal transportation (pavements only) ¹	\$0.5
Climate (sea level rise & storm surge) ¹	\$16.0
Climate (vegetation & wildfire management) ¹	\$0.9
Electric vehicle charging infrastructure (medium and heavy-duty vehicles) ¹	\$12.5
Total	\$756.8

¹Tribal transportation, climate, and electric vehicle charging needs require further analysis to fully quantify.

Table E2. Summary of transportation revenue (from extended needs survey).

Funding Source	Revenue (\$ billion)
State ¹	\$185.5
Local and regional sales tax	\$126.4
Federal	\$46.2
Transit ²	\$43.9
Tolls	\$26.2
Other local ³	\$143.8
<i>Subtotal</i>	<i>\$572.0</i>
Estimated impact from declining fuel consumption	-\$31.0
Total	\$541.0

¹ Includes Senate Bill 1 and others.

² Includes Federal Transit, state grants, Transportation Development Act, and transit fare revenue.

³ Includes mitigation fees, forest reserves, and grants.

Recommendations: First Principles



- Built upon the core principles in the Climate Action Plan for Transportation Infrastructure and the goals in the California Transportation Plan 2050
- Input from stakeholder workshops identified and refined the first principles to inform the Policy Recommendations
- The First Principles are the building blocks for identifying important aspects of the statewide transportation system.
- Security was added to the Safety principle

Final Recommendations: Sustainable Funding Mechanism

- Preferred Scenario: Phased-Implementation of a Sustainable Funding Mechanism
 - This would require legislative action.
 - A sustainable funding mechanism could take different forms.
- The goal of implementing a new sustainable funding mechanism should be to stop the loss of transportation revenues due to declining fuel consumption.
 - A significant shortfall would remain even if the projected revenue decline was halted, and funding stabilized. Additional revenues are needed to address the identified shortfall.

Final Recommendations: Other Recommendations

- In preparation of the Needs Assessment, the following areas were identified for further study:
 - **Tribal Transportation Needs** – Recommends the Legislature explore ways to solicit information on transportation needs in tribal communities statewide that recognizes the sovereignty and specific circumstances of individual tribes and provides technical assistance as needed within the process.
 - **Accessible Transportation Needs** - Recommends the Legislature commission a study to supplement the needs identified in regional transportation plans and coordinated transportation plans to ensure all needs, including those provided by social service agencies that are beyond ADA are captured. The study should also evaluate the extent to which transportation agencies are able to obtain and utilize funding that can be used to increase the accessibility of public streets and transit.
 - **Climate Resiliency Transportation Needs** – Recommends the Legislature identify an ongoing funding source to meet this growing need and provide consistent funding levels once existing state and federal funds are exhausted.

Next Steps

Schedule:

DATE	MILESTONE
May 15-16, 2025	Final 2025 Needs Assessment Report Presented to Commission for Approval and Adoption
May 16, 2025	Final 2025 Needs Assessment Report Submitted to California Legislature
January 2030	2030 Needs Assessment Report Submitted to the California Legislature

Questions?

