

# State and Local Transportation Needs Assessment

Interagency Equity Advisory Committee Meeting

October 7, 2024



# Overview on Senate Bill 1121

# What is a Transportation Needs Assessment exactly?

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## What it IS...

- ✓ High-level, statewide look at transportation funding over 10 years (2025 – 2035).
- ✓ Rough estimate of the costs to operate, maintain, and grow the statewide multimodal transportation system over that 10-year period.
- ✓ A simple calculation of the estimated gap that exists between our expected transportation revenues and our ever-growing needs.
- ✓ Potential policy recommendations to address the gap i.e., sustainable revenue sources
- ✓ A “big-picture” document to identify the problem and some policy options for lawmakers.

## What it ISN'T...

- ✗ In-depth representation of all transportation needs
- ✗ Detailed, prioritized project list or an implementation plan
- ✗ Representation of the state’s modal priorities
- ✗ Guarantee of policy implementation or a solution in and of itself

***Needs Assessment = A tool to help lawmakers understand the problem and start working on solutions (with all stakeholders)***

# Senate Bill 1121 State and Local Transportation Needs Assessment

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## Senate Bill 1121 (Gonzalez, 2022)

- Commission to prepare a 10-Year Statewide Transportation Needs Assessment
- Assess costs to operate, maintain, and grow the statewide multimodal system
- Consider costs to address climate resiliency
- Compare costs against available transportation revenue

## Sources for Report Development

- Stakeholder workgroup meetings and workshops (technical and policy focused)
- EAC 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

# Senate Bill 1121 Interim Report and Full Needs Assessment

## Focus of Interim Report - complete



Final Interim Report submitted to Legislature in January 2024.



Summary of existing information on projected transportation funding and needs and additional areas of focus;



Status report of the assessment efforts completed to date; and



A plan for completing the full needs assessment

## Full Needs Assessment – due January 2025



Build off the Interim Report



Include comprehensive analysis on projected transportation revenues to year 2035



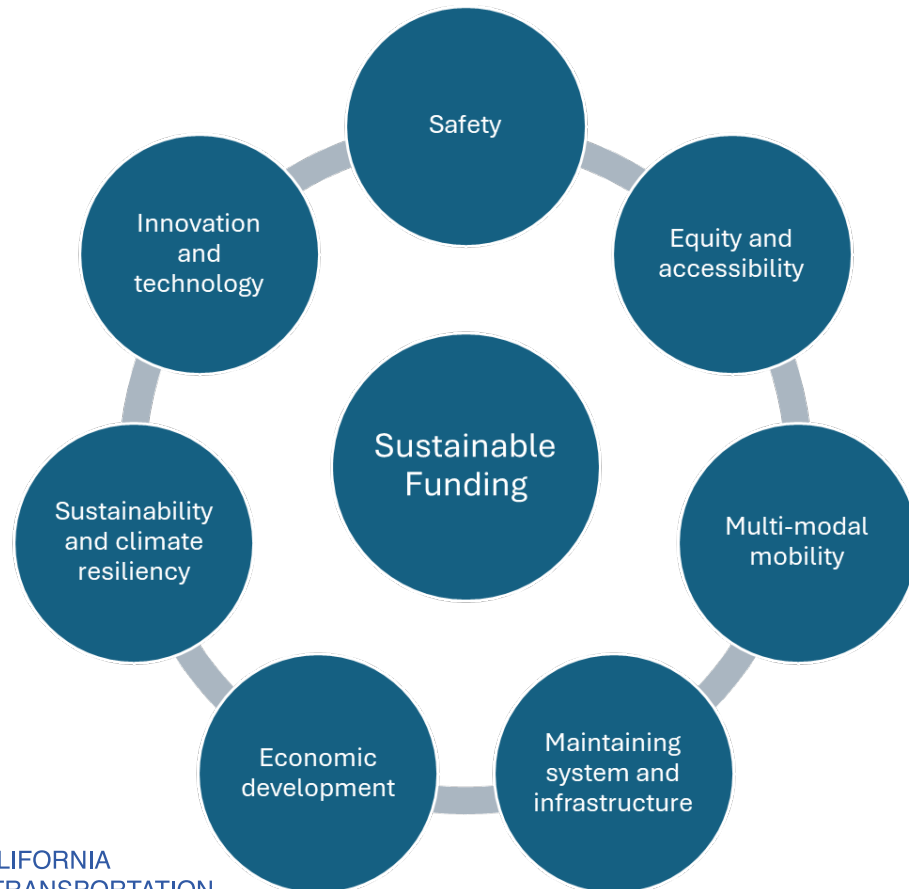
Include transportation needs roll-up from Regional Transportation Plans to year 2035



Policy Recommendations

# Policy Recommendations Workshops

## Proposed First Principles



## Discussion Scenarios

- Scenario 1: Do nothing/continue as is
- Scenario 2: Adjust Existing Revenue Mechanisms
- Scenario 3: Phased-in Replacement of Existing Mechanisms with Sustainable Funding Source
- Scenario 4: Full replacement of existing revenue mechanisms with Sustainable Funding Source

# Key Takeaways from Scenario Discussion

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- **Fair Implementation:** Emphasis on fairness, especially for varying driving patterns and vehicle weights.
- **Equity Design:** Need for an equitable design in sustainable funding sources, i.e. low-income, accessible.
- **Additional Incentives:** Suggestions for incentives to encourage ZEV adoption.
- **Creative Solutions:** Calls for innovative funding mechanisms beyond traditional taxes.
- **Additional Suggested Scenarios to Explore**
  - Streamline existing funding and create more flexibility
  - Explore sustainable funding source for medium-heavy duty vehicles

# Content Review of 2025 Draft Needs Assessment



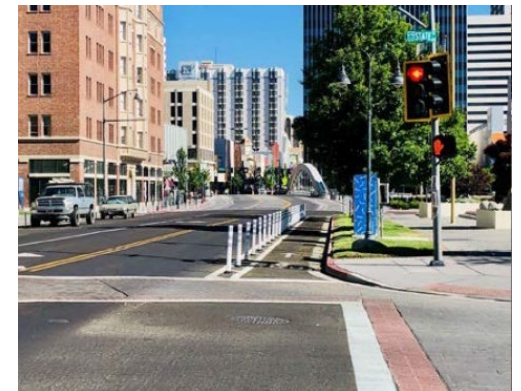
# Chapter Headings

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- |   |   |    |  |
|---|---|----|--|
| 1 | Introduction                              | 7  | Tribal Transportation  |
| 2 | Report Development Process                | 8  | Accessibility and Mobility                                       |
| 3 | Compete Streets and Active Transportation | 9  | Climate Adaptation Challenges and Impacts                        |
| 4 | Statewide Local Roads and Streets         | 10 | Revenue Impact of Zero-Emission and More Fuel-Efficient Vehicles |
| 5 | State Highway System                      | 11 | Summary of Transportation Needs, Revenue, and Funding Shortfall  |
| 6 | Transit and Rail Systems                  | 12 | Policy Recommendations   |

# Active Transportation

- Local and Regional Agencies:
  - ~149,000 miles of bicycle and pedestrian paths
  - 2025-2035 Fiscal Needs Survey: \$18.1 billion
- State Highways:
  - 2017 Bicycle and Pedestrian Plan
    - Triple the bicycle infrastructure: \$8.0 billion
    - Address pedestrian needs: \$1.1 billion
    - Provide education and training: \$20 million to \$300 million annually
  - March 2024
    - Invest ~\$1.0 billion to improve statewide bicycle and pedestrian infrastructure (2024-2028)



# Active Transportation – Micromobility

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- Travel mode shares the active transportation facilities
- Vehicles, for example, include:
  - Electric bikes and scooters
  - Neighborhood electric vehicles
- Mode is in its infancy
  - In 2020, the National Association of City Transportation Officials reported more than 260 micromobility systems
  - No data is currently available to assess needs



# Accessibility and Mobility

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## Growing Needs for Accessible Transportation

- 2021 Master Plan for Aging highlights that in California the over-60 population is projected to increase “from 16% in 2010 to one-quarter of the population by 2030, when there will be 10.8 million older adults in California
- The Americans with Disabilities Act of 1990 requires public transit operators to provide paratransit transportation for people with disabilities who are unable to use the fixed-route transit service serving their region.
  - Paratransit only addresses a portion of Accessible Transportation needs in California
- Majority of accessible transportation is funded through the Transportation Development Act (TDA)
  - Includes Federal Formula Programs 5307 (Urbanized Area Formula) , 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities, 5311 (Rural Formula), and 5339 (Bus and Bus Facilities)
    - 5310 Program is intended to help fill transit service gaps and all awarded projects must go beyond basic requirements of the ADA

# Accessibility and Mobility

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Assembly Bill 120 (Social Services Transportation Improvement Act of 1979) created Consolidate Transportation Services Agencies (CSTAs)

- CSTAs are intended to promote the coordination of accessible transportation services and existing resources
- CSTAs are designated by the regional governments in California and can receive some limited federal, state, and local funding sources.
- Not all regions in California have a designated CTSA which can make coordination with human services more of a challenge.

## ■ Gaps and Challenges

- Discretionary programs are highly competitive
- Existing financial needs assessments for accessible transportation may be limited or outdated
- Reliable funding for transit and accessible transportation needs

# 2025 to 2035 Statewide Needs and Revenue Summary

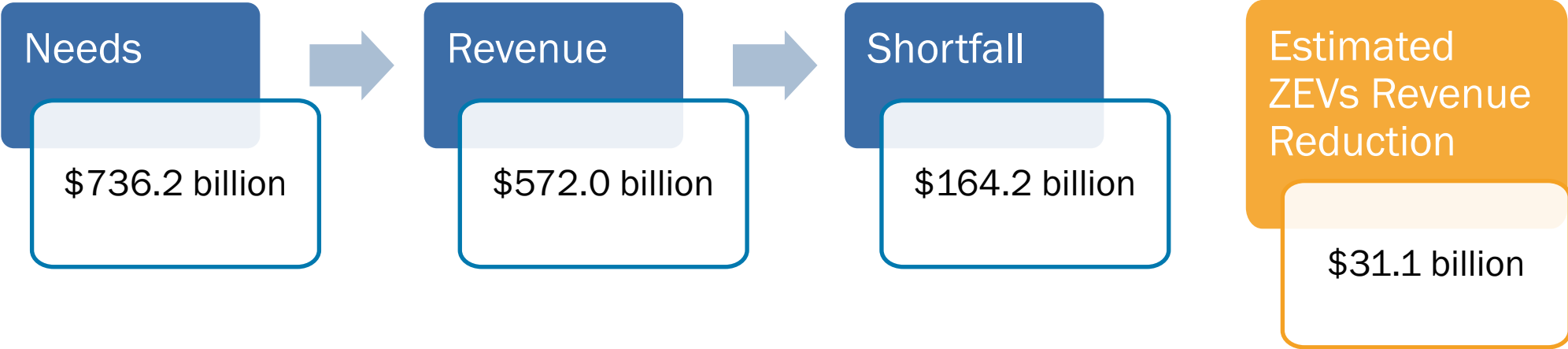
Asset	Need (\$billion)
Transit and rail	\$359.6
State highway system	\$187.5
Local roads and streets	\$93.1
Complete streets & active transportation	\$34.2
Other	\$61.8
<b>Total</b>	<b>\$736.2</b>

Source	Revenue (\$billion)
State	\$185.5
Local and regional sales tax	\$126.4
Federal	\$46.2
Transit	\$43.9
Tolls	\$26.2
Other local	\$143.8
<b>Total</b>	<b>\$572.0</b>

# Revenue Impact of Zero-Emission Vehicles

Study	General Approach	10-Year Reduction
Legislative Analyst's Office	85% of new vehicle purchases as zero-emission vehicles by 2045 65% of new vehicle purchases as zero-emission vehicles by 2045 and improved fuel efficiency	\$13.2 billion \$29.9 billion
Needs Assessment Analysis	Adoption of Advanced Clean Cars II/Fleet and improved fuel efficiency	\$31.1 billion
Mineta Transportation Institute	Varied vehicle miles traveled Varied rate of new vehicle purchases as zero-emission vehicles Improved fuel efficiency	\$6.0 billion to \$30.3 billion

# 2025 to 2035 Statewide Funding Shortfall





# Full Needs Assessment Timeline

DATE	MILESTONE
January 28, 2024	Final Interim Needs Assessment Submitted to California Legislature
February 16, 2024	Technical Workshop (virtual)
February 21, 2024	Technical Workshop (virtual)
May 30, 2024	Policy Recommendations Workshop (Los Angeles/Virtual)
June 17, 2024	Policy Recommendations Workshop (Sacramento/Virtual)
Fall to Winter 2024	Continued Stakeholder Workgroup Meetings Draft Needs Assessment Released for Public Comment Draft Needs Assessment Presented to the Commission
First Quarter 2025	Final Needs Assessment Adoption Final Needs Assessment Submitted to California Legislature

# Questions, Discussion, and Opportunities for Engagement

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## Questions?

### Discussion and Opportunities for EAC Engagement:

- Is the problem of declining revenue and increasing needs clear, are there other considerations to include? i.e. declining gas tax revenue which funds infrastructure
- Are there other considerations for Key Principles and policy recommendations? i.e. are any topics not represented in Key Principles that should be?
- Are members interested in reviewing draft assessment sections i.e., Accessibility and Climate Adaptation?
- Are members interested in reviewing the draft policy recommendations?

# Contacts

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# Thank You

Senate Bill 1121 Webpage

<https://catc.ca.gov/programs/sb1121>

