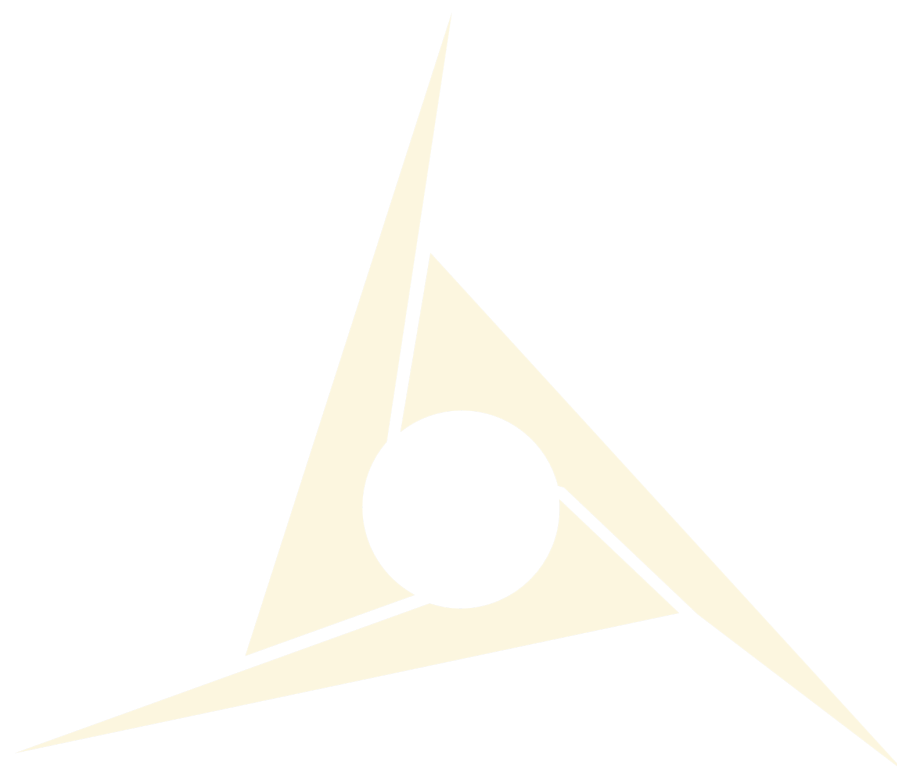


Senate Bill 1121 State and Local Transportation Needs Assessment

May 31, 2024



Background Information

Senate Bill 1121 (Gonzalez, 2022)

- Requires the Commission, in consultation with CalSTA and Caltrans, to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years
 - Must be consistent with the California Transportation Plan and with specific consideration of climate resiliency needs
 - Required to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed.
 - Consult with relevant stakeholders, including, but not limited to, CBOs, environmental justice and equity-based organizations, organized labor, the transportation industry, MPOs, county transportation commissions, regional transportation planning agencies, local governments, and transit operators.
- Interim needs assessment submitted to Legislature in January 2024,
- Full needs assessment on or before January 1, 2025, and every 5 years thereafter.

Scope: Focus of Interim Report



Overview of existing information on projected transportation funding and needs;

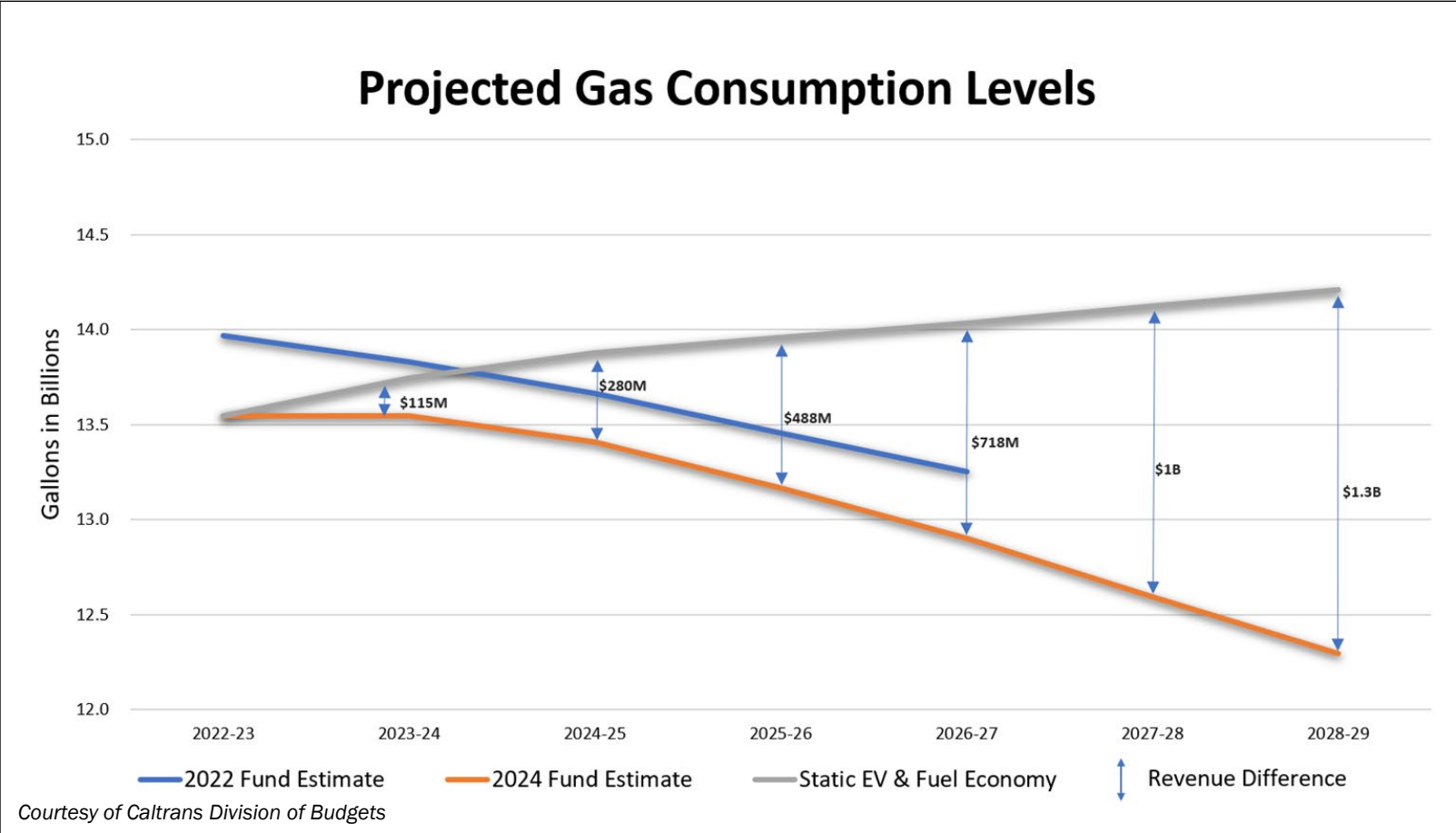


Status report of the assessment efforts completed to date; and



A plan for completing the Complete Transportation Needs Assessment Report

Projected Gas Consumption Levels and Revenues



Full Needs Assessment

Effort to Date

Survey

- Sent to Metropolitan Planning Organizations, Regional Transportation Planning Agencies and other counties
- Requested information:
 - Status of regional transportation plan
 - 10-year multimodal transportation needs
 - 10-year revenue projections

Survey – Needs Categories

- Active Transportation
- Local Streets and Roads
- State Highway
- Transportation System Management
- Transportation Demand Management
- Highway Safety
- Highway Pavements
- Local Roads Safety
- Local Roads Pavements
- Local Roads Complete Streets
- Transit Capital
- Transit Operations
- Transit Maintenance and Rehabilitation
- Passenger Rail (Expansion and efficiency)
- Passenger rail operations and maintenance
- Others

Survey – Revenue Categories

- Federal Grants
- Infrastructure Investment and Jobs Act (IIJA)
- Bipartisan Infrastructure Law (BIL)
- Other Federal
- State Transportation Improvement Program (STIP)
- State Highway Operations and Protection Program (SHOPP)
- Senate Bill 1 (State)
- Other State
- Local Sales Tax Measures
- Other Local
- Transit-related Funding
- Tolls
- Other

Projected ZEV Impact Analysis

- Legislative Analyst Report (LAO)
 - Assessing California's Climate Policies—Implications for State Transportation Funding and Programs
- Mineta Transportation Institute
 - How Will California's Electric Vehicle Policy Impact State-Generated Transportation Revenues? Projecting Scenarios through 2040
- Preliminary Needs Assessment Analysis

Summary of State Revenue Studies

Affiliation	General Approach	Revenue Reduction
LAO	<ul style="list-style-type: none"> 85% ZEVs by 2045, reduced VMT, improved fuel efficiency 65% ZEVs by 2045, improved fuel efficiency 	\$0.44B/year
Needs Assessment*	<ul style="list-style-type: none"> Advanced Clean Cars II/Fleet, improved fuel efficiency 	\$0.55B/year
MTI	<ul style="list-style-type: none"> Varied VMT and ZEV adoption rates Improve fuel efficiency 	\$0.06B to \$0.53B/year

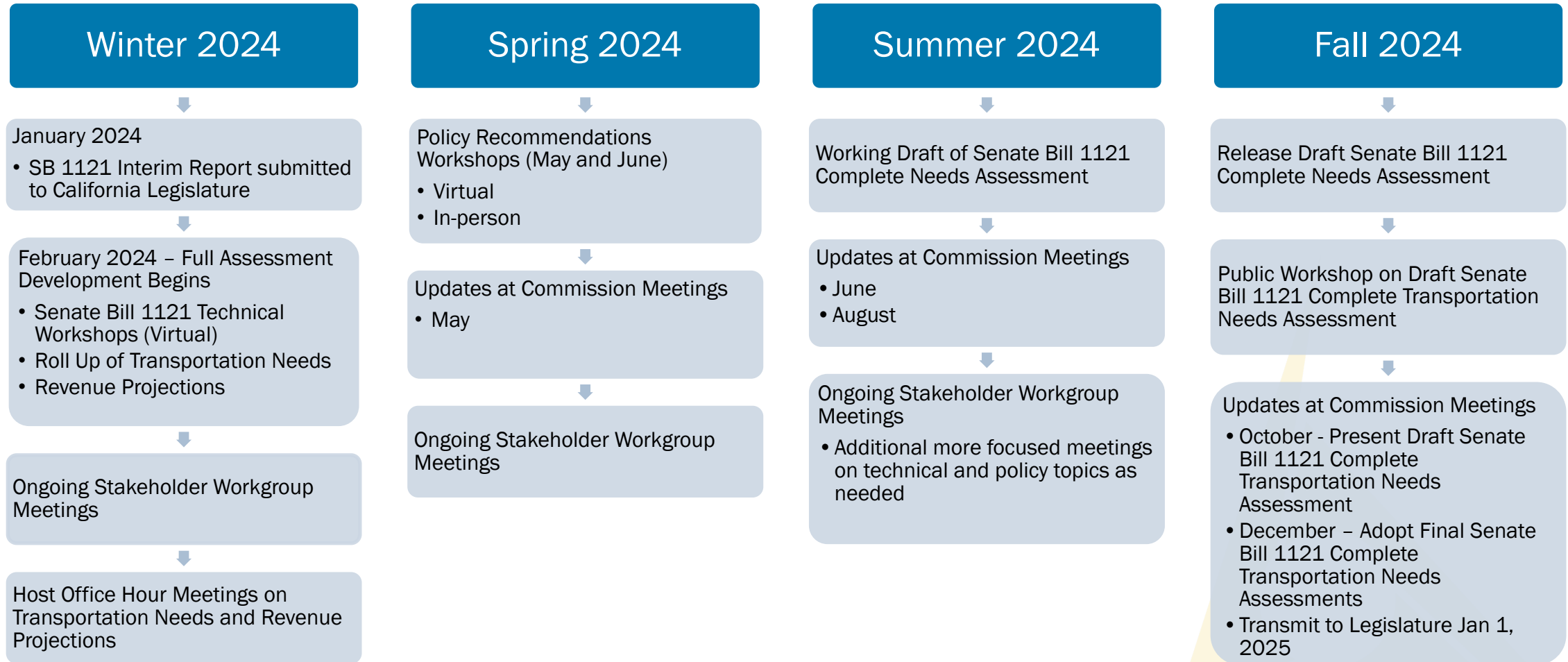
*Denotes preliminary analysis

Note: studies used different assumptions; therefore, direct comparison may not be applicable.

May 30 Policy Recommendations Workshop Takeaway

Full Needs Assessment Timeline

State and Local Transportation Needs Assessment Report Timeline



Stakeholder Workgroup Meetings will be held regularly throughout this period



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Thank You

