

State and Local Transportation Needs Assessment Policy Recommendations Review

October 1, 2024



Welcome and Agenda Review

Frances Dea-Sanchez | Needs Assessment Program Manager

Webinar Agenda

- Welcome and Opening Remarks
- Webinar Logistics
- Content Review of 2025 Needs Assessment
- Sustainable Funding Sources
- Needs Assessment Delivery Schedule
- Wrap-up and Next Steps

Senate Bill 1121 State and Local Transportation Needs Assessment

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

Webinar Logistics

Justin Hall | Associate Governmental Program Analyst

Content Review of 2025 Draft Needs Assessment

Frances Dea-Sanchez | Needs Assessment Program Manager

Chapter Headings

- 1 Introduction
- Report Development Process
- Compete Streets and Active Transportation
- Statewide Local Roads and Streets
- State Highway System
- Transit and Rail Systems
- Tribal Transportation
- Accessibility and Mobility
- Climate Adaptation Challenges and Impacts
- Revenue Impact of Zero-Emission and More Fuel-Efficient Vehicles
- Summary of Transportation Needs, Revenue, and Funding Shortfall
- Policy Recommendations

Sustainable Funding Sources

Frances Dea-Sanchez | Needs Assessment Program Manager

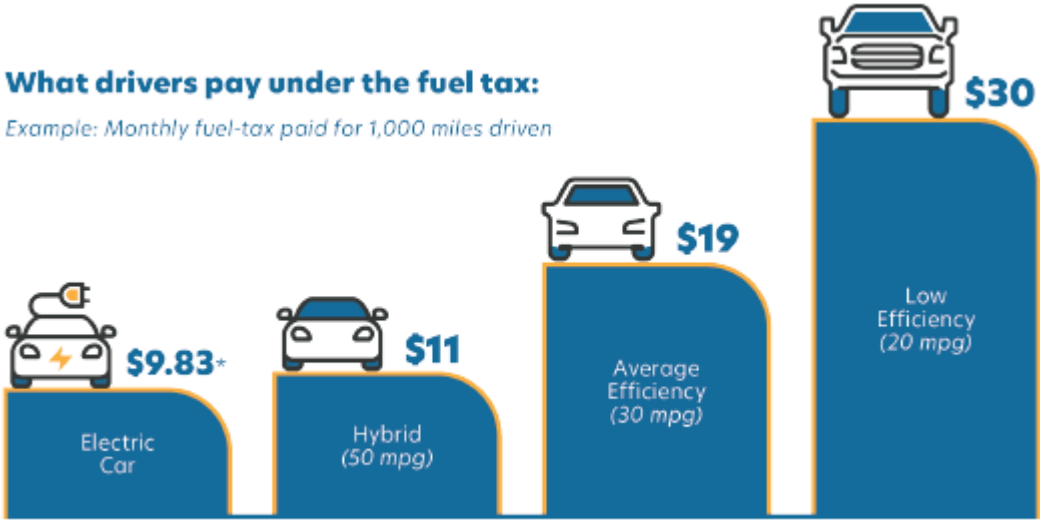
Linda Pierce | Principle | NCE

Review of Discussion Scenarios

Scenario	Pros	Cons
A. Do nothing/continue as is	<ul style="list-style-type: none"> No implementation requirements Established process 	<ul style="list-style-type: none"> Results in decline in revenue Unable to address transportation needs
B. Adjust Existing Revenue Mechanisms	<ul style="list-style-type: none"> Increases revenue Established process 	<ul style="list-style-type: none"> Potential burden on lower-income users Decline in funding as zero-emission vehicles increases
C. Phased-In Replacement of Existing Mechanisms with Road Charge	<ul style="list-style-type: none"> More equitable than Scenario B Allows time to address any challenges Increase familiarity with public 	<ul style="list-style-type: none"> Does not address short-term needs
D. Full Replacement of Existing Revenue Mechanisms with Road Charge	<ul style="list-style-type: none"> A more equitable than Scenario A, B, and C Increases revenue 	<ul style="list-style-type: none"> Different fee structure and collection process

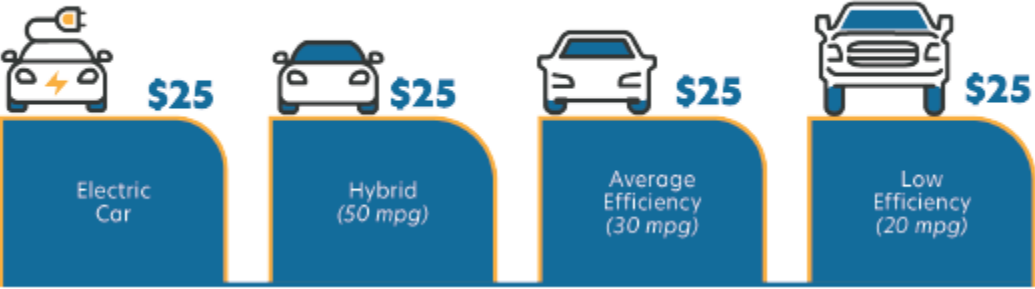
Equitable Road Charge

What drivers pay under the fuel tax:
Example: Monthly fuel-tax paid for 1,000 miles driven



* \$118 Road Improvement Fee is assessed on all model year 2020 and later ZEVs

What drivers pay under the road charge:
Example: Monthly fuel-tax paid for 1,000 miles driven



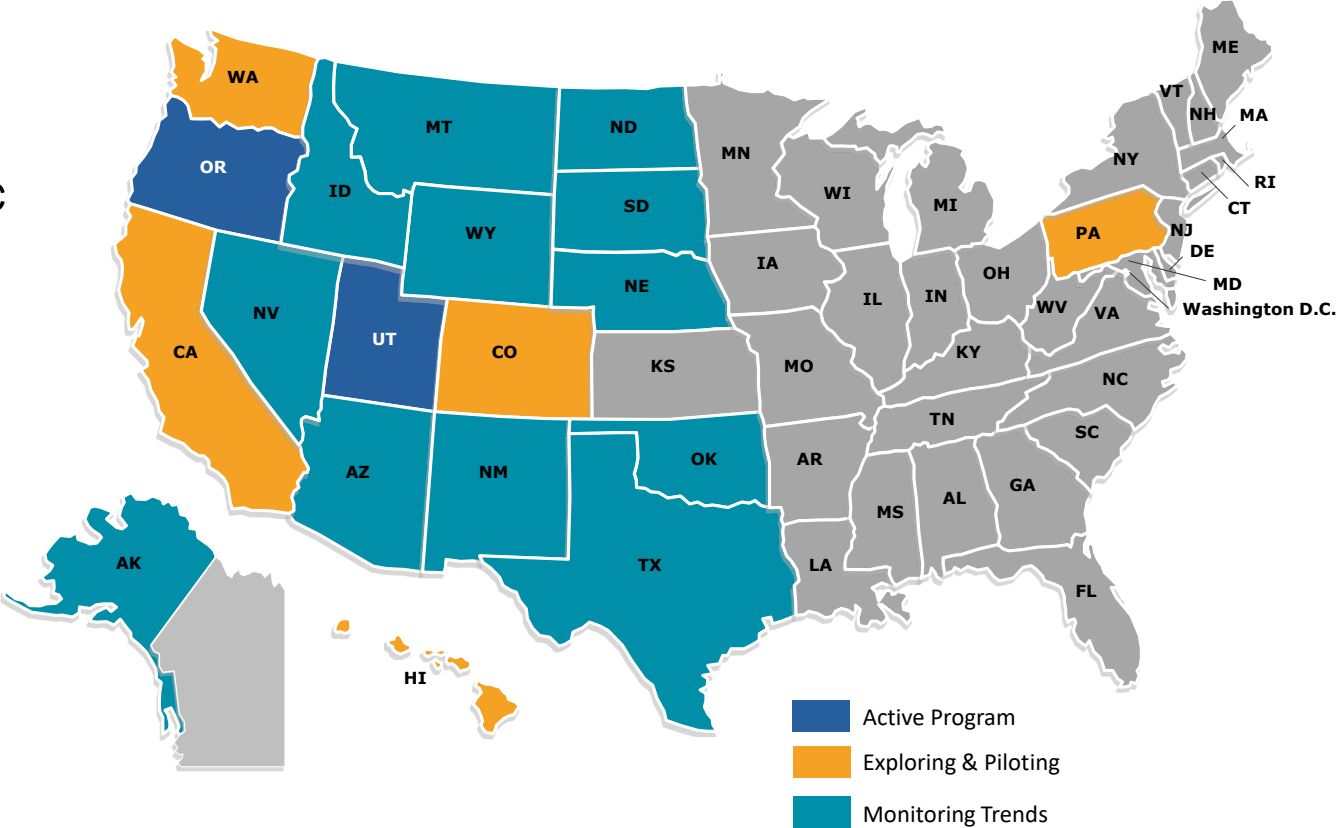
SB 339 Road Charge Collection Pilot Interim Report

Additional Considerations

- Stakeholder-suggested scenarios
 - Use of managed lanes with revenue going to the state
 - Phased-in adoption of zero-emission vehicles and include an equity decision on how charges are applied and accountability to first principles
 - Start with a trucking road charge pilot
 - Road charge that is not revenue-neutral

Nationwide Road Use Charge Efforts

- Implemented:
 - Oregon: first state to implement (2015) a road use charge for electric and fuel-efficient vehicles
 - Utah: implemented in 2020 for electric and hybrid vehicles
- Pilot studies: California, Colorado, Hawaii, Pennsylvania, and Washington



Oregon and Utah Road Charge Programs (passenger vehicles only)

OREGON – volunteer basis

- Electric and fuel-efficient vehicles > 40 mph
 - Vehicle registration fee: \$43 per year
 - Road charge: 2.0¢ per mile
 - Fuel tax credit: 38¢ per gallon
- Electric vehicle non-road charge
 - Vehicle registration fee: \$158 per year
- Fuel-efficient vehicles non-road charge
 - Vehicle registration fee: \$78 per year

https://www.oregon.gov/ODOT/DMV/docs/Chapter_M.pdf

UTAH – volunteer basis

- Electric vehicles
 - Fee: \$130.25 per year
- Hybrids
 - Fee: \$21.75 per year
- Road charge:
 - 1.52¢ per mile fee
 - Cumulative annual per mile fee is capped at annual flat fee
 - ~8,500 miles/yr electric
 - ~1,400 miles/hybrid

Overall Feedback

- In general, workshop participants supported
 - Phased-In Replacement of Existing Mechanisms with Road Charge
 - Applied first to zero-emission passenger vehicles
- Senate Bill 339 (Weiner, 2021)
 - Pilot project for revenue collection system
 - August 2024 to December 2026 (report anticipated in 2025)

Needs Assessment Delivery Schedule

Frances Dea-Sanchez | Needs Assessment Program Manager

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

Wrap Up and Next Steps

Nina Hosseini | CTC, Student Assistant

Wrap Up and Next Steps

- Wrap Up
- Next Steps
 - Release Draft 2025 State and Local Transportation Needs Assessment
 - Present at December Commission Meeting
 - Submit Final 2025 State and Local Transportation Needs Assessment

Contacts

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Thank You

SB 1121 State and Local Transportation Needs Assessment Webpage

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

