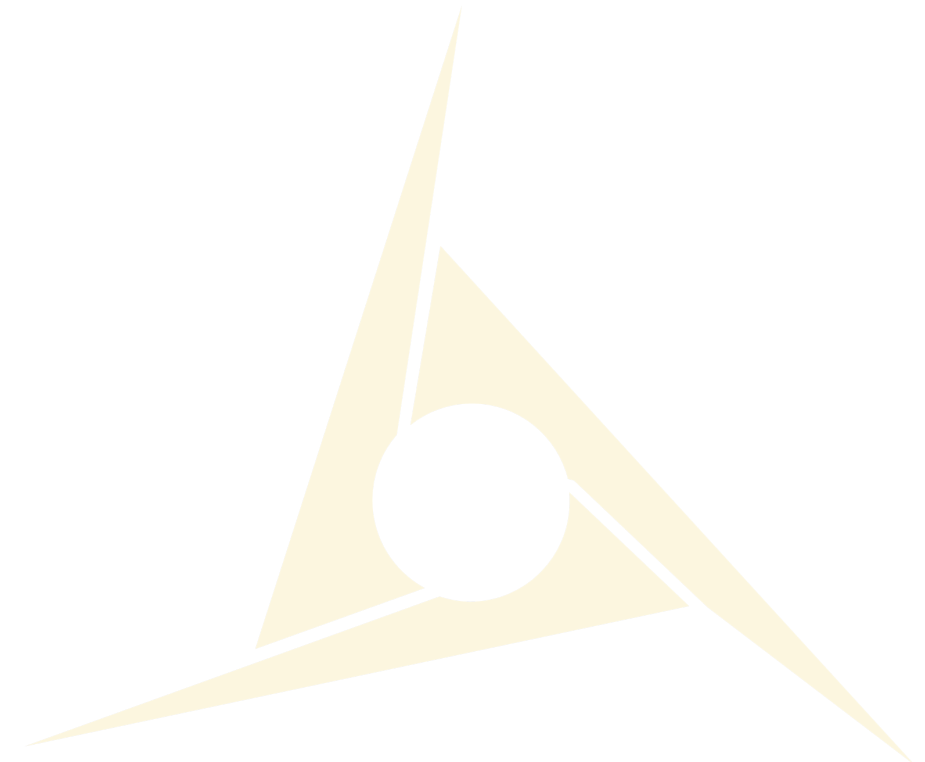


# State and Local Transportation Needs Assessment Better Defining Certain Areas of Focus

September 19, 2024



# Welcome and Agenda Review

Frances Dea-Sanchez | Needs Assessment Program Manager

# 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

# Webinar Agenda

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- Welcome and Opening Remarks
- Webinar Logistics
- Content Review of 2025 Needs Assessment
- Areas of Focus (climate adaptation, active transportation, accessibility)
- Needs Assessment Delivery Schedule
- Wrap-up and Next Steps

# Webinar Logistics

Justin Hall | Associate Governmental Program Analyst

# Content Review of 2025 Draft Needs Assessment

Frances Dea-Sanchez | Needs Assessment Program Manager

# 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   |

# Areas of Focus

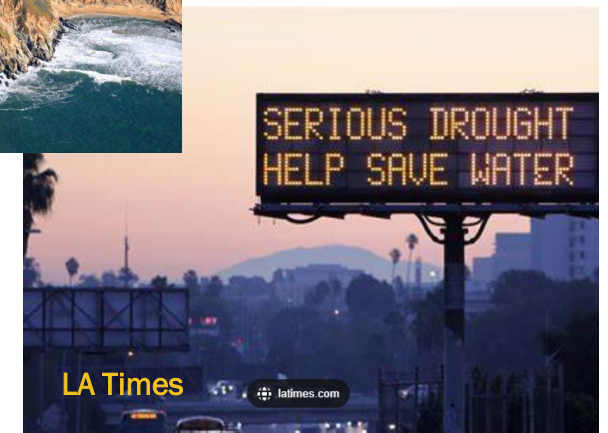
Frances Dea-Sanchez | Needs Assessment Program Manager

Linda Pierce | Principle | NCE



# Climate Adaptation

- Major climate change hazards:
  - Coastal flooding and erosion
  - More severe wildfires
  - Higher average temperatures and periods of extreme heat
  - More frequent and intense droughts
  - Increased risk of floods



# Climate Adaptation – Needs

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- Sea-level rise:
  - Highways: \$14.7 billion by 2033 (estimate: \$15.3 billion by 2035)
  - Bay Area: \$110.0 billion by 2050
- Wildfires (state highways)
  - Evacuation and emergency response operations
  - Developing a prioritization framework to identify locations with the most improvement needs
- Rising temperatures
  - Complete street projects should consider strategies to address extreme temperatures
  - Roads and bridge material selection and landscaping options
- Droughts
  - Drought-resistant landscaping
  - Smart irrigation technology

# Climate Adaptation – Funding Sources

- State Highway System
  - \$1.8 billion (2023 to 2033) to address sea-level rise
  - \$2.3 billion for climate adaptation and resilience
- Currently, no long-term dedicated funding source

| Program   | Available Funds  |
|---|--|
| PROTECT (Federal)   | California: \$631 million (2022-2026)<br>Nationwide: \$1.4 billion discretionary grants  |
| Low-Carbon Transportation Materials (Federal)             | Nationwide: \$1.2 billion (state agencies)<br>Nationwide: \$800 million (local agencies) |
| Climate Ready (California)                                | \$200k–\$500k per grant  |
| Integrated Climate Adaptation and Resiliency (California) | \$25 million in 2024   |

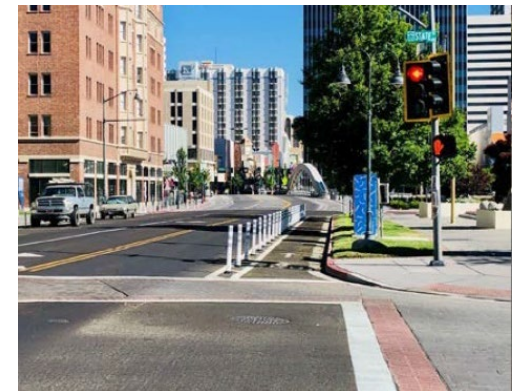
# Climate Adaptation – Other Statewide Efforts

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- Senate Bill 1 (Beall, 2017)
  - \$20 million adaptation planning grants
    - To date, 31 grants awarded to local and regional agencies
- Assembly Bill 2800 (Quirk, 2016)
  - Climate Safe Infrastructure Working Group
  - How to incorporate climate change impacts into the state's infrastructure
  - Findings published 2018
- Senate Bill 198 (§ 14560)
  - Directs the use of PROTECT funds
  - Climate adaptation planning grant
    - \$50 million to local and regional agencies (to date \$28.8 million awarded to 30 agencies)

# 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

- 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



# 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<br>Draft Needs Assessment Released for Public Comment<br>Draft Needs Assessment Presented to the Commission |
| First Quarter 2025  | Final Needs Assessment Adoption<br>Final Needs Assessment Submitted to California Legislature  |

# Wrap Up and Next Steps

Nina Hosseini | CTC, Student Assistant

# Wrap Up and Next Steps

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- Wrap Up
- Next Steps
  - September 19 Workgroup Meeting
    - Additional Areas of Focus
  - October 1 Workgroup Meeting
    - Policy Recommendations Workshop Discussion
  - Prepare Release of Draft 2025 Full Needs Assessment

# Contacts

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# Thank You

SB 1121 State and Local Transportation Needs Assessment Webpage

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

