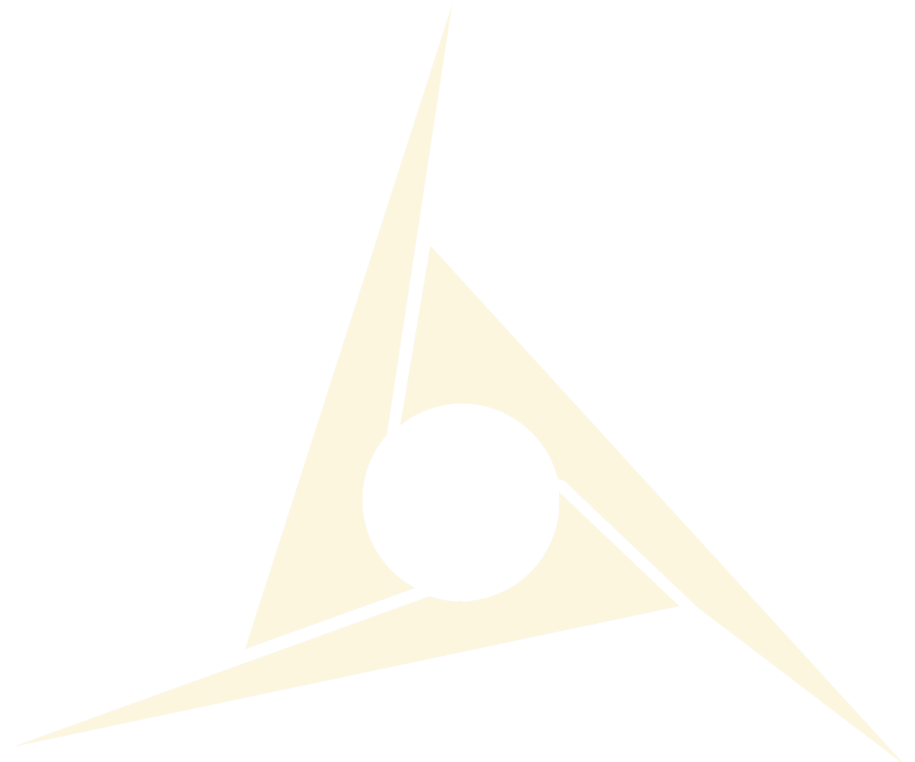


State and Local Transportation Needs Assessment

Southern California Needs Assessment Policy Recommendations Workshop

May 30, 2024



Welcome and Opening Remarks

Paul Golaszewski – Chief Deputy Director

An aerial photograph of a winding asphalt road through a dense green forest. The road curves from the top left towards the bottom right. A white van is visible on the road, moving away from the viewer. The entire image is overlaid with a semi-transparent blue filter.

Agenda Review

Frances Dea-Sanchez – SB 1121 Program Manager

Agenda

- **Webinar Logistics**
- **Status of Needs Assessment Preparation**
- **First Principles for Policy Recommendations**
 - Breakout Session #1 (30 Minutes)
 - Report Out (20 Minutes)
- **Break (10 Minutes)**
- **Discuss Potential Policy Recommendations**
 - Breakout Session #2 (30 Minutes)
 - Report Out (20 Minutes)
- **Needs Assessment Delivery Schedule**
- **Wrap Up and Nex Steps**

Webinar Logistics

Justin Hall – Associate Governmental Program Analyst

Status of Needs Assessment Preparation

Linda Pierce, PhD – Principal Engineer, NCE



CALIFORNIA
TRANSPORTATION
COMMISSION

Senate Bill 1121 State and Local 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

Local Agency Survey

- Sent to Metropolitan Planning Organizations and Regional Transportation Planning Agencies
- Requested information:
 - Status of Regional Transportation Plan
 - 10-year multimodal transportation needs
 - 10-year revenue projections
- Understanding the requested information is detailed and may not be readily available or may require significant effort to complete by some agencies
- Commission staff and NCE are currently reviewing and analyzing the information submitted

Local Transportation Needs and Revenues Categories

Needs Summary Categories

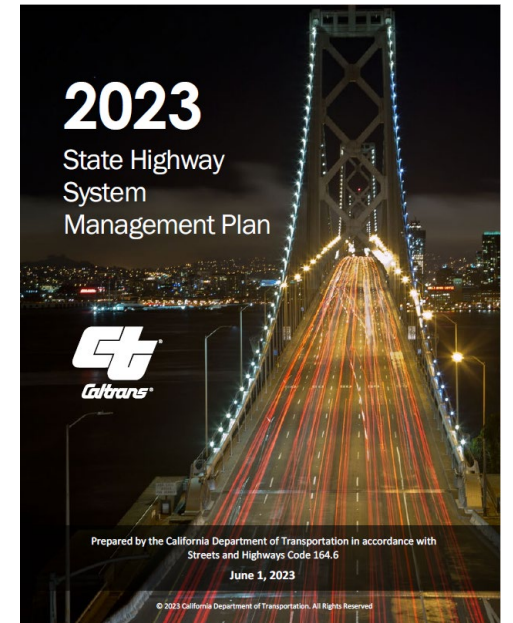
- Complete streets and active transportation
- Highways within local agency jurisdiction
- Local roads and streets
- Passenger rail
- Transit (may include operations)
- Transit operations
- Other

Revenue Categories

- Federal (e.g., grants, IJA, BIL)
- Local (e.g., sales tax)
- State (e.g., STIP, SHOPP, SB 1)
- Tolls
- Transit
- Other

State Highway Needs and Revenue

- Information obtained from 2023 State Highway System Management Plan (SHSMP)
 - Needs Programs
 - Safety
 - Primary Assets
 - Supplementary Assets
 - System Resiliency
 - Other
 - Investments
 - Maintenance
 - SHOPP Historical
 - SHOPP New Objectives (since 2019 SHSMP)



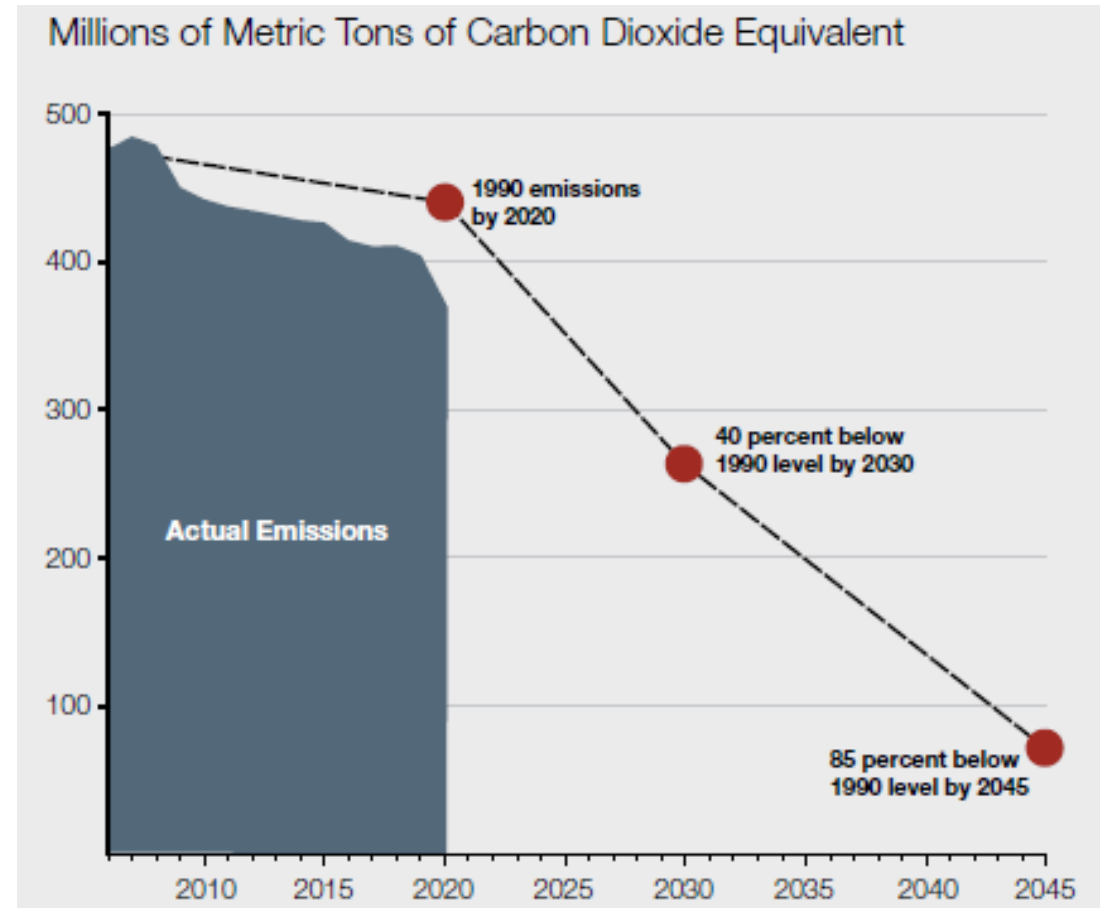
ZEV Revenue Impact Studies

CALIFORNIA
TRANSPORTATION
COMMISSION



California Greenhouse Gas Reduction Goals

- AB 32 (Nunez, 2006) – set first emission target to 1990 level by 2020
- SB 32 (Pavley, 2016) – extended target to 40% below 2020 emissions level by 2030
- AB 1279 (Muratsuchi, 2022) – extended target to 85% below 1990 level by 2045 and carbon neutrality by 2045



- August 2022 Advanced Clean Cars II
 - 16% of new passenger cars, trucks, and SUV sales are ZEVs by 2023
 - Actual sales in where 25% (1-year ahead of plan)
 - All new passenger cars, trucks, and SUV sales are ZEVs by 2035
- December 2022 Scoping Plan
 - 100% new light-duty sales are ZEVs by 2035
 - 100% new medium- & heavy-duty sales are ZEVs by 2040
 - Light-duty vehicle miles traveled reduced to:
 - 25% below 2019 level by 2030
 - 30% below 2019 level by 2045

- May 2023 Advanced Clean Fleets
 - 100% new medium- and heavy-duty sales are ZEVs by 2036
 - All seaport and railyard trucks are ZEVs by 2035
 - Phased approach for federal, state, and local agencies:

Example Vehicle Types	2025	2027	2028	2030	2031	2033	2035	2036	2039	2042
Delivery trucks, buses w/2 axles	10%		25%		50%	75%	100%			
Work trucks, buses w/3 axles		10%		25%		50%		75%	100%	
Sleeper tractors, specialty vehicles				10%		25%		50%	75%	100%

Preliminary 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 Revenue Studies

Study	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 	Up to \$0.53/year

*Denotes preliminary analysis

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

First Principles Discussion

Breakout Session #1



Proposed First Principles

Proposed First Principles

- Equity and Accessibility
- Multi-Modal Mobility
- Maintaining Transportation System and Infrastructure
- Safety
- Economic Development
- Environmental Sustainability and Climate Resiliency
- Innovation and Technology

Questions

1. Initial thoughts?
2. Does this capture what you feel is important in framing what transportation investments need to accomplish in the future?
3. What may be missing?
4. Do any more First Principles need to be added?

10 Minute Break

Policy Recommendations Discussion

Breakout Session #2



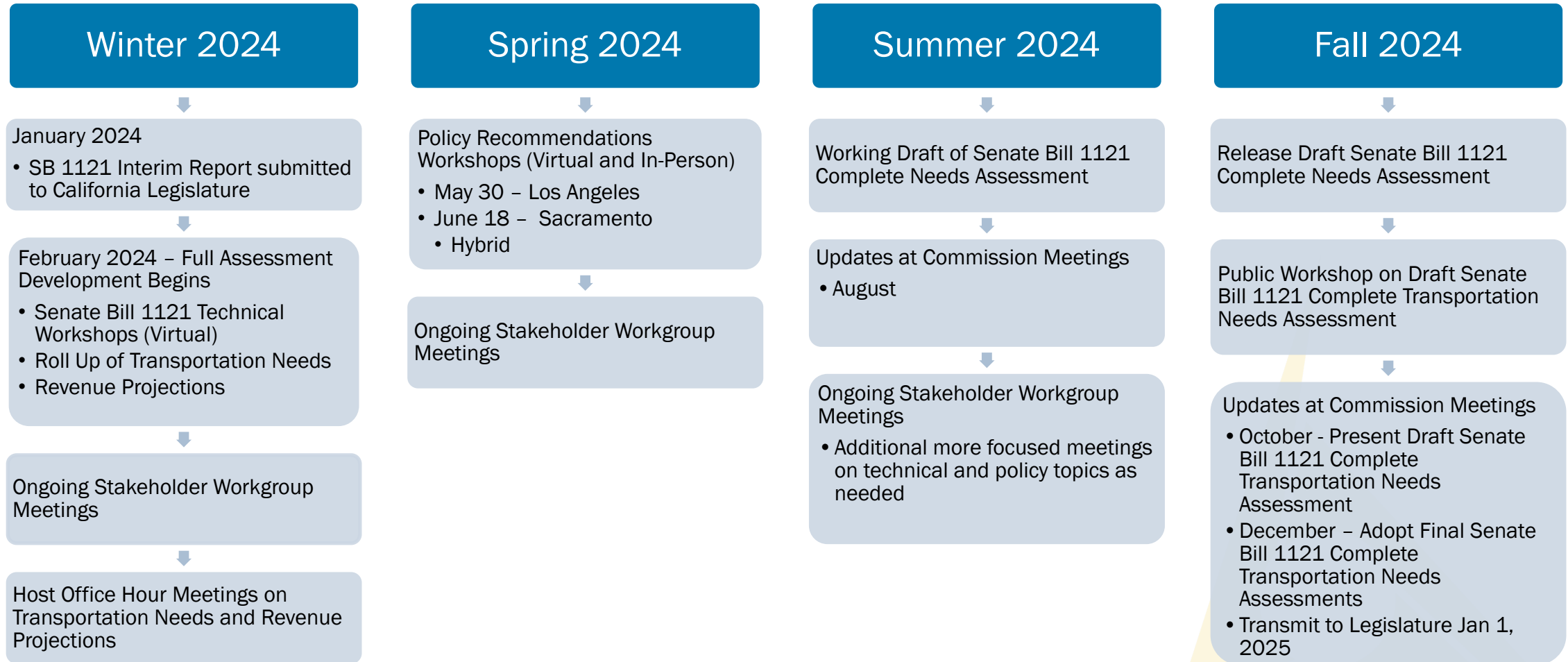
Potential Scenarios to Address Gas Tax Revenue Decline

- These are some proposed solutions for California's declining gas tax based on the projections in the Legislative Analysts Office's and the Mineta Transportation Institute reports
 - Scenario 1: Do Nothing/ Continue as is
 - Scenario 2: Increase existing mechanisms
 - Scenario 3: Phased-in for Road Charge
 - Scenario 4: Fully Implemented Road Charge*
- Are there other scenarios that are missing or that need to be considered?

Full Needs Assessment Timeline

Frances Dea-Sanchez – Needs Association Program Manager

State and Local Transportation Needs Assessment Report Timeline



Stakeholder Workgroup Meetings will be held regularly throughout this period



Contacts

Frances Dea-Sanchez
SB 1121 Program Manager | Planning
frances.dea-sanchez@catc.ca.gov

Linda Pierce, PhD, PE
NCE | Principal
lpierce@ncenet.com

Laura Pennebaker
Deputy Director | Planning
laura.pennebaker@catc.ca.gov

Thank You

Senate Bill 1121 Webpage

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

