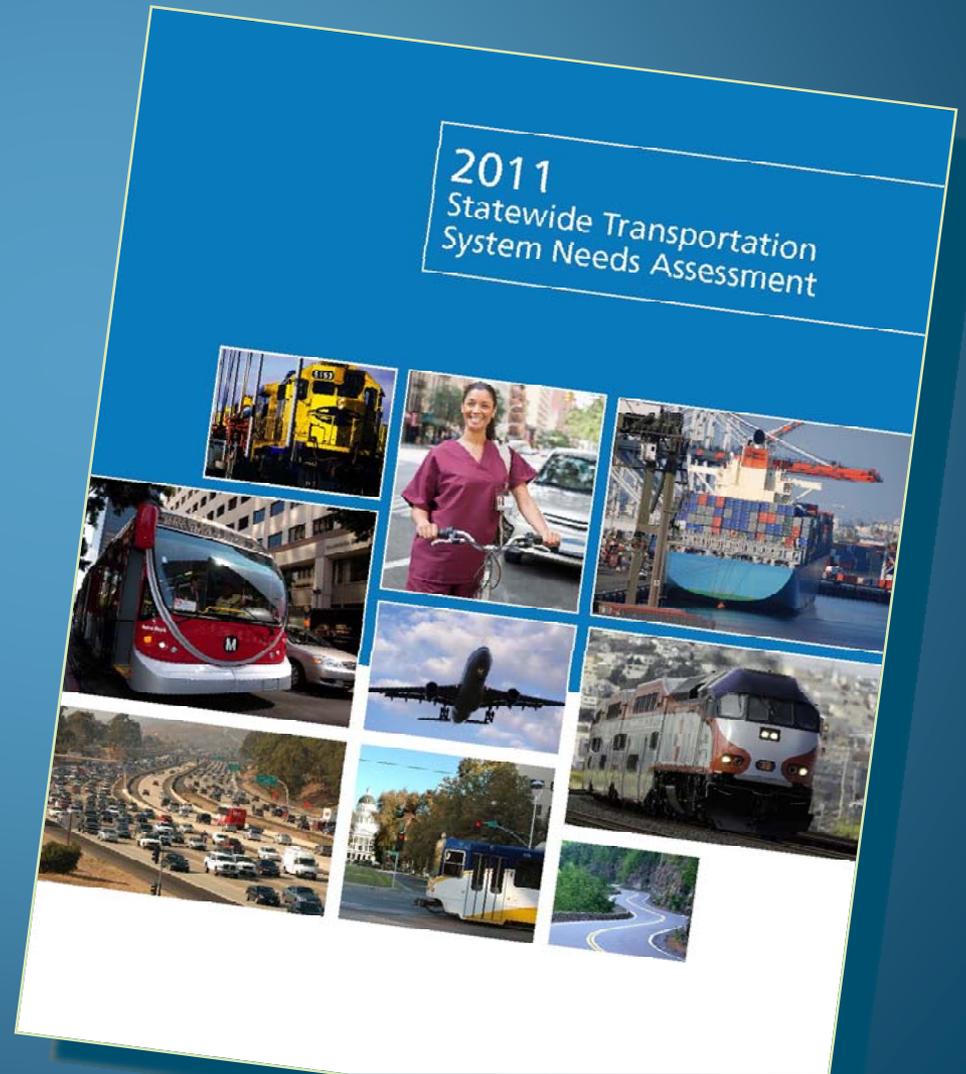


Statewide Transportation System Needs Assessment

Presentation to
California Transportation
Commission

October 27, 2011



Purpose of Report

“To develop a coordinated list of transportation projects and programs and related funding requirements that will allow local, state and regional transportation agencies to present a consistent message when communicating California’s transportation system preservation, expansion, management, maintenance and operations needs.”

Report Preparation Process

- **Executive Working Group**
- **Agency Staff Team**
- **Draft Report Review Process**

Contents of Report

- Introduction
- Ten Year Needs Assessment:
 - Overall Revenues
 - System Preservation Costs
 - System Management Costs
 - System Expansion Costs
- High-Speed Rail
- Transportation Needs on Tribal Lands
- Performance Analysis
- Policy Recommendations
- Regional Project Maps

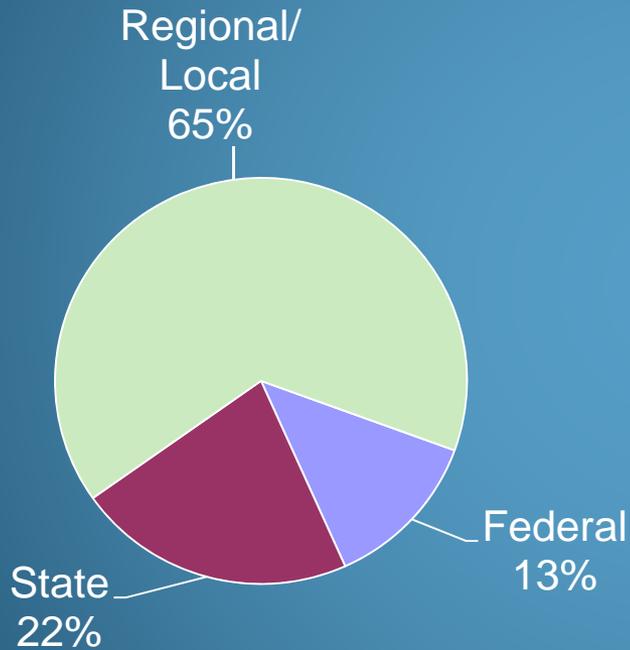
Transportation System Categories

- **State Highways:**
 - **Managed Lanes**
 - **General Purpose Lanes**
- **Local Roads**
- **Public Transit**
- **Inter-city Passenger Rail**
- **Freight Rail**
- **High Speed Rail***
- **Seaports**
- **Airports**
- **Land Ports**
- **Major Intermodal Facilities**
- **Tribal Lands***
- **Bicycle and Pedestrian Projects**

*Covered in Chapters 4 and 5

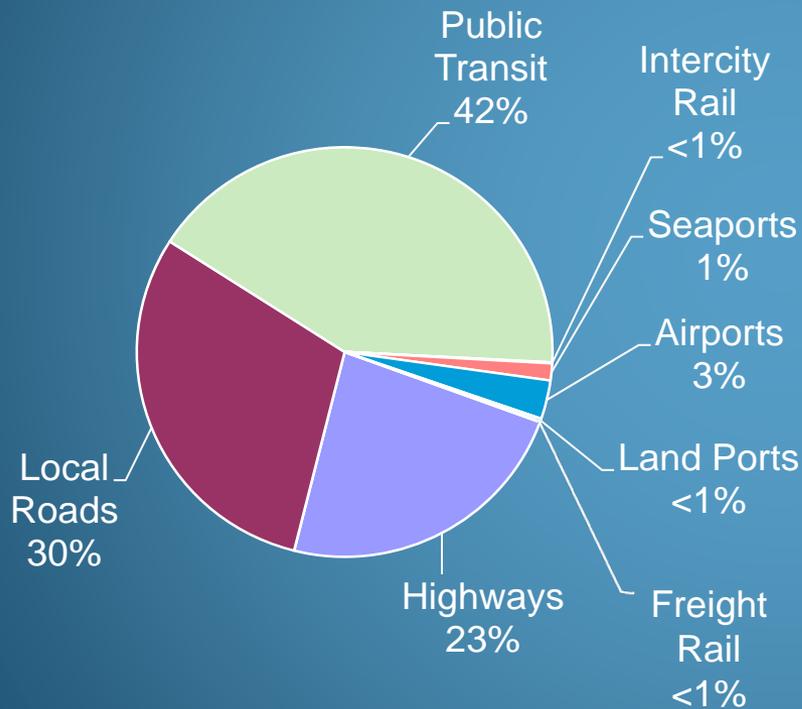
Revenues

	Total (in \$ Billions)	%
Federal	\$ 30.9	13%
State	\$ 53.1	22%
Regional/ Local	\$ 158.4	65%
TOTAL	\$ 242.4	



Total Revenues = \$242.4 Billion

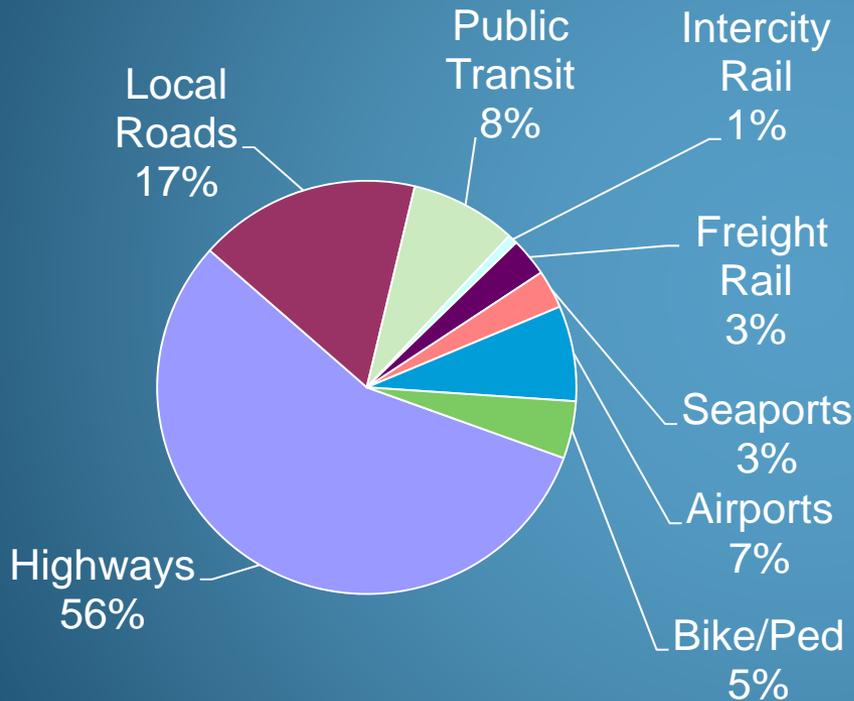
System Preservation Costs



**Total System Preservation
Costs = \$341.1 Billion**

	Total (in \$ Billions)	%
Highways	\$79.7	23%
Local Roads	\$102.9	30%
Public Transit	\$142.4	42%
Intercity Rail	\$0.2	<1%
Freight Rail	\$0.1	<1%
Seaports	\$4.6	1%
Airports	\$10.4	3%
Land Ports	\$0.9	<1%
TOTAL	\$341.1	

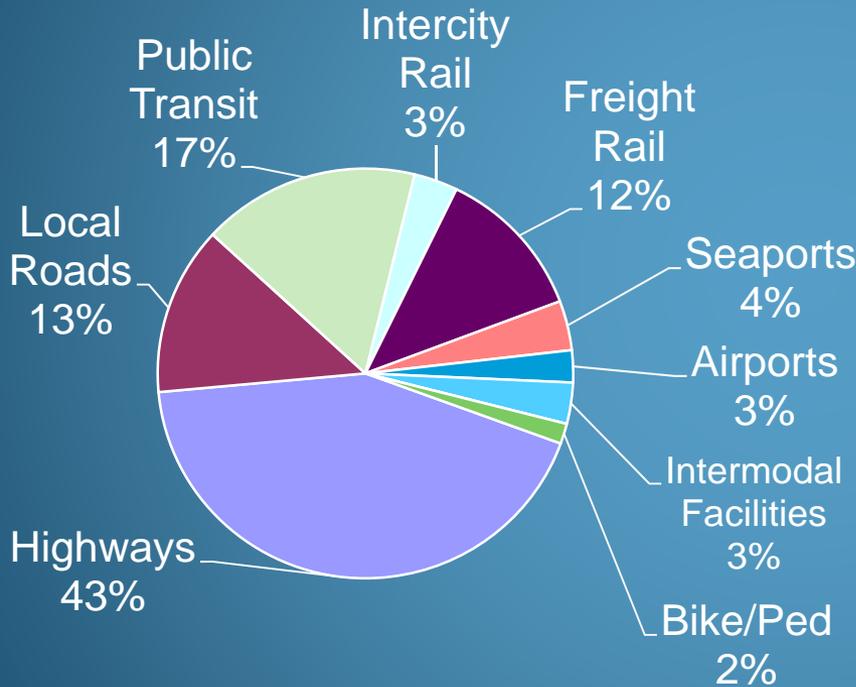
System Management Costs



Total System Management Costs = \$13.4 Billion

	Total (in \$ Billions)	%
Highways	\$7.5	56%
Local Roads	\$2.3	17%
Public Transit	\$1.1	8%
Intercity Rail	\$0.1	1%
Freight Rail	\$0.4	3%
Seaports	\$0.4	3%
Airports	\$1.0	7%
Bike/Ped	\$0.6	4%
TOTAL	\$13.4	

System Expansion Costs



Total System Expansion Costs = \$181.7 Billion

	Total (in \$ Billions)	%
Highways	\$78.1	43%
Local Roads	\$24.2	13%
Public Transit	\$30.8	17%
Intercity Rail	\$6.2	3%
Freight Rail	\$21.9	12%
Seaports	\$7.1	4%
Airports	\$4.6	3%
Intermodal Facilities	\$5.9	3%
Bike/Ped	\$2.9	2%
TOTAL	\$181.7	

Summary of Needs Analysis

Costs:	System Preservation (in \$ Billions)	System Management & System Expansion (in \$ Billions)	Total (in \$ Billions)
Highways	\$79.66	\$85.61	\$165.27
Local Roads	\$102.90	\$26.45	\$129.35
Public Transit	\$142.36	\$31.94	\$174.30
Inter-city Rail	\$0.17	\$6.26	\$6.43
Freight Rail	\$0.06	\$22.31	\$22.38
Seaports	\$4.60	\$7.50	\$12.10
Airports	\$10.42	\$5.51	\$15.93
Land Ports	\$0.94	\$0.03	\$0.97
Intermodal Facilities	\$0.00	\$5.94	\$5.94
Bike / Ped	\$0.00	\$3.50	\$3.50
Total Costs	\$341.11	\$195.05	\$536.16

Revenues:			
Federal	NA	NA	\$30.90
State	NA	NA	\$53.10
Regional / Local	NA	NA	\$158.40
Total Revenues	\$147.71	\$94.69	\$242.40
Net Revenues	(\$193.40)	(\$100.36)	(\$293.76)
% Funded	43.30%	48.55%	45.21%

Performance Measures

SMART MOBILITY 2010 GOALS	CATEGORIES	PERFORMANCE MEASURES
Robust Economy	Employment	Increase in jobs
Robust Economy	Economic Output	Value added to Gross State Product
Reliable Mobility	Multi-modal Travel Mobility	Change in average per-trip travel time
Reliable Mobility	Asset Condition	Conformance with accepted standards for maintaining system in good state of repair
Environmental Stewardship	Climate and Energy Conservation	System wide Vehicle Miles Travelled (VMT) per capita
Environmental Stewardship	Emissions Reductions	Greenhouse gas (GHG) emissions per capita
Environmental Stewardship	Air Quality / Public Health	Criteria pollutant emissions per capita
Social Equity	Equitable Distribution of Access and Mobility	Comparison of outcomes for Low Income and Minority (LIM) and non-LIM communities (qualitative discussion)
Health and Safety	Multi-modal Safety	Number of injuries and fatalities per capita from all collisions (including bicycle and pedestrian)
Health and Safety	Pedestrian and Bicycle Mode Share	Percent of total trips per capita taken by biking or walking
Location Efficiency	Support for Sustainable Growth	Percent of total dwelling units in Transit Priority Areas
Location Efficiency	Transit Mode Share	Percent of total trips per capita taken by transit

Long-Term Economic Productivity Gains

FIRST TEN YEARS (2011-2020)

Total GSP Impact	(in 2010 \$ billions)
Low	\$110
Medium	\$120
High	\$140
Annual Employ. Impact	(in jobs)
Low	77,000
Medium	92,000
High	108,000

FULL TWENTY YEARS (2021-2030)

Total GSP Impact	(in 2010 \$ billions)
Low	\$290
Medium	\$330
High	\$370
Annual Employ. Impact	(in jobs)
Low	102,000
Medium	123,000
High	143,000

Short-Term Economic Impacts of Project Construction

Total Construction Cost	\$125 billion
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Total GSP Impact	
Low	\$163 billion
High	\$188 billion

Total Job Impact (job-years)	
Low	1.88 million
High	2.25 million

Policy Recommendations

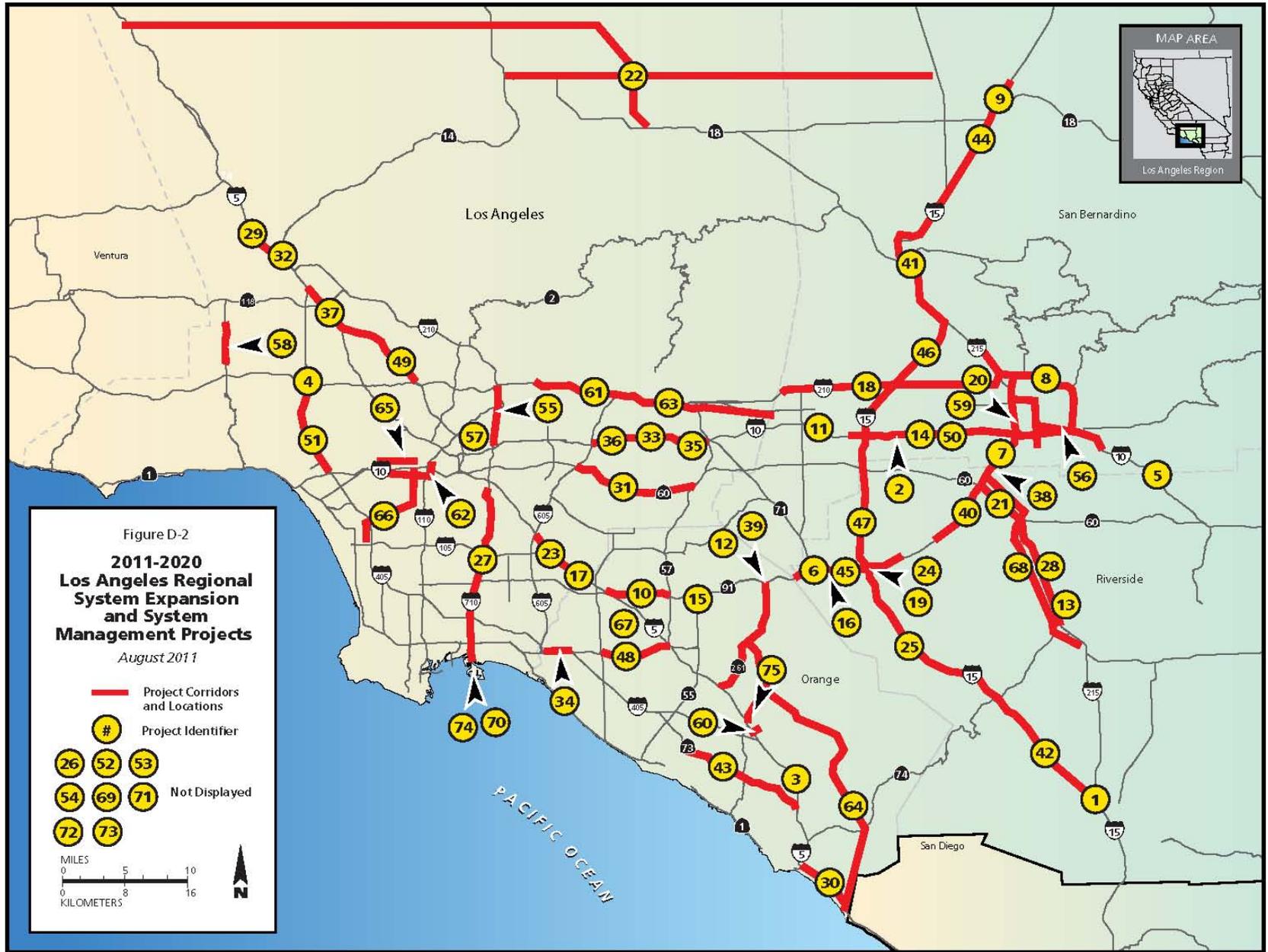
- **Ensure Long-Term Stability and Sustainability of Highway and Transit Funding**
- **Strengthen Commitment to Transportation “State of Good Repair”**
- **Establish Goods Movement as National Economic Priority**
- **Create a Program Focused on Metro Mobility**

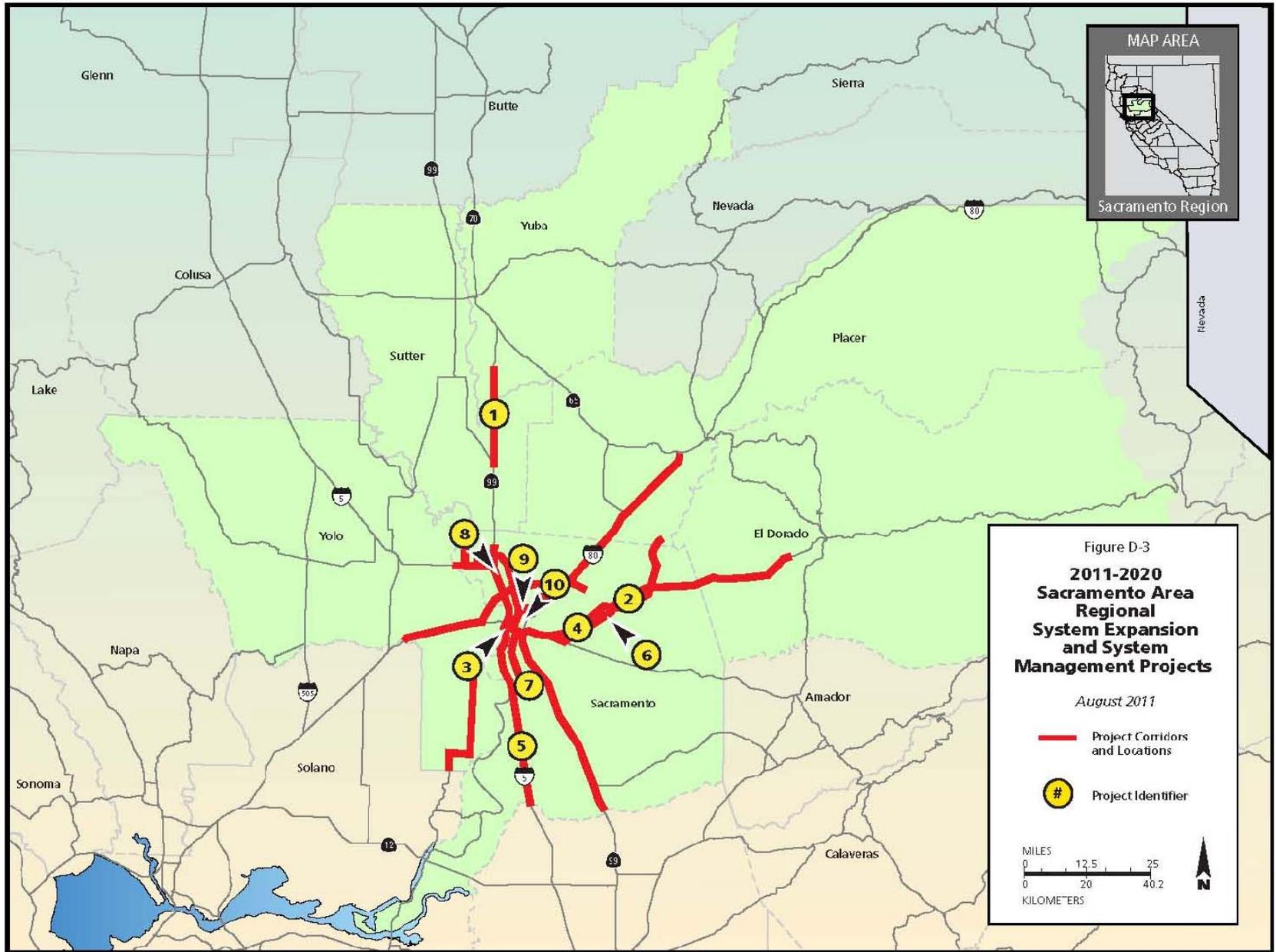
Policy Recommendations

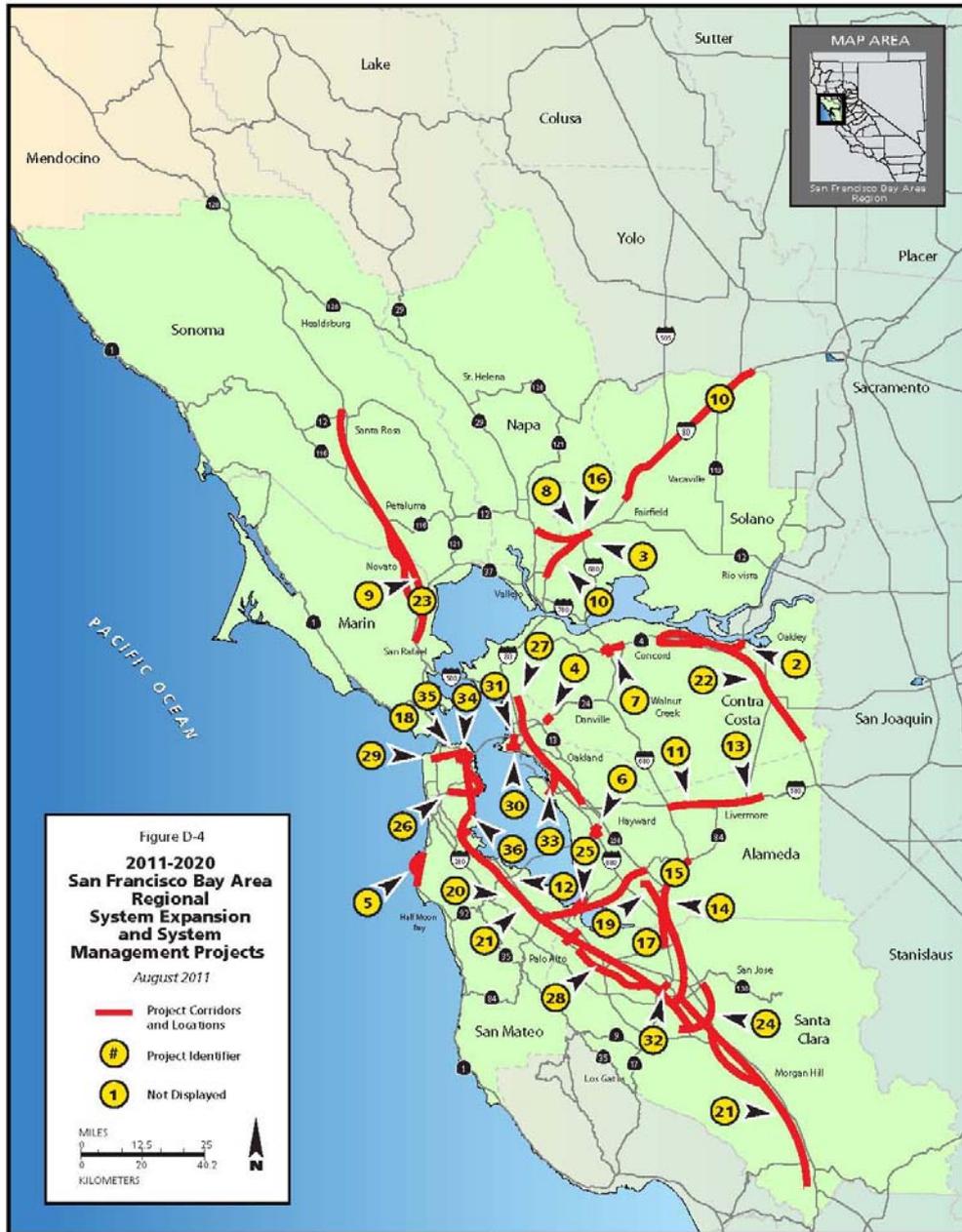
- **Improve Mobility between Regions and with Neighboring States and Countries**
- **Strengthen Commitment to Safety and Security; Focus on Rural Roads and Access**
- **Strengthen Comprehensive Environmental Stewardship**
- **Ensure that Social Equity Goals are Met**
- **Accelerate Project Delivery**

Regional Project Maps

- **Show locations of all proposed major projects (greater than \$100 million) from 2011 to 2020**
- **Prepared for four largest MPOs**
- **Prototype for future maps for all MPOs and RTPAs**







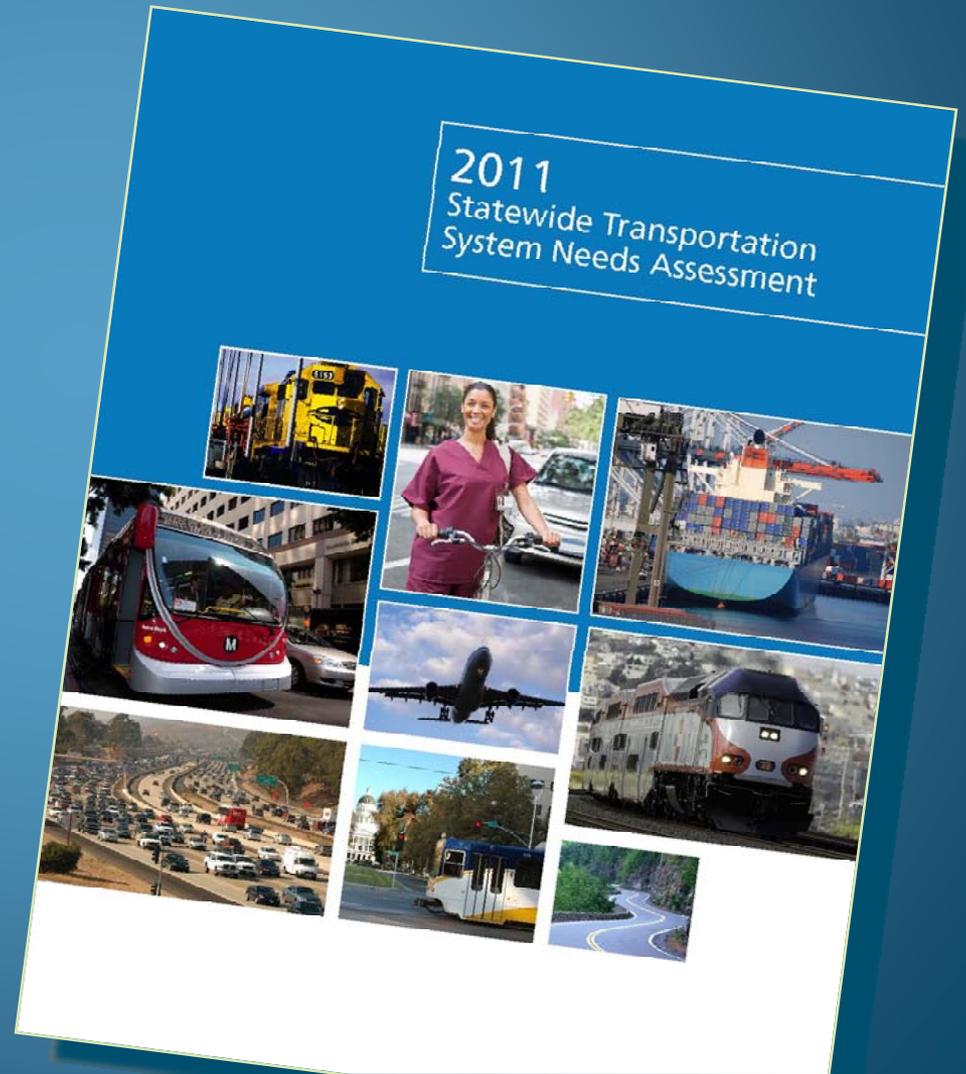
Next Steps

- **Make report available to all participating agencies**
- **Use report as a resource for future advocacy efforts at federal, state, regional and local levels**
- **Update report on a periodic basis**

Statewide Transportation System Needs Assessment

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California Transportation
Commission

October 27, 2011





Central Coast Coalition

Moving California's Economy

Tab 51

October 25, 2011

Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: *2011 Statewide Transportation System Needs Assessment*

Dear Ms. Rhinehart:

The Executive Directors for the five Regional Transportation Planning Agencies in the Central Coast Coalition sincerely appreciate the efforts of the California Transportation Commission in taking the lead in preparing the *2011 Statewide Transportation System Needs Assessment*. Overall, the report does a thorough job in making the case for increased investment in transportation as being critical to our national economy. We would, however, like to make several requests for changes to assure that the document reflects the needs of all regions of the state.

1. Metro Mobility policies: We are very much opposed to the Metro Mobility proposal in Chapter 7 to shift federal CMAQ, STP and FTA funds away from smaller areas to major metro areas. We do not recall any discussion of this proposal at the many team meetings held to prepare this document, and it undercuts the key message that increased funding for transportation overall is needed, to meet this and other needs such as goods movement, interregional travel, and transit. We suggest this policy be replaced with a revised policy to "Seek an increase in dedicated funding for transportation indexed for inflationary increases".
2. Goods Movement: We appreciate the discussion and support of goods movement/freight needs and the need for a new funding source for those improvements. However, as a major producer of agriculture in California for export to the nation and world, the Central Coast should not be left off the goods movement maps. These interregional goods movement highways and rail lines need to be added to on the goods movement maps: US 101, SR 156/152 east of 101, SR 46 east of 101, and the UP coast mainline (mostly along 101) between San Jose and LA. In the goods movement section, evaluation criteria should not be limited to congestion relief and air quality benefits, but should also take into consideration economic benefit including the value of exports. Finally, it would be more beneficial for California to have new formula funds for goods movement investments rather than the proposed discretionary grant

Santa Cruz County
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Santa Barbara County
Association of
Governments Jim Kemp
Executive Director
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In cooperation with:

California Department of
Transportation, District 5
Richard Krumholz
District Director
805.549.3127 |
www.dot.ca.gov/dist05

<http://centralcoastcoalition.net>

program in which revenues to our state can be limited and directed based on political considerations.

3. **Interregional Road Needs:** Just using Caltrans' modest list of interregional highways, which is really based on available funds, severely underestimates the interregional road improvement needs. Many interregional roads needing improvement, in fact, may not be labeled as "interregional" but certainly carry a large amount of travelers across county lines and from one region to another. We would request the opportunity to update this list to include all such projects.
4. **Project Listing for All Regions:** We object to the listing of projects only for the four major metropolitan areas. This listing leaves the impression that the other areas of the state do not have as critical transportation needs. Also, these lists often take on a life of their own and become the basis for future grant funding; it would be inequitable for projects in other parts of the state to be left off of what could become a future funding list. Furthermore, if this document is to be utilized at the federal level for making the case for more transportation funding, or with the voters, evidence of projects in each part of the state is important. We ask that the project lists for the Central Coast, and other areas of the state, be included in the appendix to make the document relevant to all regions of the state.
5. **Transit System Maintenance:** The transit system maintenance section overall seems thin. For example, in terms of regulatory mandates and system preservation, the cost of clean air mandates for transit vehicle conversions to cleaner technology should be addressed as well as the growing need to support the aging population and the increasing diversion of funds that are needed to ensure that systems are accessible to persons of all ages and abilities, pursuant to regulations set forth by the ADA and SB 375.
6. **System Management:** this section largely discusses certain regional programs rather than explore deficiencies, which occur particularly outside the major metropolitan areas. Areas that need increased investment include Intelligent Transportation Systems (ITS) and traveler information (511) systems. Inadequate network capacity and security concerns are constraining ITS monitoring and traveler information statewide, but particularly outside the largest urbanized areas where networks are less robust. These deficiencies mean recent significant capital investments in monitoring stations are substantially underutilized and there are large gaps in traveler information. The lack of a statewide 511 system makes for a patchwork of programs that limit interregional traffic and transit information. Some smaller regions have no 511 system at all, or the system ends at county lines. Information is difficult to obtain for visitors to an area, or those traveling across regions.
7. **High Speed Rail:** Thank you for indicating the importance of connecting intercity rail and bus services to the planned high speed rail lines. The Gilroy station in Santa Clara County should be added as an important interregional hub for connecting bus and rail service. Commuter and local bus service should also be mentioned as providing that important "last mile" of service. (Also, as a footnote, this section could benefit from the replacement of several acronyms (IRP, HSR, CHSTP) with

familiar terms such as "interregional rail" and "high speed rail").

8. Project Delivery: Thank you for including a section on Accelerating Project Delivery and for mentioning environmental streamlining. These changes are important ways to increase the resources that can be spent on improving mobility. We suggest adding language to support the Federal Highway Administration's Every Day Counts effort as a program to expand and build upon.

As our initial statement indicated, this document is very valuable in explaining the needs on California's transportation system and we applaud those who put time and resources into gathering data and preparing the write-up. The document sets the stage for asking for increased investment in transportation. We strongly support this assessment with the minor changes as noted above, but request you replace Policy 4 "Create A Program Focused on Metro Mobility" by redirecting revenue from other areas of the state, with a New Policy "Increase Dedicated Funding for Transportation".

Sincerely,

A handwritten signature in cursive script, appearing to read "Jim Kemp".

Jim Kemp
Chair, US 101 Central Coast Coalition



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

October 19, 2011

Chair Dario Frommer
California Transportation Commission (CTC)
1120 N Street (MS-52)
Sacramento, CA, 95814

RE: Statewide Transportation Needs Assessment – Item 51

Dear Chairman Frommer and CTC Members:

On behalf of the Santa Cruz County Regional Transportation Commission (RTC) I would like to commend the California Transportation Commission (CTC) for taking the lead to develop the Statewide Transportation System Needs Assessment which highlights the fact that investments in transportation systems have not kept pace with needs throughout the state. However, we respectfully **request that the report be modified to eliminate Policy Recommendation #4: Create a Program Focused On Metro Mobility** (p. 7-5 of the report). While we recognize that major metropolitan areas face significant transportation challenges, we are greatly opposed to proposals which restrict or otherwise redirect funds to large metropolitan areas. Santa Cruz County is not part of a major metropolitan area with a population of one million or more, yet travelers here experience severe travel delays, that are greater than that found in many major metropolitan areas. Santa Cruz County may not generate the majority of the nation's economic activity; however, businesses, residents, visitors in Santa Cruz County and other small counties do incrementally contribute to the national economy and should not be subjected to losing revenues just because they are small. Furthermore, there are already several state and federal transportation funding programs that favor large urban areas, such as TIGER, several discretionary programs, and financing programs.

Rather than redirecting funds, it is critical to increase funding levels for all areas of the state, and thereby ensure access and mobility for all travelers.

Thank you for your leadership on transportation matters for the state of California. We would be pleased to provide you with additional information transportation needs in the Santa Cruz County.

Sincerely,

George Dondero
Executive Director

Cc: Bimla Rhinehart, Executive Director, CTC
Senator Barbara Boxer
Senator Dianne Feinstein
Congressman Sam Farr
Congresswoman Anna Eshoo
Carolyn Chaney, Capital Edge
RCTF

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