

BILL: SB 1121 (Gonzalez, D-Long Beach)
Introduced February 16, 2022
Amended March 8, 2022
Amended April 6, 2022

SUBJECT: SB 1121 would require the California Transportation Commission to create a needs assessment to analyze the costs over the next ten years to operate, maintain and provide the necessary growth of the state and local transportation system.

STATUS: Pending in the Assembly Transportation Committee
Passed the Senate Floor 32-0
Passed the Senate Appropriations Committee 6-0
Passed the Senate Transportation Committee 14-0

SUMMARY AS OF JUNE 1, 2022:

SB 1121 (Gonzalez, D-Long Beach) would require the California Transportation Commission (CTC) 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 ten years. As part of this assessment, the CTC is to forecast the expected revenue, including federal, state and local revenues to pay for the identified costs, any shortfall in revenue, and make recommendations on how any shortfall should be addressed. The state transportation system would be defined to include: bicycle and pedestrian facilities; local streets and roads; highways bridges and culverts; and transit systems, commuter rail systems, and intercity rail systems, including the operation of those systems. In developing the needs assessment, the CTC is to consult with relevant stakeholders including metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments and transit operators.

In determining the cost of the necessary future growth of the system, the CTC is to include the costs of improvements included in the state transportation improvement program and the State Highway System Management Plan. In addition, the assessment is to include the costs to address climate change impacts to provide for system resiliency.

The CTC would be required to submit the needs assessment to the Legislature by January 1, 2024, and update the assessment every two years thereafter.

EFFECTS ON ORANGE COUNTY:

SB 1121 is supported by Transportation California and the California State Association of Counties. The intent of the bill is to have a more comprehensive understanding of the costs to operate, maintain and grow the transportation system going forward, including the costs to address climate change impacts and provide for system resiliency. This could then inform any future policy discussions. The last time CTC did a needs assessment was in 2011. Since that time, SB 1 (Chapter 5, Statutes of 2017) passed and provide

significant new revenues for transportation. However, shortfalls still exist, especially as costs of delivery have also increased.

SB 1121 could provide a critical means to allow for increased transparency in various areas including:

- The costs to fund sustainable transit operations consistent with the push to expand transit capital systems throughout the State.
- The costs of transitioning to zero-emission technology and the associated maintenance costs of such.
- Improved understanding of the long-term costs of maintaining the current system, including that related to highways, active transportation and transit.
- Identified transportation mobility needs in the system to support future growth, and the costs associated with them.
- Given the current dynamics associated with increased costs of labor and materials, an improved understanding of how fuel costs and inflationary pressures are impacting our ability to deliver and maintain transportation infrastructure.
- The importance of local sales tax programs in contributing to meeting the transportation needs of the State and regions.

A SUPPORT position is consistent with the Orange County Transportation Authority's (OCTA) 2021-22 State Legislative Platform principle to, "Support transportation funding investments and policy flexibilities that allow OCTA to provide essential, multimodal mobility improvements and services in order to meet the mobility needs of Orange County."

OCTA POSITION:

Staff recommends: SUPPORT

AMENDED IN SENATE APRIL 6, 2022

AMENDED IN SENATE MARCH 8, 2022

SENATE BILL

No. 1121

Introduced by Senator Gonzalez

February 16, 2022

An act to add Section 14518 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1121, as amended, Gonzalez. State and local transportation system: needs assessment.

Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.

This bill would require the commission 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, as provided. As part of the needs assessment, the bill would require the commission 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. The bill would require the commission

to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

Vote: majority. Appropriation: no. Fiscal committee: yes.

State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 14518 is added to the Government Code,
2 to read:

3 14518. (a) (1) The commission shall prepare a needs
4 assessment of the cost to operate, maintain, and provide for the
5 necessary future growth of the state and local transportation system
6 for the next 10 years. As part of the needs assessment, the
7 commission shall forecast the expected revenue, including federal,
8 state, and local revenues, to pay for the cost identified in the needs
9 assessment, any shortfall in revenue to cover the cost, and
10 recommendations on how any shortfall should be addressed.

11 (2) In determining the cost to provide for the necessary future
12 growth of the state and local transportation system in the needs
13 assessment, the commission shall include the costs of transportation
14 system improvements included in regional, interregional, and state
15 transportation improvement programs adopted pursuant to Chapter
16 2 (commencing with Section ~~14520~~: 14520) and the State Highway
17 System Management Plan adopted pursuant to Section 164.6 of
18 the Streets and Highways Code.

19 (3) The commission shall include the cost to address climate
20 change impacts and to provide for system resiliency in the needs
21 assessment.

22 (4) In developing the needs assessment, the commission may
23 use existing reports or analyses.

24 (5) *In developing the needs assessment, the commission shall*
25 *consult with relevant stakeholders, including, but not limited to,*
26 *metropolitan planning organizations, county transportation*
27 *commissions, regional transportation planning agencies, local*
28 *governments, and transit operators.*

29 (b) Notwithstanding Section 10231.5, the commission shall
30 submit the needs assessment to the Legislature on or before January
31 1, 2024, and biennially thereafter. The needs assessment shall be
32 submitted in compliance with Section 9795.

1 (c) For purposes of this section, “state and local transportation
2 system” includes ~~bike~~ *all of the following*:
3 (1) *Bicycle and pedestrian facilities, local facilities.*
4 (2) *Local streets and roads, highways, roads.*
5 (3) *Highways, bridges, transit, and culverts.*
6 (4) *Transit systems, commuter rail systems, and intercity rail*
7 *systems, and state-operated rail systems, including the operation*
8 *of those systems.*

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