

Assembly Bill No. 1020

Passed the Assembly August 24, 2006

Chief Clerk of the Assembly

Passed the Senate August 22, 2006

Secretary of the Senate

This bill was received by the Governor this _____ day
of _____, 2006, at _____ o'clock ____M.

Private Secretary of the Governor

CHAPTER _____

An act to add Sections 14522.1, 14522.2, 14522.3, 14522.4, and 14522.5 to, and to add Chapter 2.68 (commencing with Section 65089.60) to Division 1 of Title 7 of, the Government Code, relating to planning.

LEGISLATIVE COUNSEL'S DIGEST

AB 1020, Hancock. Transportation planning: improved travel models.

Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation.

This bill would require the commission, by December 31, 2007, to adopt guidelines related to the travel demand models used in the development of regional transportation plans by regional transportation planning agencies. The bill would require a regional transportation planning agency for a region with a population of 800,000 or more to use those guidelines. The bill would specify certain policy choices that a travel demand model shall be capable of evaluating. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements. Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

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

SECTION 1. The Legislature finds and declares all of the following:

(a) Improvements to the transportation planning process may have significant economic and environmental benefits for California residents, and may contribute to ensuring government expenditures on transportation infrastructure will be more cost-effective.

(b) Transportation planning, transportation infrastructure investment decisions, and land use planning decisions may be improved through the provision of enhanced information to decisionmakers. Significant benefits should thereby accrue to the agencies responsible for those decisions by identifying investments and other decisions that benefit California's air quality and economy because motor vehicles produce over 60 percent of smog precursor emissions in some urban regions, and automobile usage costs California households one hundred billion dollars (\$100,000,000,000) annually.

(c) The recently enacted federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the evaluation of the economic development impacts of transportation plans by the Department of Transportation (Caltrans) and regional transportation planning agencies.

(d) Current planning models and analytical techniques used for making transportation infrastructure decisions and for air quality planning should be enhanced to better assess the effects of policy choices, such as encouraging more compact residential development patterns, expanding mass transit services and accessibility, creating more walkable communities with housing, retail, and commercial development, and implementing economic incentives and disincentives such as tolls, transit pricing, and parking charges.

(e) Because of new policy analysis requirements, improved modeling techniques will enhance the opportunity for elected officials and other government decisionmakers to have access to better information on which to base transportation decisions.

(f) Improved transportation planning models may improve the potential benefits of comprehensive planning and allow decisionmakers to be better informed.

(g) Enhanced travel models and analytical techniques may assist regional transportation planning agencies in assessing cumulative impacts of transportation plans, as required by the California Environmental Quality Act.

(h) The Department of Transportation is working with regional transportation planning agencies to develop more effective transportation models. Significant improvements have been made in transportation modeling practices, however, the improved models are not yet widely and consistently used. These models may also be used in air quality planning to enhance emissions reductions and to cut the cost of clean air compliance. Introduction of the models has been constrained due to the limited resources available to regional transportation planning organizations.

(i) It is therefore the intent of the Legislature to encourage improvements to transportation modeling statewide which will contribute to transportation funds being spent more wisely.

SEC. 2. Section 14522.1 is added to the Government Code, to read:

14522.1. (a) The commission shall adopt guidelines related to the travel demand models used in the development of regional transportation plans by regional transportation planning agencies designated pursuant to Section 29532. The preparation of the guidelines shall include the formation of an advisory committee that shall include representatives of the regional transportation planning agencies, the department, organizations knowledgeable in the creation and use of travel demand models, and organizations concerned with the impacts of transportation investments on communities and the environment. The commission shall hold two workshops on the guidelines, one in northern California and one in southern California.

(b) The department shall assist the commission in the preparation of the guidelines, if requested to do so by the commission.

(c) The guidelines shall be adopted on or before December 31, 2007.

SEC. 3. Section 14522.2 is added to the Government Code, to read:

14522.2. (a) The guidelines adopted pursuant to Section 14522.1 shall apply to a regional transportation planning agency for a region with a population of 800,000 or more as of the most recent decennial census. In the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, that agency shall be the agency described in Section 130004 of the Public Utilities Code.

(b) A regional transportation planning agency for a region with a population of less than 800,000 as of the most recent decennial census may, at its discretion, follow the guidelines.

SEC. 4. Section 14522.3 is added to the Government Code, to read:

14522.3. The travel demand models described in Section 14522.1 shall be capable, to the extent practicable, of evaluating at least the following policy choices:

(a) Account for travel demands during at least four time intervals during the day.

(b) Account for induced travel and induced land development resulting from highway or passenger rail expansion.

(c) Include mode split models that allocate trips between automobile, transit, carpool, and bicycle and pedestrian trips. If a travel demand model is unable to forecast bicycle and pedestrian trips, another means may be used to estimate those trips.

(d) Residential land use densification.

(e) Proximity of residential areas to centers of employment.

(f) Identify the relationship between land use density and household motor vehicle ownership and vehicle miles traveled.

(g) The impact of enhanced transit service levels on reducing overall vehicular travel and car ownership.

(h) Mixed land uses.

(i) Parking charges and parking cash-out.

(j) Peak period freeway tolls.

(k) Twenty-four-hour freeway tolls.

(l) A freight travel model and a commodity flows travel model may be included in the travel models, if those models are appropriate to the region.

SEC. 5. Section 14522.4 is added to the Government Code, to read:

14522.4. A regional transportation planning agency described in subdivision (a) of Section 14522.2 shall demonstrate in its regional transportation plan the extent to which its regional travel demand models assist other public agencies to evaluate large private and public land development projects, including accounting for the impacts of density and mixed land uses on travel.

SEC. 6. Section 14522.5 is added to the Government Code, to read:

14522.5. A regional transportation planning agency described in subdivision (a) of Section 14522.2 shall report to the commission on how the regional travel demand model supports corridor planning and small area planning, at the time the regional transportation plan is submitted to the commission and department pursuant to Section 65080.

SEC. 7. Chapter 2.68 (commencing with Section 65089.60) is added to Division 1 of Title 7 of the Government Code, to read:

CHAPTER 2.68. INTEGRATED TRANSPORTATION AND LAND
USE PLANNING

65089.60. The department, in partnership with the agencies described in subdivision (a) of Section 14522.2, is encouraged to develop budgeting plans that ensure the continuous improvement of travel models. The agencies are encouraged to subject their models to peer review at least every 10 years. The agencies are further encouraged to conduct statistically valid household travel surveys that endeavor to adequately survey all travel modes, to the extent feasible. The department, in partnership with the agencies, may endeavor to develop methodologies that will validate predicted versus measured vehicle speeds on highways and traffic volumes by time of travel on roadway links.

65089.61. The department, in partnership with the agencies described in subdivision (a) of Section 14522.2, shall develop standards for disseminating the methodology, results, and key assumptions of the travel demand models in a way that would be useable and understandable to the public.

65089.62. If the agencies described in subdivision (a) of Section 14522.2 meet the modeling requirements of this chapter,

their models shall be considered state of the practice and fully adequate technically.

65089.63. The department shall meet at least annually with the agencies described in subdivision (a) of Section 14522.2 to evaluate their progress in meeting the technical requirements listed in this chapter, and to identify resources available to assist them in meeting the requirements in the most timely and complete manner practical.

SEC. 8. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

Approved _____, 2006

Governor