

Date of Hearing: April 11, 2016

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

AB 2741 (Salas) – As Amended March 18, 2016

SUBJECT: Long-range transportation planning: California Transportation Plan

SUMMARY: Requires the California Transportation Plan (CTP) to be approved by the California Transportation Commission (CTC).

EXISTING LAW:

- 1) Vests CTC with responsibility to advise and assist the Secretary of the California State Transportation Agency (CalSTA) and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.
- 2) Finds and declares that:
 - a) It is in the best interest of the state to have an integrated state and regional transportation planning process;
 - b) Federal law mandates the development of state and regional long-range transportation plans as a prerequisite for receipt of federal transportation funds; and,
 - c) The preparation of these plans shall be a cooperative process involving local and regional government, transit operators, congestion management agencies, and the goods movement industry.
- 3) Requires the California Department of Transportation (Caltrans) to update the CTP by December 31, 2015, and every five years thereafter, based on consultation and review and comments by a host of state agencies and the general public.
- 4) Requires Caltrans to make a final draft available to the Legislature and the Governor for review and comment prior to adopting the plan or update; the Governor must then adopt the plan and submit it to the Legislature and the Secretary of the United States Department of Transportation.
- 5) Requires the CTP to include all of the following elements:
 - a) A policy element that describes the state's transportation policies and system performance objectives;
 - b) A strategic element that is to incorporate the broad system concepts and strategies synthesized from adopted regional transportation plans.
 - c) A recommendation element that includes economic forecasts and recommendations to the Legislature and the Governor to achieve the plan's broad system concepts, strategies, and performance objectives.

- 6) Requires the CTP to consider all of the following subject areas for the movement of people and freight:
 - a) Mobility and accessibility;
 - b) Integration and connectivity;
 - c) Efficient system management and operation;
 - d) Existing system preservation;
 - e) Safety and security;
 - f) Economic development, including productivity and efficiency; and
 - g) Environmental protection and quality of life.
- 7) Requires the CTP to address how the state will achieve maximum feasible emissions reductions and to identify the statewide integrated multimodal transportation system needed to achieve these results.
- 8) Requires the CTC to review recommendations in the updated CTP prepared by Caltrans and prepare specific, action-oriented, and pragmatic recommendations for transportation system improvements and to include the recommendations in its annual report to the Legislature and the Governor.

FISCAL EFFECT: Unknown

COMMENTS: In 2014, the Legislature passed and the Governor signed SB 486 (DeSaulnier), Chapter 917, Statutes 2014. SB 486 had a number of provisions related to transportation planning and programming, chief among them were provisions that sought to align the state's overarching policy goals with its long-term transportation planning efforts and then to use these planning efforts to guide investments. Eventually, this alignment should ensure that only projects that are consistent with the state's overarching policy goals, as reflected in the CTP, are funded in one of a number of different transportation programming processes.

Given the significance of the CTP, the Legislature charged the CTC with the responsibility to inform the CTP process. Specifically, commencing with the update to the CTP that is required on or before December 31, 2020, SB 486 authorized the CTC to prescribe study areas for analysis and evaluation by Caltrans and to establish guidelines for preparation of the CTP. SB 486 did not, however, vest the CTC with the responsibility to approve the CTP.

The role of the CTC in establishing guidelines to govern transportation programs is not new. The Legislature has increasingly turned to the CTC to guide and oversee implementation of transportation programs as they are created, such as the Active Transportation Program created in 2013 [SB 99 (Committee on Budget and Fiscal Review), Chapter 359, Statutes of 2013], the interregional transportation strategic plan, revised by SB 486 in 2014, and the highway toll program, created last year [AB 194, (Frazier), Chapter 687, Statutes of 2015].

The author has introduced AB 2741 in response to a "growing concern over accountability in the transportation-planning process." The author correctly points out that, while the CTC has the authority to establish long-term transportation goals, Caltrans is not required to follow the CTC's policy direction. AB 2741 requires the CTC to approve the CTP to ensure the plan aligns with the guidelines and policy expectations set forth by the CTC and is consistent with the long-standing role the Legislature has entrusted the CTC with in helping to guide transportation policy

REGISTERED SUPPORT / OPPOSITION:**Support**

None on file

Opposition

None on file

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