

Date of Hearing: March 20, 2023

ASSEMBLY COMMITTEE ON TRANSPORTATION
Laura Friedman, Chair
AB 744 (Juan Carrillo) – As Introduced February 13, 2023

SUBJECT: California Transportation Commission: data, modeling, and analytic software tools procurement

SUMMARY: Requires the California Transportation Commission (CTC) to acquire solutions for data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, economic, and climate change strategies and goals. Specifically, **this bill:**

- 1) Makes findings and declarations related to the state need for travel demand data and modeling.
- 2) Requires the CTC to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools that may include, but are not limited to, the purchase of software licenses, or subscription licenses to travel demand models, models informed by global positioning system or other spatial information, and other mobility information and data, modeling, and analytic software tools related to commercial freight, demographics, census-tract level land use, transportation safety, transportation-induced emissions, consumer spending, or travel forecasts.
- 3) Allows the CTC to provide a direct allocation of funding to local agencies engaged in state-of-the-art technology operations as a determined request for procurement of data, modeling, and analytic software tools or a process by which the commission grants access to the data, modeling, and analytic software tools it procures directly.
- 4) Requires the CTC to serve as a convener of state agency coordination for the assessment and implementation of data, modeling, and analytic software tools to promote related commercial freight, demographics, census-tract level land use, transportation safety, transportation-induced emissions, consumer spending, or travel forecasts, among others.
- 5) Requires the CTC to provide access to the data, modeling, and analytic software tools to state and local agencies required to prepare and adopt a sustainable communities strategy.
- 6) No later than February 1, 2026, requires a state or local agency which receives a grant of funds or access to data, modeling, and analytic software tool, to submit a report to the commission about the use of the data, modeling, and analytic software tools for sustainable transportation, safety, active transportation planning, equity, affordable housing, efficient land use, air quality, or climate change-related programs.
- 7) No later than July 1, 2024, requires the CTC to develop a proposal to procure data, modeling, and analytic software tools or a process by which the commission grants access to the data it procures directly.

- 8) No later than December 1, 2026, requires the CTC to submit a report to the legislature regarding the use of the data, modeling, and analytic software tools procured by state and local agencies for sustainable transportation, safety, active transportation planning, equity, affordable housing, efficient land use, air quality, and climate change-related programs.
- 9) Provisions in this bill are contingent upon appropriation of funds by the Legislature.

EXISTING LAW:

- 1) Establishes the CTC in the Transportation Agency. (Government Code (GOV) 14500)
- 2) Vests the CTC with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. (GOV 14520-14534.1)

FISCAL EFFECT: Unknown

COMMENTS: Accessible data facilitates accountability and transparency for a government's citizens. Effective demonstration of data can establish baselines, benchmarks, and goals to measure the effectiveness of a given strategy. Given the state's myriad of climate, safety, maintenance, efficiency, and equity goals in the transportation sector alone, there is a need for consistent data in order to assess how the state's transportation infrastructure investments align with state goals and benchmarks.

The OPEN Government Data Act requires federal agencies to publish information as open data (i.e., publicly accessible, machine readable, and free to use, modify, and share), maintain data inventories, and engage with the public about agency data.

The California Government Operations Agency sponsors data.ca.gov, a statewide open data portal created to improve collaboration, expand transparency and lead to innovation and increased effectiveness. Participating state departments with an open data portal of their own include: California Natural Resources Agency, California Health and Human Services, California State Controller's Office, California Department of Justice, California State Board of Equalization, California Employment Development Department, California Department of Tax and Fee Administration, California Public Utilities Commission, California State Treasurer, and the California Franchise Tax Board.

The California Department of Transportation (Caltrans) has posted 34 data sets onto data.ca.gov, ranging from emergency road closures to ports of entry to the number of Caltrans employees working from home in 2020. The CTC does not have any datasets posted on data.ca.gov.

Rebuildingca.gov includes information from Caltrans, CTC, California State Transportation Agency (CalSTA), and the United States Department of Transportation (USDOT) on state programs and projects that are funded by the State Road Repair and Accountability Act of 2017, and the federal Infrastructure Investment and Jobs Act of 2021. However, data sets are not published on this site.

Show me the numbers. California lacks a public data portal in the transportation sector that is easy to search, download, combine with data sets from other sources, and simple to use to track how the projects funded align with helping to the state achieve its climate goals.

Many other states (such as Virginia, North Carolina, Texas, and Ohio) have implemented transportation data dashboards that provide access to clear and accessible data such as infrastructure condition, sources of project funding, and project location.

This bill requires the CTC to procure, manage, and create processes for the state and local governments, for the use of advanced data analytics software that can obtain high-quality, detailed data projections of future condition based on expected changes to the population, land use, and transportation infrastructure.

There are at least 16 companies that provide this kind of real-time transportation behavior forecasting, including; Cambridge Systematics, Replica, Imrix, CATT Laboratory, Citilabs Streetlytics, Caliper, Streetlight, Here, Wejo Data, GeoTab, Teralytics, TomTom, AirSage, Mobileye Data, Rekor Systems, and UrbanSDK.

State agencies, including Caltrans, the California Air Resources Board, and CTC, have already begun procurement programs for “big data” analytics, but lack coordination and sustainable funding for ongoing investments and determinations about the value of those programs. Regional and local agencies are also participating in procurements without ongoing, sustainable funding options.

Additional data can be used to combine existing location data with mobility (parcel level land use, daily vehicle miles traveled per capita, network link volumes and trip patterns, commercial and on-street parking) and demographic data (mean household incomes) to create a common operating picture for the state, regions, locals, and interested stakeholders. This data can then be used to measure baselines and understand how policy and siting decisions have impacted zero emission vehicle deployment and progress towards meeting the state’s climate goals.

Data projections can be used to measure equity impacts from various funding and policy decisions. Statewide demographics and socioeconomic data can be used to analyze the inequities certain communities face in daily transportation decisions – from access to transportation options to commute times to access to jobs, school, healthcare, and recreational activities, as well as pollution exposure due to regional transportation activity.

While California is lacking consistent, digestible data on current transportation planning and funding decisions, this bill seeks to better inform future transportation planning decisions with robust data and metrics. This bill also seeks to provide equal access to data modeling tools in order to plan and achieve the state’s housing, climate, air quality, and land use goals.

According to the author, “After coming out of a pandemic, we’ve seen that many things have changed about how people are using transit - from the trip length, to the time of day of commutes, and even where they start and end their travel. Too often, important decisions are made with data that’s out of date, incomplete, or both. Unfortunately, lower-trafficked and rural roads are often overlooked, which can skew the data for city-wide, regional, or national analyses. As a former City Planner, I understand the challenges of providing local transit options that are reliable, affordable, and easy to use. AB 744 would authorize the CTC to establish best practices

for the use of data in transportation planning to rapidly respond to shifting commuter demand. Specifically, this bill would identify data elements, types of data sources, desired data outputs, and modeling parameters that may be used by state and local agencies. These data platforms provide the origin-destination data required to design and implement effective, long-term transportation plans and strategies.”

In support, Streetlight Data, Inc., writes, “By measuring what matters, the State of California would be taking a historic first step to setting baseline for the policy outcomes it envisions as it relates to transportation, housing, climate, sustainable communities, economic development, jobs access and racial equity. Therefore, we are pleased to support AB 744 and look forward to working with you throughout the legislative process.”

Previous legislation. SB 695 (Gonzalez of 2023) would require the department, beginning November 1, 2024, to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year.

AB 1475 (Fong of 2023) would require CalSTA to create and maintain on its internet website a performance dashboard that, for every project overseen by the Department of Transportation, provides metrics, fiscal information, and operational information, as specified.

SB 992 (Beall of 2020) would have required the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency, including timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.

SB 1 (Beall) Chapter 5, Statutes of 2017 increases several taxes and fees to raise roughly \$52.4 billion over ten years in new transportation revenues and makes adjustments for inflation every year; directs the funding to be used towards deferred maintenance on the state highways and local streets and roads, and to improve the state's trade corridors, transit, and active transportation facilities.

REGISTERED SUPPORT / OPPOSITION:

Support

California State Association of Counties
League of California Cities
Self-help Counties Coalition
Streetlight
Streets for All
Transportation California

Opposition

None on file

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