Evergreen Action

Induced Demand

Policy Overview

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Modeling Mobility (9/16/25)

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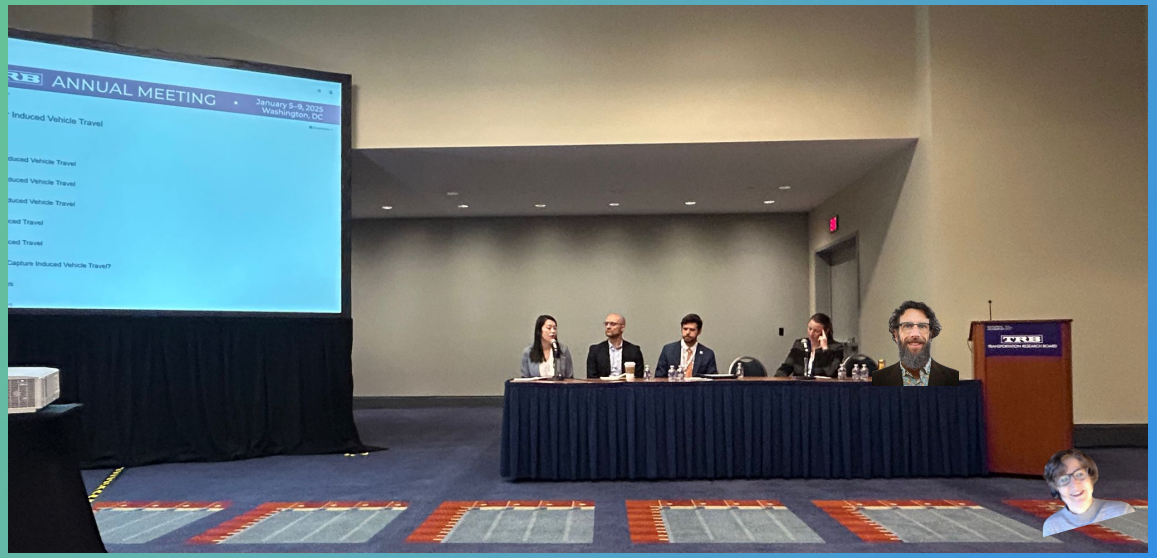
Evergreen Action

Part 2 of TRB-AM 2025 Panel on Induced Demand



Policy Background

Bipartisan Infrastructure Law (BIL) Section 11205

SEC. 11205. TRAVEL DEMAND DATA AND MODELING.

(b) STUDY.— (1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, and not less frequently than once every 5 years thereafter, the Secretary shall carry out a study that—

(A) gathers travel data and travel demand forecasts from a representative sample of States and metropolitan planning organizations;

(B) uses the data and forecasts gathered under subparagraph (A) to compare travel demand forecasts with the observed data, including—

(i) traffic counts;

(ii) travel mode share and public transit ridership; and

(iii) vehicle occupancy measures;

Bipartisan Infrastructure Law (BIL) Section 11205

SEC. 11205. TRAVEL DEMAND DATA AND MODELING.

and (C) uses the information described in subparagraphs (A) and (B)—

(i) to develop best practices or guidance for States and metropolitan planning organizations to use in forecasting travel demand for future investments in transportation improvements;

(ii) to evaluate the impact of transportation investments, including new roadway capacity, on travel behavior and travel demand, including public transportation ridership, induced highway travel, and congestion;

(iii) to support more accurate travel demand forecasting by States and metropolitan planning organizations; and

(iv) to enhance the capacity of States and metropolitan planning organizations—

(I) to forecast travel demand; and

(II) to track observed travel behavior responses, including induced travel, to changes in transportation capacity, pricing, and land use patterns.

Bipartisan Infrastructure Law (BIL) Section 11205

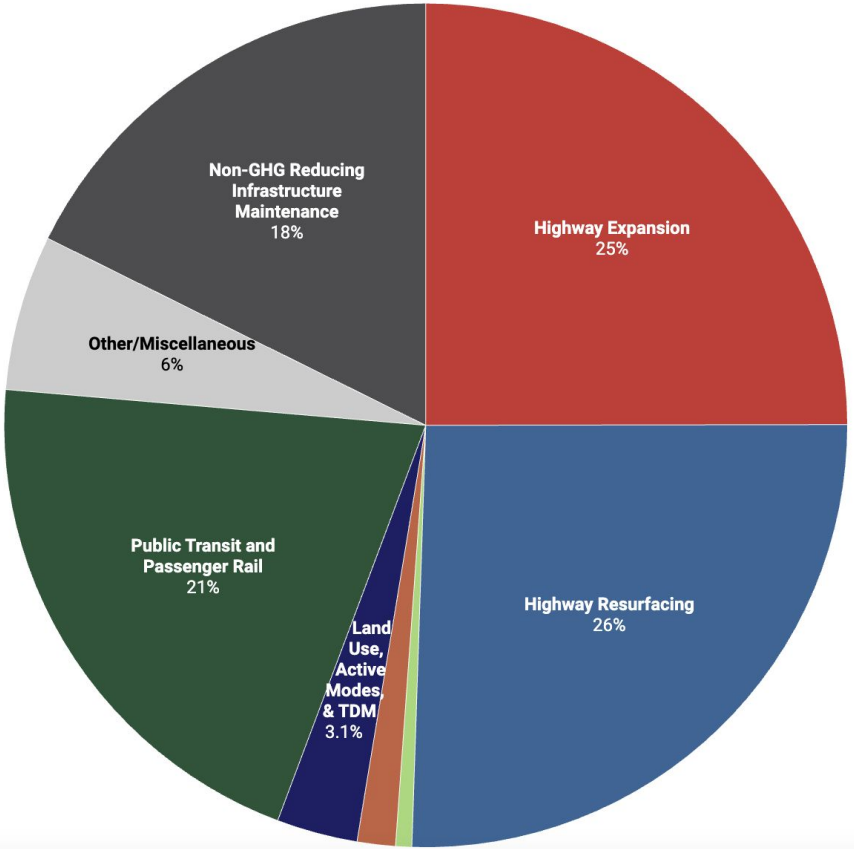
SEC. 11205. TRAVEL DEMAND DATA AND MODELING.

(2) SECRETARIAL SUPPORT.—The Secretary shall seek opportunities to support the transportation planning processes under sections 134 and 135 of title 23, United States Code, through the provision of data to States and metropolitan planning organizations to improve the quality of plans, models, and forecasts described in this subsection.

(3) EVALUATION TOOL.—The Secretary shall develop a publicly available multimodal web-based tool for the purpose of enabling States and metropolitan planning organizations to evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets within the State or area served by the metropolitan planning organization, as applicable.

Bipartisan Infrastructure Law

The single largest share of BIL dollars has gone to highway capacity expansion projects, increasing induced demand.



U.S. Department of Transportation Implementation

Historical Accuracy Study: “Induced Demand Assessment Framework: A Guide” (NCHRP 08-184)

→ *Panelist Irfan Batur, Arizona State University will share more*

Best Practices: “Improved Travel Demand Modeling Best Practices” (USDOT, Climate Strategies that Work)

Building on previous NCHRP study, UC Davis white papers, and lessons from states

Travel Demand Modeling Best Practices

1. Account for Historical Accuracy
2. Account for National Studies
3. Disclose Model Considerations
4. Intervene Early in Planning Phase
5. Consider Congestion Mitigation Strategies

State Activities

California: Induced Demand (SHIFT) Calculator + VMT Mitigation Bank requirements

→ *Panelist Udit Molakatalla, DKS Associates, will share more*

Colorado: Advanced travel demand models + GHGe reduction requirements for new build

Minnesota: Transportation Greenhouse Gas Emissions Impact Assessments

→ *Panelist Chris Berrens, Minnesota Department of Transportation, will share more*

Where We're Headed

Opportunities Ahead

States are re-thinking project prioritization (MI, MD, MA), smart growth (CA, OR, CO, VT) and emissions in the absence of federal leadership.

Implementing U.S. DOT best practices could mean intervention with state DOT leaders, planners, and modelers who would benefit from technical assistance, communities of practice, and other supportive resources.

NCHRP study could result in additional implications for environmental review, impact analysis in project prioritization.