

California Performance Action Plan

Area	Performance-based Planning and Programming	Estimated NPRM Date:	February 2014
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Coordination Team:

FHWA/FTA Lead Staff	Members (all agencies)

Key Issues and Concerns

<ul style="list-style-type: none"> Challenges: Communications (internal and external), how to deal with different regions of the state; Data collection and analysis capacity for system performance measurement; linkages to asset management and investment strategies Planning process is currently being driven by SB 375 – how to reconcile those requirements with Federal performance requirements. What are the conflicts? For large MPOs, the measures of interest are not in the areas identified by Congress. Transportation/land use is the biggest issue for large MPOs. Measures must not penalize economically vibrant places (i.e., congestion is good). How do these new Federal requirements relate to existing requirements like Title VI, consultation with tribes in the planning process, and others. Expanded NHS increases coordination requirements – local road owners will now need to participate in the planning process on a set of issues or in a new way. Are there sufficient resources to do all the things that are being requested. Hard to demonstrate the benefits of investments on the system – have to point to projects
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Next Steps and Strategies to Move Forward

<ul style="list-style-type: none"> Build on successful efforts to coordinate across the state or within parts of the state. <ul style="list-style-type: none"> Strategic Growth Council effort for large MPOs to develop standardized indicators. Continue to meet, compare measures with national efforts. North State Super Region includes 37% of the land mass of the state and a large percentage of the state’s centerline miles. Group has worked on other issues – maybe convene them to work on data collection issues, potential for efficiencies. Tribal safety plan grants – effective and nationally recognized. Transit – Need a coordination effort between FTA, CalACT, CTA, Caltrans, MPO’s, RTPA’s and transit agencies. Help identify useful measures, reporting requirements (e.g., exemptions for small bus operators?), and data collection (i.e., how to leverage required California efforts in this area, not recreate new ones) Project selection – The California Transportation Commission has developed a combined quantitative and qualitative framework for project selection – helps ensure a balance between urban and rural needs. Need to develop an effort to examine how new Federal requirements impact or relate to this process <ul style="list-style-type: none"> Need transit and highway projects to compete together on a level playing field. Need to find ways to avoid the ‘color of money’ issue

Action Items/Schedule

Item	Action Item Description	Lead Person	Complete by