

MAP-21 FACT SHEET

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SUBJECT: Section 1202§ 135 (d)(2) Integration of Performance-Based Approach into the California Transportation Plan (CTP)

PROBLEM STATEMENT:

MAP-21 requires that performance measures and targets be integrated into the Metropolitan and Statewide and Non-metropolitan Planning Processes, including the California Transportation Plan (CTP). These performance measures and targets have yet to be developed. This new requirement will create additional workload in the next update of the CTP.

RECOMMENDATION:

The Office of Strategic Planning, in cooperation with the Division of Transportation Planning, will establish performance measures and targets to meet the requirements of MAP-21. Once the performance measures and targets have been defined, the Office of State Planning will integrate these into the next update of the CTP. This assumes the performance measures and targets will be available within a reasonable timeframe during the development of the CTP 2040, which is due December 2015. If not, performance measures and targets will be incorporated into the following CTP (CTP 2045), which would be adopted in 2020.

BACKGROUND:

Currently, SAFETEA-LU does not require performance measures and targets or the preparation of a system performance report.

MAP-21 states that each State shall establish performance measurements and targets in coordination with the MPOs, RTPOs (in California RTPAs) and transit operators (including rural transit-related measures), as well as integrate other performance-based plans in the statewide transportation plan.

Section 1202§ 135 (d) (2) The statewide transportation planning process shall provide the establishment and use of a performance-based approach-

- The State shall integrate the goals, objectives, performance measures and targets and other relevant state transportation performance-based plans and processes as part of the performance-based program.
- The performance measures and targets established shall be considered by the State when developing policies, programs, and investment priorities reflected in the CTP and statewide transportation improvement program.

ALTERNATIVES:

Pros: a) Complies with MAP-21.

- b) Integrates performance-based policies and programs, which are then and reflected in investment priorities in the CTP 2040 and the state transportation improvement program.
- c) Provides decision-makers a document for informed priority setting and supports national goals.

Cons: a) Requires that new personnel and financial resources be identified or redirected.

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PROPOSED IMPLEMENTATION SCHEDULE:

Performance measures and targets will be incorporated into the CTP 2040, which is due December 2015. This assumes that the required performance measures and targets will be available March 2014 which is one year after the USDOT rulemaking process.

Attachment(s)

<Map-21 Citation, US Code Citation, and CA Statute Affected >