

Date of Hearing: May 10, 2023

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Chris Holden, Chair

AB 1475 (Vince Fong) – As Amended April 10, 2023

Policy Committee: Transportation Vote: 15 - 0

Urgency: No State Mandated Local Program: No Reimbursable: No

SUMMARY:

This bill requires creation of an internet-based performance dashboard for every project overseen by the California Department of Transportation (Caltrans).

Specifically, this bill requires the California State Transportation Agency (CalSTA) to create and maintain on its website a performance dashboard that, for every project overseen by Caltrans, provides metrics, fiscal information and operational information, updated quarterly, including (1) safety data, (2) types of safety improvements, (3) types of infrastructure improvements, (4) types of road repairs, (5) structure condition, before and after, (6) pavement condition, before and after, (7) project impact, (8) funding sources and amounts, and (9) environmental mitigation measures.

FISCAL EFFECT:

Caltrans was not able to provide approved information to the committee before this analysis was finalized. However, it is reasonable to expect this bill's requirements to entail significant costs to Caltrans. Actual costs will depend, to a great extent, on the details of implementation, such as how many individual dashboards Caltrans develops, the amount and detail of information provided on each dashboard and the frequency and manner in which Caltrans updates each dashboard.

COMMENTS:

Background and Purpose. The California transportation system is massive. Each year, the state spends billions of dollars to maintain, upgrade and expand the system. Tracking this spending, the projects funded and the outcome of these efforts is challenging.

Caltrans and other state agencies involved in transportation collect troves of data of the types sought by this bill, which it publishes in a variety of publications, such as the Transportation Asset Management Plan (TAMP) and the State Highway Operation and Protection Program (SHOPP). However, these publications are hundreds of pages long. Pulling data from them about a given transportation project would be challenging.

The author intends this bill to create greater transparency around the state's transportation system, contending residents "deserve to see where that funding goes and how it is used." It would do so through creation of an internet based dashboard for every project overseen by Caltrans.

Other states have transportation “dashboards.” that might serve as models for implementation of this bill, should it become law. For example, North Carolina maintains an internet Organizational Performance Scorecard that “serves as an indicator of how well the department is doing in its mission of connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.” North Carolina’s scorecard tracks performance through six core goals, each of which has at least one objective and one measure: make transportation safer; provide great customer service; deliver and maintain infrastructure effectively and efficiently; improve reliability and connectivity of transportation system; and promote economic growth through better use of infrastructure. It is not clear how closely the North Carolina transportation scorecard matches the author’s vision for California transportation dashboards, but it seems these dashboard-like offerings in other states could serve as models.

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