DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

TAB 22

August 15, 2016

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

Dear Ms. Bransen:

The California Transportation Commission (Commission) adopted performance measures for four asset classes (pavement, bridges, culverts, and Intelligent Transportation System (ITS) elements) at the March 2015 meeting. The adopted performance measures included proposed Moving Ahead for Progress in the 21st Century (MAP-21) condition measures for pavement and bridges. Federal regulation requires that all states use the MAP-21 measures for target setting within their Transportation Asset Management Plans (TAMP). The technical details of the pavement and bridge performance measures are still pending final rule. As a result, the California Department of Transportation (Caltrans) has postponed the establishment of specific performance targets several times awaiting the final federal rule.

During the May 2016 Commission meeting, Caltrans committed to provide recommended performance targets during the August 2016 meeting. The targets for the four defined asset classes are necessary to establish the unconstrained need of the 2017 State Highway Operation and Protection Program (SHOPP) Ten-Year Plan as required by California Streets and Highway Code. The Streets and Highway Code requires Caltrans submit a SHOPP Ten-Year Plan to the Commission in January of odd numbered years, and the Commission has the statutory authority to approve the performance targets for the TAMP under provisions of California Government Code 14526.4 (Senate Bill 486). The SHOPP Ten-Year Plan contains both an unconstrained needs assessment and investment strategy for the SHOPP and therefore is part of the overall TAMP.

The Commission requested Caltrans recommend the unconstrained targets in advance of the January statutory date to allow time for the Commission to evaluate the recommendations. In preparation for the August 2016 Commission meeting, Caltrans developed the requested unconstrained condition targets. In meetings between Commission and Caltrans leading up to the August meeting, Caltrans was asked to develop the fiscal impacts of the proposed performance targets and further explain the basis for the targets. In order to better respond to the

Commission's requests on the recommended targets, Caltrans will need additional time to produce the required information.

Caltrans requests the Commission grant a postponement of the the August 2016 performance target discussion until the October 2016 meeting, to allow time to produce the requested fiscal impacts of the proposed targets. The proposed timeline will be consistent with the Commission's target setting authority for the unconstrained targets, and the statutory deadline for the submittal of the SHOPP Ten-Year Plan in January 2017.

The 2017 SHOPP Ten-Year Plan will include a significant shift to performance management, and have unparalleled transparency in its presentation that will better inform planning and programming of projects in the SHOPP. These significant changes are steps in our march to implementing a robust asset management plan, and we appreciate the Commissions support in our mission to improve the management of transportation infrastructure in California.

Sincerely,

for MALCOLM DOUGHERTY
Director