

California Transportation Asset  
Management Plan

# 2022 TAMP Status and Performance Management 2 (PM2)

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# Agenda

- Introductions
- TAMP Background
- 2022 TAMP Development and Current Status
- TAMP Components Subject to IIJA Changes
- Financial Plan and IIJA
- Performance Target Analysis Tool (PTAT) Demo
- 2022 TAMP Targets and Performance Management 2
- Questions and Answers



# TAMP Background

- All states are required to update their TAMP every 4 years (2018, 2022, ...)
- The TAMP includes a limited set of physical assets (NHS pavement and bridges by federal regulation) and key processes for the management of assets
- The TAMP is a joint state and local agency plan that requires coordination with all MPOs
- The TAMP is consistent with the SHSMP for state assets and working to tighten the relationship to the RTPs
- Failure to update the TAMP on schedule (March 15, 2022) could jeopardize federal funding for all projects state and local



# TAMP Development and Current Status

## TAMP Development

- 10 Listening Sessions were held between February – March 2021
- Series of Virtual TAMP Development Workshops April – September 2021
- Circulated Draft TAMP for Comments December 2021
- Comments were due February 2022
- TAMP updated and submitted to FHWA and CTC in March 2022

## TAMP Status

- Final comments by FHWA and CTC are expected by June 2022
- Currently evaluating impact to TAMP from Infrastructure Investment and Jobs Act (IIJA)
- Final 2022 TAMP by September 2022



# Draft 2022 TAMP

Draft 2022 TAMP is posted to Caltrans Asset Management webpage:



<https://dot.ca.gov/programs/asset-management/california-transportation-asset-management-plan>



# TAMP Components Subject to IJA



California

Transportation

Asset Management

Plan

Fiscal Years 2021/22-2031/32

Financial Plan

Performance Gaps

Performance  
Targets



# Does IJA Funding Impact the TAMP?

## 1) Re-evaluate investments in NHS in-light of IJA

- How much in additional federal funding (IJA is for 5 years of a 10-year plan)?
- Will the funding be spent on NHS pavement and/or bridges?

## 2) Are TAMP performance targets impacted?

- 10-Year Targets (pavement and/or bridges)
- 4-year Targets (pavement and/or bridges)



# Local IJA Funding

Local bridges will receive an additional \$253 million/year in FFY 21

Surface Transportation Block Grant increase of \$57 million/year to be distributed by population to local agencies in California





# Performance Target Analysis Tool (Demo)

Cells for data entry

### B. Analysis Parameters

General

Agency: **AMTRAK**      Asset: **Passenger**      Annual Evaluation Rate: **3.25%**  
 Line of Analysis: **TI**      Current Inventory: **268.6**      Line Miles: **1,000**      Evaluation Period (Years): **5**

#### Estimated Improvement / Capitalized Annual Funding

Use Default or Override Parameters?      **Default**

Cost Funding by Work Type	Initial	Final	Percent	Improvement	Total
Default	\$ 888,888	\$ 1,000,000	\$ 1,200,000	\$ 400,000	888888888
Override	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	888888888

X Dollars Applied to Fair to Good: **50%**      X Dollars Applied to Poor to Good: **50%**      X Dollars Applied to Poor to Good: **50%**      X Dollars Applied to Poor to Good: **50%**

X Spreading on Fair to Good: **15.0%**  
 X Spreading on Poor to Good: **25.0%**  
 X Spreading on Adding New: **20.0%**  
 X Spreading on Risk Mitigation: **0.0%**  
 X Spreading on Maint. Investment: **40.0%**

#### Average Unit Costs

Use Default or Override Parameters?      **Default**

Treatment	Default - Current			Override - Current			Unit Cost Used - Estimated			Improvement
	Capital	Support	Total	Capital	Support	Total	Capital	Support	Total	
Fix Fair to Good	\$ 581,257	0.24	\$ 844,753	\$ 581,257	0.24	\$ 844,753	\$ 737,464	0.24	\$ 1,457,529	100%
Fix Poor to Good	\$ 856,938	0.24	\$ 1,862,558	\$ 856,938	0.24	\$ 1,862,558	\$ 1,862,558	0.24	\$ 1,243,338	100%
Add New	\$ 1,000,000	0.24	\$ 1,240,000	\$ 1,000,000	0.24	\$ 1,240,000	\$ 1,428,529	0.24	\$ 1,428,529	

#### Annual Deterioration Rate

Use Default or Override Parameters?      **Default**

Condition Change	Default	Override
Good to Fair (X/Year)	3.3%	3.3%
Fair to Poor (X/Year)	4.2%	4.2%

#### TAMP Targets

Use Default or Override Parameters?      **Default**

Condition	Default	Override
Good	13.0%	7.0%
Fair	73.4%	84.0%
Poor	7.6%	9.0%

### C. Analysis Results

#### Annual Deterioration 2016 in millions

Line Change	Line Miles	Current Total
Good to Fair	1.3	0.7%
Fair to Poor	2.5	0.3%

#### Annual Improvements from Investment

Improvement	Line Miles	Current Total
Fix Fair to Good	0.5	0.3%
Fix Poor to Good	0.8	0.3%
Add New Inventory	0.6	0.3%

#### Annual Condition

Condition	Current		On-rolling: 10Y End		Invested: 10Y End		Invested: 4Y End		10Y YMR
	Line Miles	%	Line Miles	%	Line Miles	%	Line Miles	%	
Good/How	28.1	7.5%	1.4	0.5%	28.1	7.9%	28.1	7.4%	35.7
Fair	211.1	78.6%	284.5	76.4%	193.3	72.7%	285.4	78.2%	217.7
Poor	32.4	18.3%	62.7	23.0%	54.7	19.3%	44.2	16.3%	7.7

#### 10Y Performance Gap Analysis

Condition	Gap 10Y Invested - Target
Good/How	(15.3)
Fair	(18.3)
Poor	12.0

#### Annual Condition Comparison Chart

Year	Good (%)	Fair (%)	Poor (%)
Current	7.5%	78.6%	13.9%
10Y End	0.5%	76.4%	23.1%
4Y End	7.4%	78.2%	14.4%

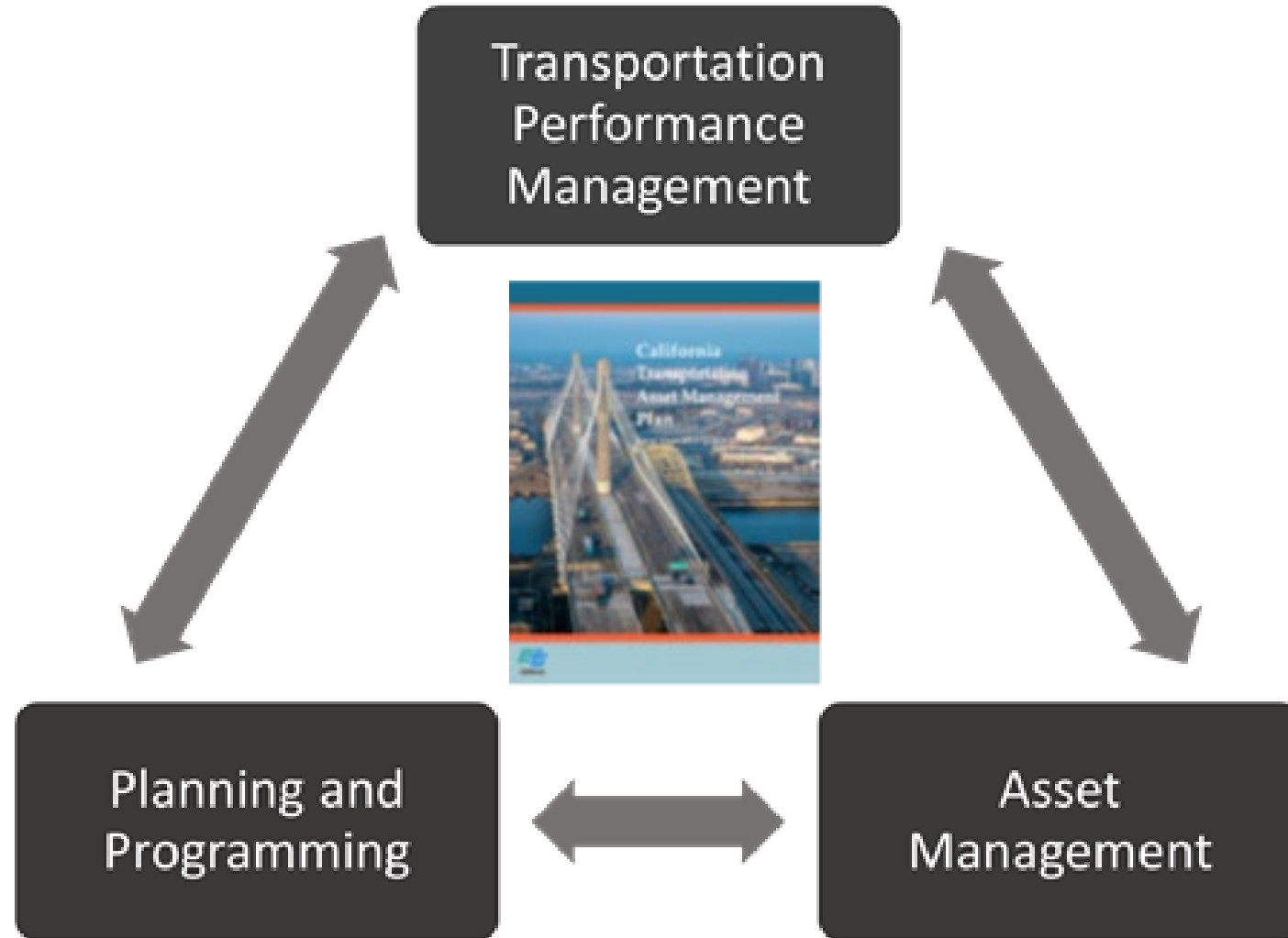
#### 10Y Needs Assessment

##### Total Cost of Work

Treatment	Invested	Cost Gap	Total
Fix Fair to Good	\$ 5,000,000	\$ -	\$ 5,000,000
Fix Poor to Good	\$ 18,000,000	\$ 42,005,387	\$ 60,005,387
Add New	\$ 8,000,000	\$ -	\$ 8,000,000
Risk Mitigation	\$ -	\$ -	\$ -
Maintenance	\$ 15,000,000	\$ -	\$ 15,000,000
Total	\$ 46,000,000	\$ 42,005,387	\$ 88,005,387



# TAMP Relationship to Performance Management 2



# Statewide Target Setting



MPOs set their own targets through the PTAT submitted to Caltrans



Caltrans also used the PTAT for state-owned assets



Quantity weighted approach was used in calculating Statewide Performance Targets

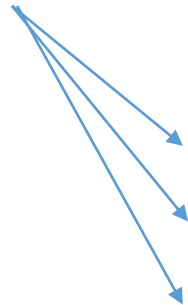


Quantity weighting is by NHS inventory owned by each MPO and Caltrans aggregated at a statewide level



# 2022 TAMP – 2- and 4-Year NHS Targets

**PM 2 Reporting  
to FHWA**



Pavement and Bridge Performance Measures	Statewide Expected Targets			
	2-Year NHS Targets (1/1/2022 - 12/31/2023)		4-Year NHS Targets (1/1/2022 - 12/31/2025)	
	Good	Poor	Good	Poor
<b>Pavements on the NHS</b>				
Interstate	47.2%	1.9%	49.2%	1.7%
Non-Interstate	21.7%	10.5%	28.2%	9.0%
<b>Bridges on the NHS</b>	49.4%	5.8%	46.6%	4.6%

**Note: From 2022 TAMP Table 3-2 Statewide Expected Performance Targets; MPO targets are included in Appendix B**



# What is Needed?

## For TAMP:

1. Caltrans will send out request
2. Review your PTATs (Pavement and Bridge)
3. If you expect to spend more funding to preserve, rehab or reconstruct NHS pavement and/or bridges, revise the PTAT, sign, and resubmit to [CT-TAM@dot.ca.gov](mailto:CT-TAM@dot.ca.gov) (expected performance targets will change)
4. If you don't expect to spend more, just send an email to [CT-TAM@dot.ca.gov](mailto:CT-TAM@dot.ca.gov) indicating that the PTAT is still valid

PTATs will be used for statewide performance targets

**Response needed by Friday, June 17, 2022**



# 2022 TAMP Status and PM 2

Questions

