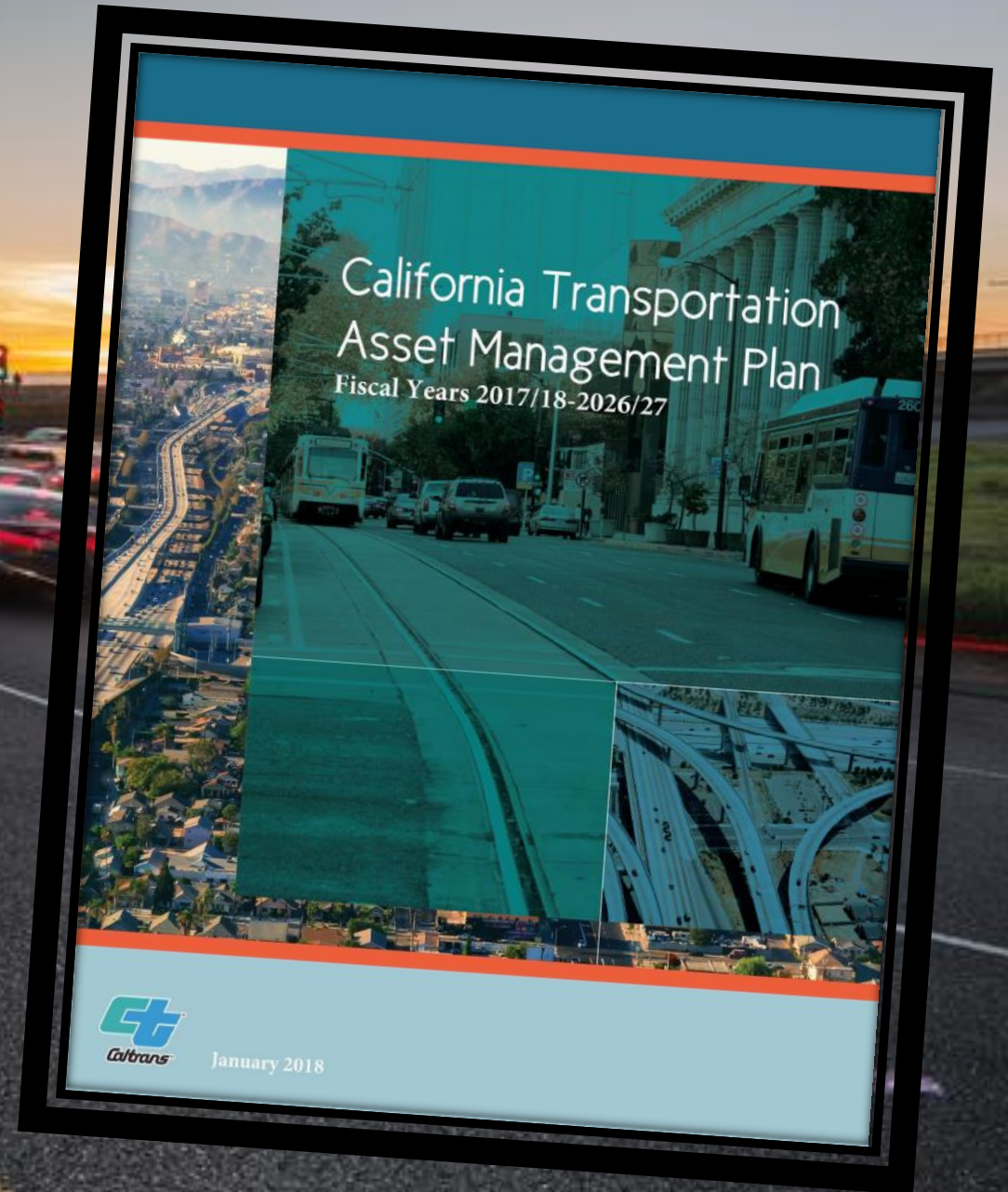


California Transportation Asset Management Plan

Connecting TPM, TAMP, and the Planning and Programming Process

April 12, 2021

Michael B Johnson, PE
State Asset Management Engineer
Caltrans, HQ Office of Asset Management



Agenda

9:00 A.M. Workshop Welcome

Mike Johnson State Asset Management Engineer

9:15 A.M. Welcome Messages

Caltrans – Mike Keever, Deputy Director

California Transportation Commission – Mitch Weiss, Executive Director

Federal Highway Administration – Vince Mammano, California Division Administrator

9:30 A.M. FHWA Expert Panel

10:30 A.M. Panel Questions & Answers

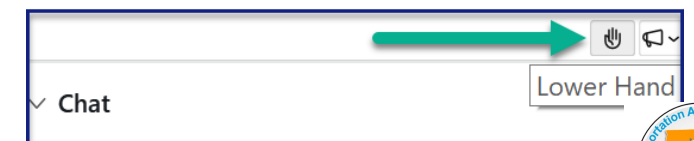
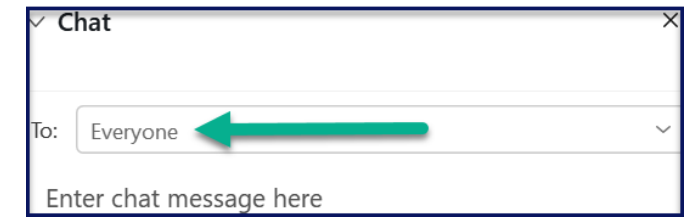
10:45 A.M. 2022 TAMP Timeline & Workshop Series

10:55 A.M. Closing Remarks



Webinar Quick-Guide

- When joining the webinar, if you clicked on the new “Join by browser” **you will not have sound**. You will need to re-join the webinar by clicking on “Join Now”
- The webinar will be recorded and posted on the Caltrans Asset Management webpage
- Use the Chat to “Everyone” feature to submit questions. We will respond to questions during the webinar as well as a Q&A at the end of the presentation
- Use the “Raise Hand” feature if you would like to communicate with Host. Click the hand again to “Lower Hand”
- If you need technical assistance with the webinar or have questions later, you can submit questions via email to: CT-TAM@dot.ca.gov



Welcome Messages

- Caltrans – Mike Keever, Deputy Director
- California Transportation Commission – Mitch Weiss, Executive Director
- Federal Highway Administration – Vince Mammano, California Division Administrator





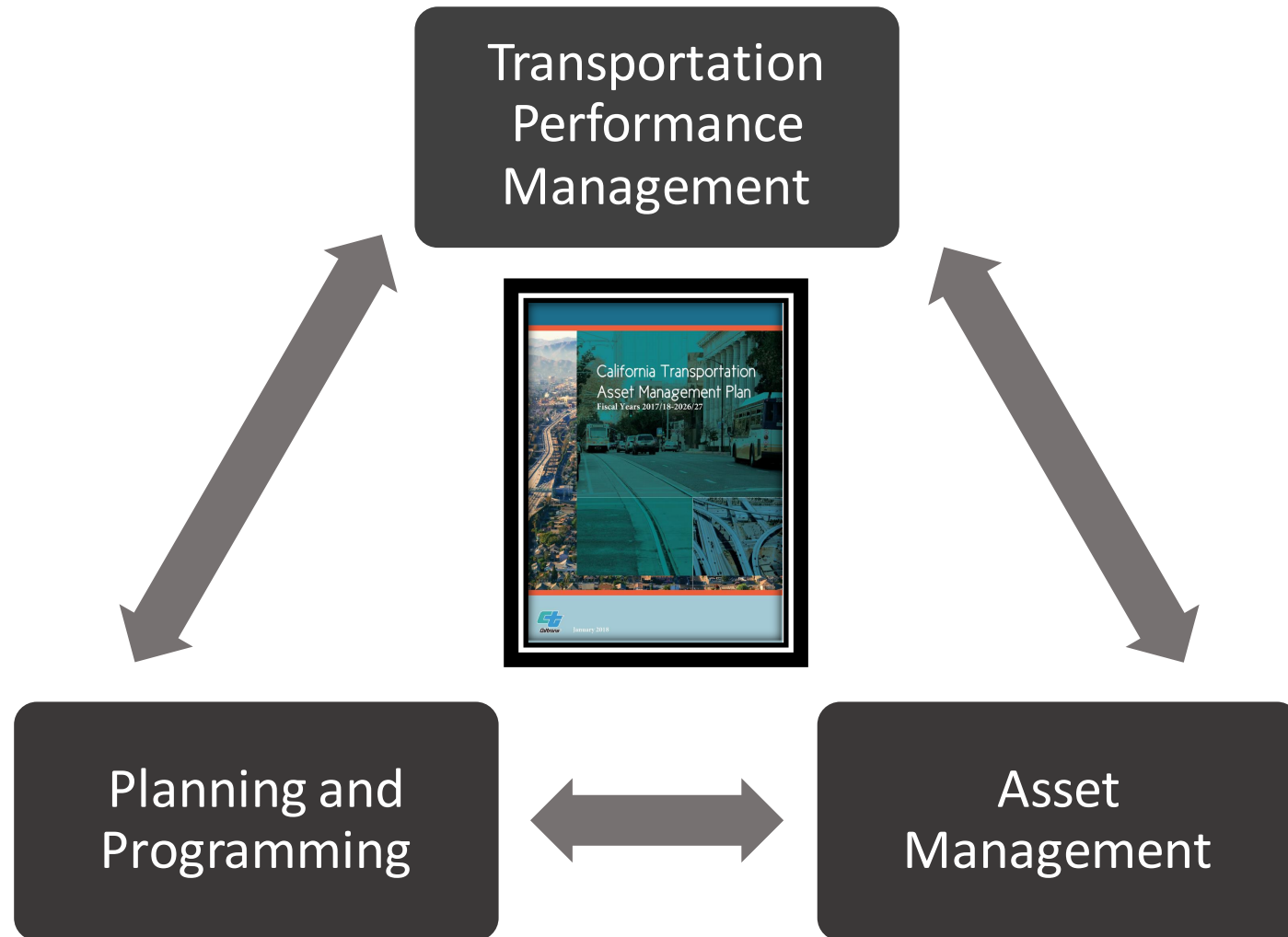
Background: Connecting the 3 Federal Asset Management Rules

Michael B. Johnson

State Asset Management Engineer

California Department of Transportation (Caltrans)

Connecting the 3 Federal Asset Management Rules



Connecting the 3 Federal Asset Management Rules

Generally Defined As:

- **Transportation Performance Management (TPM):** Approach to managing transportation system outcomes (23 CFR 490)

Product or Outcome:

- **Performance Targets (DSOR)**
 - National Highway System
 - State Highway System



Connecting the 3 Federal Asset Management Rules

Generally Defined As:

- **Asset Management:** Application to manage condition of assets through a strategic and systematic approach
(23 CFR 515)

Product or Outcome:

- **Transportation Asset Management Plan (TAMP)**



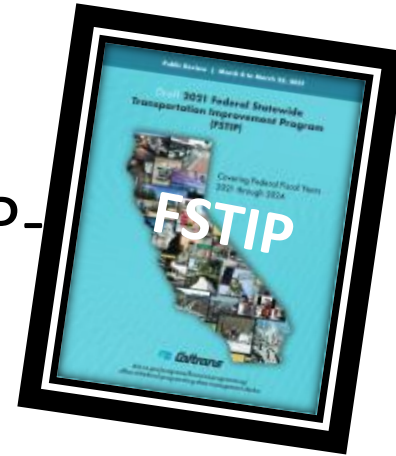
Connecting the 3 Federal Asset Management Rules

Generally Defined As:

- **Performance-based Planning and Programming:** application of performance management within planning and programming processes (23 CFR 450)

Product(s) or Outcome(s):

- Federal Transportation Improvement Program (RTIP-STIP-SHOPP-FTIP)
- Local Agency Capital Improvement Plans/Programs (CIP)
- State & Local Agency Maintenance Programs



Transportation Asset Management Expert Task Group:

“The combined effect of the performance, planning, and asset management regulations is to link performance targets to long-term objectives and then to cascade the targets through asset management strategies and the program of projects.”



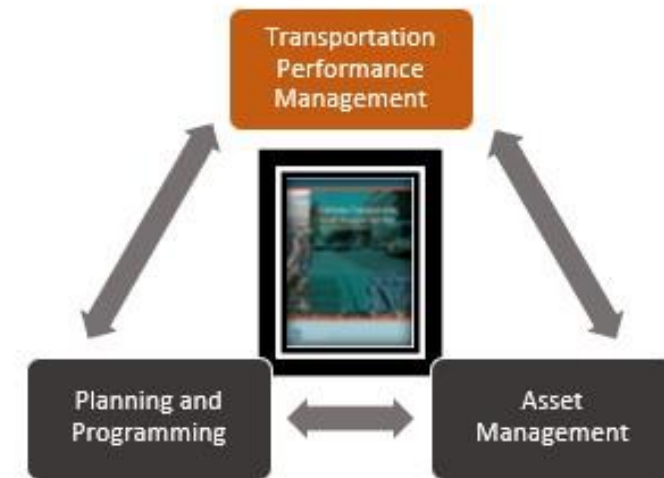
FHWA Expert Panel Introduction

- **Susanna Reck** – FHWA, HQ Office of Infrastructure TPM Team Lead
- **Steve Gaj** – FHWA, HQ Office of Infrastructure Asset Management Team Lead
- **Harlan Miller** – FHWA, HQ Office of Planning, Oversight & Stewardship Team Lead



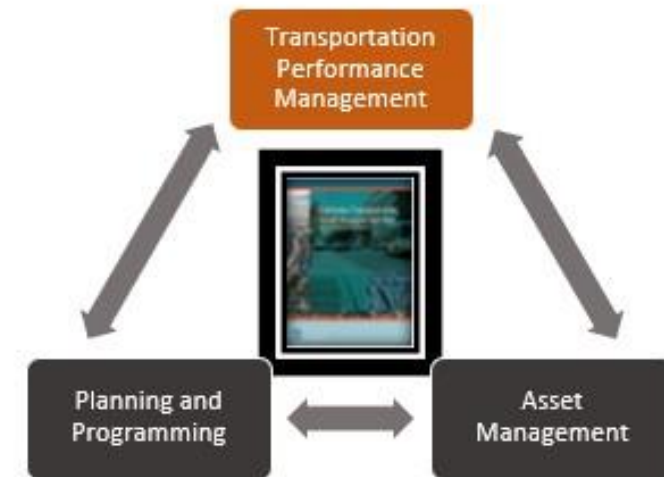
Panel Question #1 - TPM

- Can you describe the Transportation Performance Management regulations and their purpose?



Panel Question #2 -TPM

- Can you describe the scope of the transportation system to be addressed by the PM1, PM2 and PM3 targets?



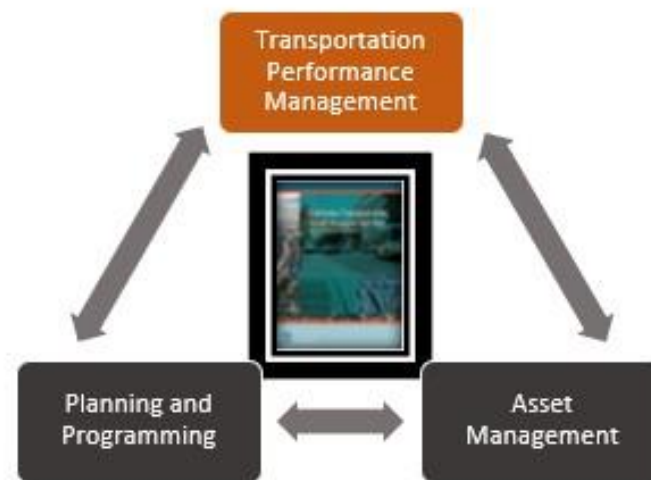
Panel Question #3 - TPM

- What is the purpose of the target setting requirement?



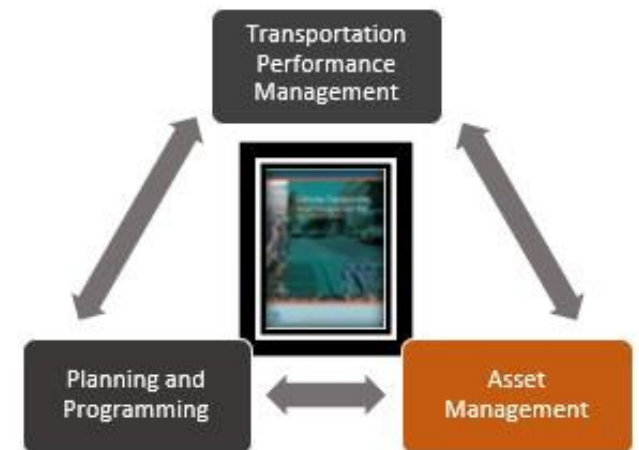
Panel Question #4 - TPM

- Should the targets be fiscally constrained or unconstrained?



Panel Question #5 - TAMP

- Can you describe how the TPM targets are expected to be used in the TAMP?



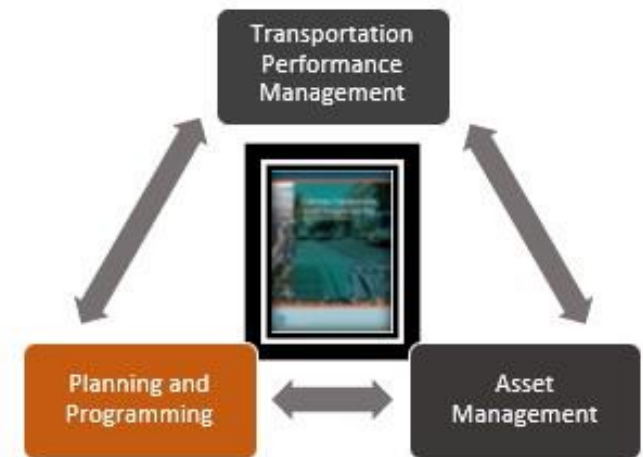
Panel Question #6 - TAMP

- The TAMP is required to be risk based. Risk mitigation costs money and would limit the degree of condition improvement possible. How should the TAMP risks influence the DSOR?



Panel Question #7 – Planning and Programming

- Targets are set in TPM and used by the TAMP in their financial scenarios. How should the targets influence the planning effort?



Panel Question #8 – Entire Panel

- Who is responsible for ensuring that progress is made toward achieving the targets established in the TPM and TAMP processes?



Panel Question #9 – Entire Panel

- How would you recommend that a proposed project portfolio be evaluated to determine if it will make progress toward established targets?



Panel Question #10 – Entire Panel

- What recommendations do you have if the existing processes are not yielding positive progress toward established targets?





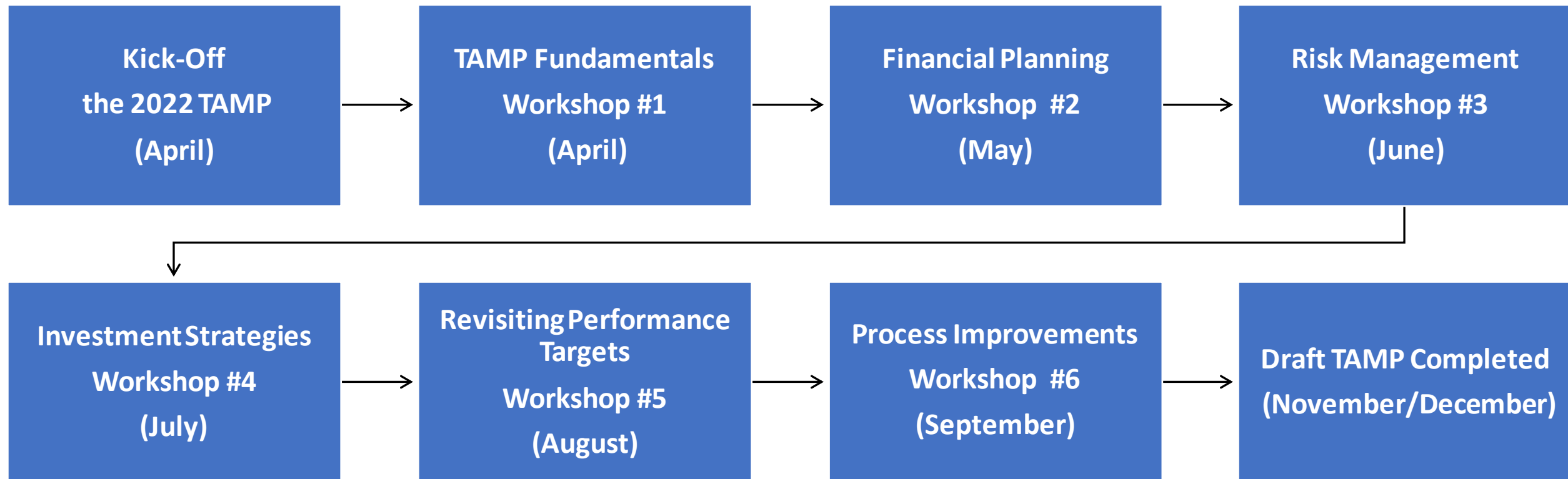
Next Steps

Dawn Foster, PE

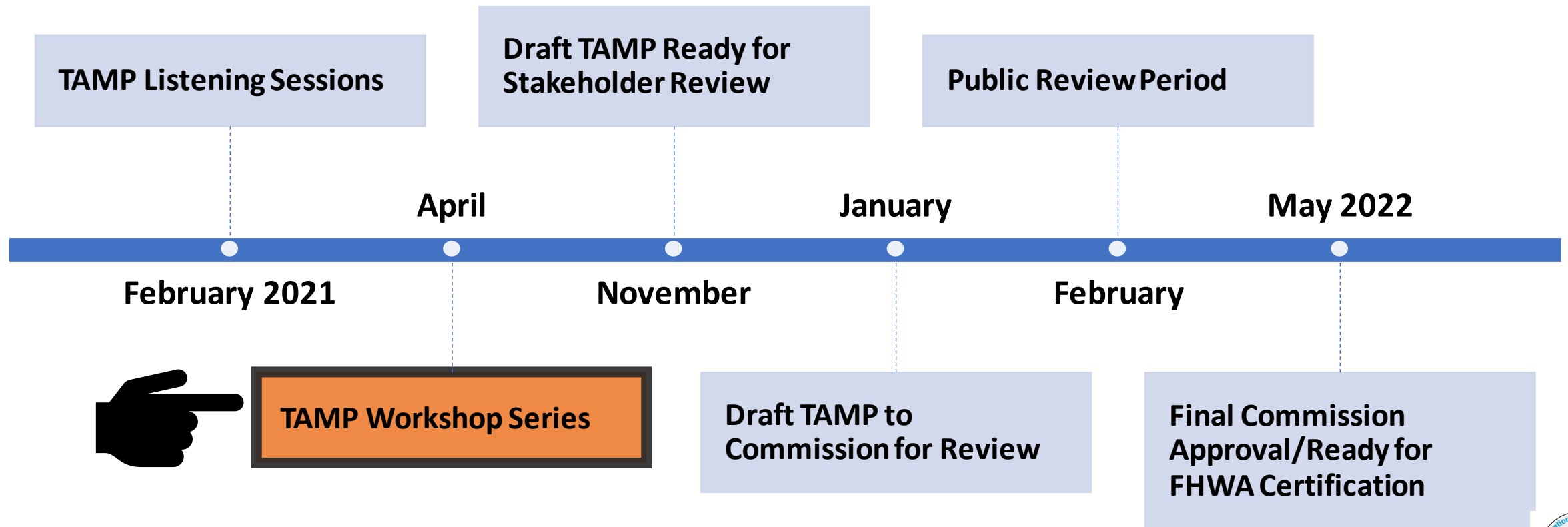
TAMP Manager

California Department of Transportation (Caltrans)

2022 TAMP Workshop Series



2022 TAMP Overall Schedule



Please Join Us for Developing the 2022 TAMP

2022 TAMP Virtual Workshop #1
TAMP Fundamentals
Date: Thursday, April 22, 2021
Time: 1:00 PM – 3:00 PM



An Email from CT-TAM@dot.ca.gov will be sent to you shortly with further details!

Visit Caltrans new TAMP Webpage:

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

