California Transportation Asset Management Plan
Culminating Workshop for the Development of the 2026 TAMP

December 10, 2025

2026
CALIFORNIA
TRANSPORTATION
ASSET
MANAGEMENT PLAN

January 2026 - December 2035

Caltrans

Prepared by the California Department of Transportation in accordance with

23 USC 119 and CA Govt Code 14526.4

Agenda

- Overview of the TAMP development process

- Summary of workshop series (March to June 2025)

- Outcomes of target setting and investment scenario analysis
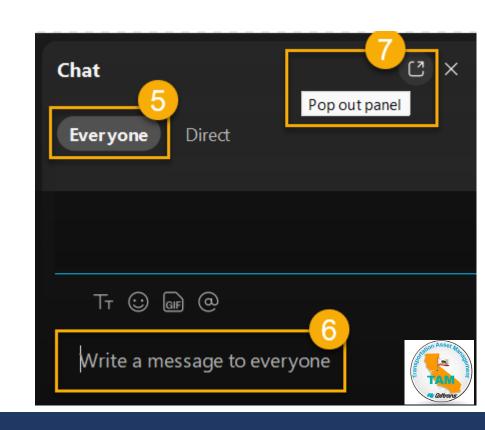
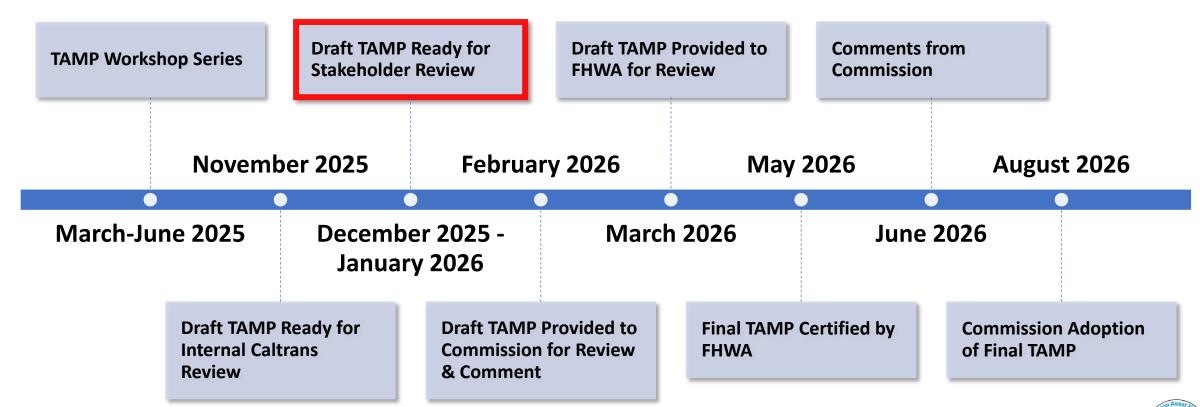- Closing remarks and next steps

Webex Quick Guide

- Function Bar

    1 = Audio Settings

    2 = Raise Hand

    3 = Participant Panel

    4 = Chat

- Chat – Use Chat to Everyone (5 and 6)

- Pop out option for Chat Panel and Participant Panel (7)

- If you need technical assistance or have questions, please email: CT-TAM@dot.ca.gov

Overview of TAMP Development & Summary of Workshop Series

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Timeline for the 2026 TAMP

TAMP Workshop Series

Draft TAMP Ready for Stakeholder Review

Draft TAMP Provided to FHWA for Review

Comments from Commission

November 2025   **February 2026**   **May 2026**   **August 2026**

March-June 2025   **December 2025 - January 2026**   **March 2026**   **June 2026**

Draft TAMP Ready for Internal Caltrans Review

Draft TAMP Provided to Commission for Review & Comment

Final TAMP Certified by FHWA

Commission Adoption of Final TAMP

2026 TAMP Workshop Series
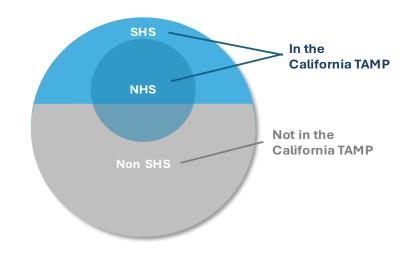
| 2026 TAMP Workshops		
Date	Workshop	p Agenda
March 26, 2025	Kick-Off	• TAMP Fundamentals • Asset Inventory and Condition • Financial Planning • Target Setting
April 8, 2025	TAMP Help Sessions	• Using the Bridge & Pavement Inventory Data Products • Using the Performance Target Assessment Tool (PTAT)
May 8, 2025	Risk Management - Session 1	• Understanding TAMP Risk Management • Risk Identification & Assessment • Risk Management through the 5 T's
May 15, 2025	Risk Management - Session 2	• Analysis of Identified Risks • Breakout Sessions • Group Reports on Risks
June 25, 2025	Investment Strategies Session	• Overview of Investment Strategies Requirements • Establish the Strategies to be used in the 2026 TAMP • Discuss Life Cycle Planning Strategies • Next Steps to develop the Draft 2026 TAMP
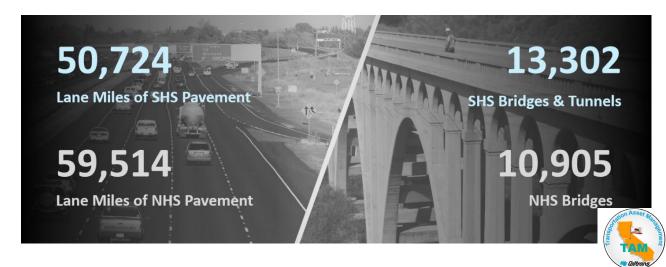
Recap: TAMP Kick-Off Workshop

- **TAMP Fundamentals**
  - Federal and state regulatory requirements
  - MPO/City/County Role in the TAMP
  - NHS vs SHS

- **Inventory and Conditions of Pavement and Bridges**
  - Condition metrics
  - Map and tabular data products for each MPO/RTPA

50,724 Lane Miles of SHS Pavement

59,514 Lane Miles of NHS Pavement

13,302 SHS Bridges & Tunnels

10,905 NHS Bridges

Recap: TAMP Kick-Off Workshop

- **Financial Plan**
  - Estimated cost of expected future work
  - Estimated annual funding levels for asset management.
  - Asset valuation for NHS pavements and bridges assets.
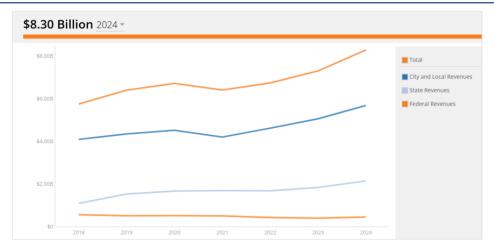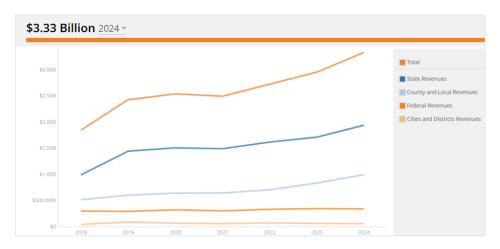 - SCO data used to estimate MPO/RTPA future investment levels.

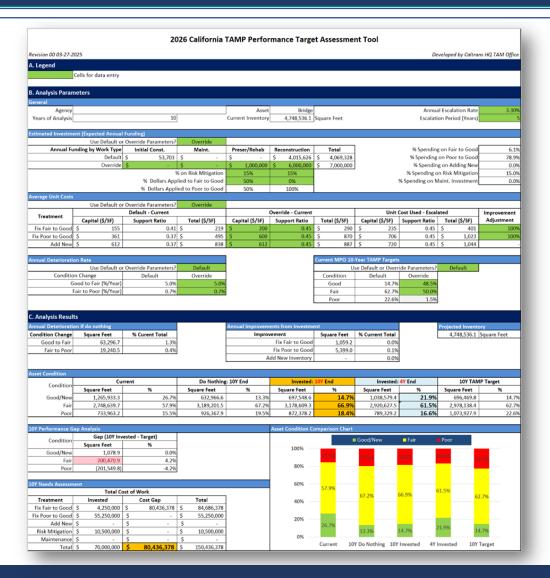Figure 6-1. SCO Financial Revenue Trends for City Streets

Figure 6-2. SCO Financial Revenue Trends for County Roads

Recap: TAMP Kick-Off Workshop
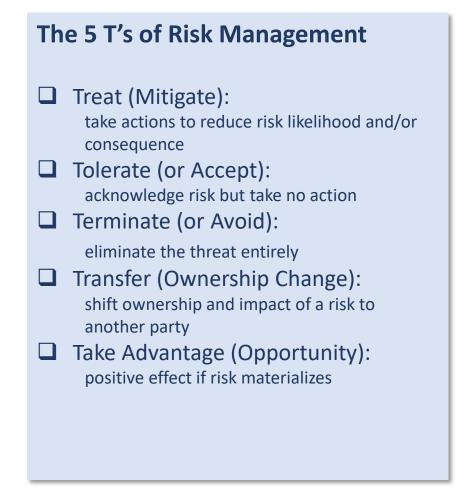
- **Performance Targets**
  - 2-, 4-, and 10-year target setting
  - Performance gap analysis
  - Performance Target Analysis Tool (PTAT)
  - Performance Target Setting Form
  - Statewide weighted average target setting methodology

Recap: Risk Management Workshop Day 1

- Risk identification & assessment
- Risk management through the 5 T's
- TAMP risk categories
- Risk statements

The 5 T's of Risk Management

- ☐ Treat (Mitigate):
  take actions to reduce risk likelihood and/or consequence
- ☐ Tolerate (or Accept):
  acknowledge risk but take no action
- ☐ Terminate (or Avoid):
  eliminate the threat entirely
- ☐ Transfer (Ownership Change):
  shift ownership and impact of a risk to another party
- ☐ Take Advantage (Opportunity):
  positive effect if risk materializes

Risk Categories

- Asset Performance
- Highway Safety
- External Threats
- Finances
- Information and Decision Making
- Business Operations
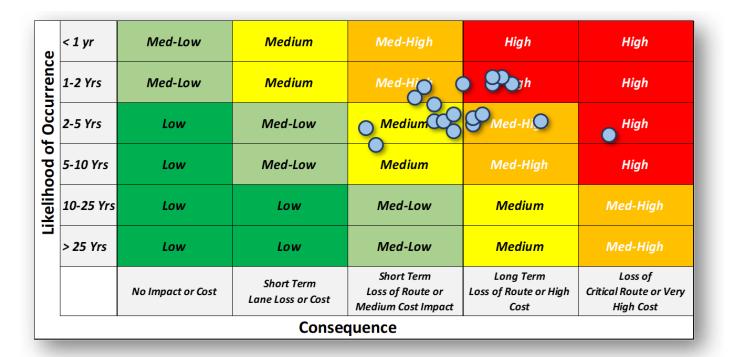- Project and Program Management

Recap: Risk Management Workshop Day 2
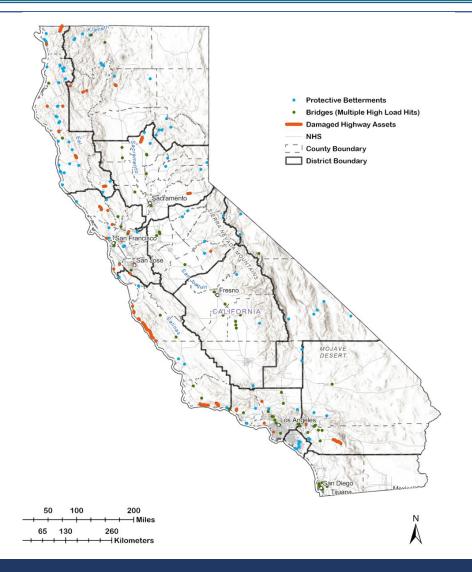
- **Highest Priority Risks**
  - 19 total risks were identified in Day 1 workshop.
  - An online survey was conducted to collect city, county, and MPO input on likelihood and consequence of these risks.
  - 11 risks were classified Medium-High to High.

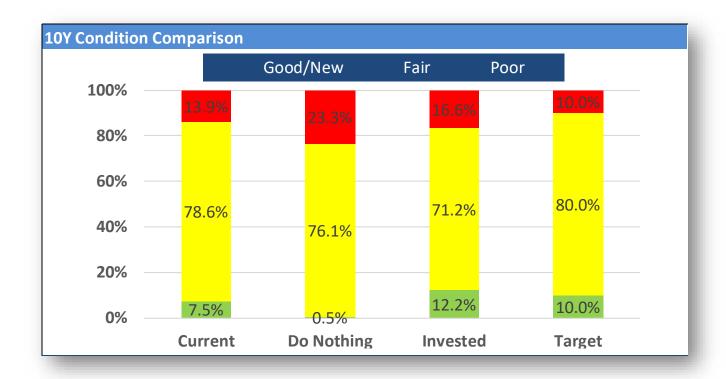| Likelihood of Occurrence					
< 1 yr	Med-Low	Medium	Med-High	High	High
1-2 Yrs	Med-Low	Medium	Med-High	High	High
2-5 Yrs	Low	Med-Low	Medium	Med-High	High
5-10 Yrs	Low	Med-Low	Medium	Med-High	High
10-25 Yrs	Low	Low	Med-Low	Medium	Med-High
> 25 Yrs	Low	Low	Med-Low	Medium	Med-High
	No Impact or Cost	Short Term Lane Loss or Cost	Short Term Loss of Route or Medium Cost Impact	Long Term Loss of Route or High Cost	Loss of Critical Route or Very High Cost

Consequence

- **Transportation Assets Repeatedly Damaged by Emergency Events**
  - Federal Emergency Relief (ER) funded projects between 2014-2023.
  - Locations of repeat damage on the NHS caused by landslides, rockfall, flooding, and erosion.
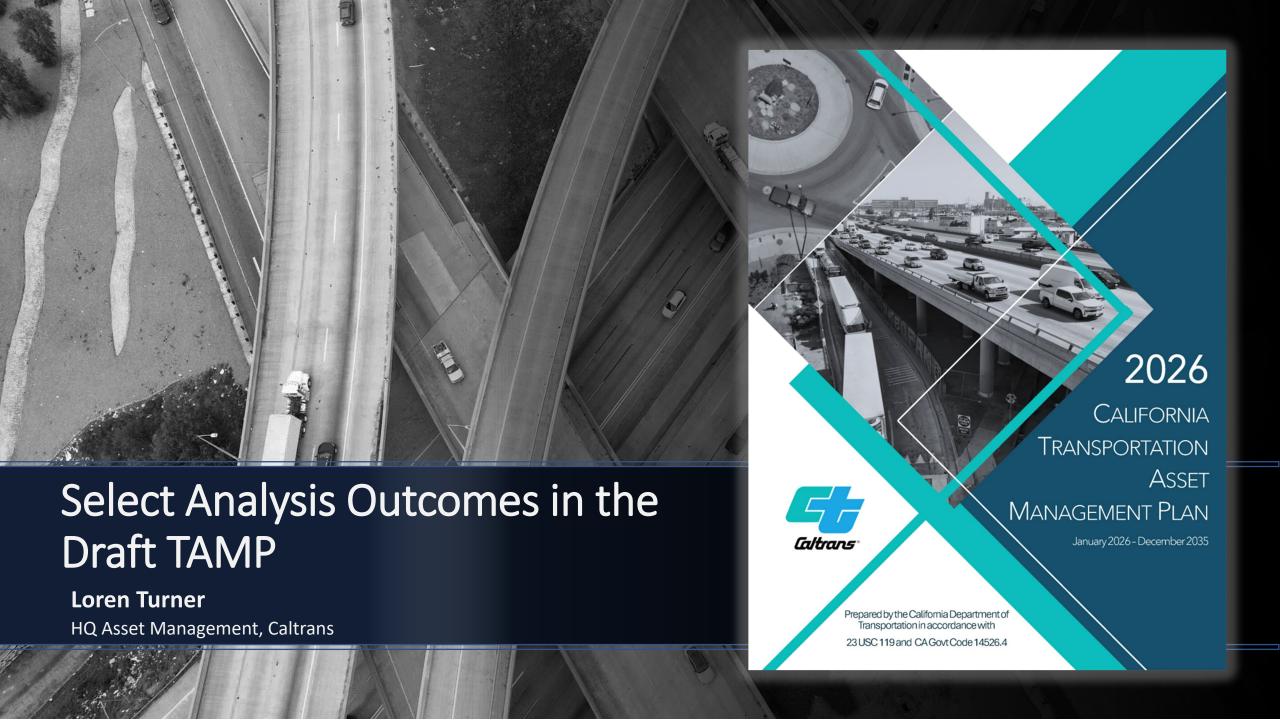 - More than one declared emergency.

Recap: Investment Strategies Workshop

- **Considerations for Investment strategies**
  - Available finances
  - Performance gap analysis
  - Condition predictions
  - Targets and SOGR
  - Needs from other plans
  - Preferred LCP strategy
  - Risk Mitigation

10Y Condition Comparison

	Good/New	Fair	Poor

	Current	Do Nothing	Invested	Target
Poor	13.9%	23.3%	16.6%	10.0%
Fair	78.6%	76.1%	71.2%	80.0%
Good/New	7.5%	0.5%	12.2%	10.0%

Select Analysis Outcomes in the Draft TAMP

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NHS Performance Targets

- Statewide aggregate NHS pavement and bridge 2, 4, and 10-year performance targets were determined using the PTAT analyses submitted by MPO/RTPAs.

- Agency-specific targets are detailed in tables in report appendices.

Table 3-1. 10-Year NHS Desired State of Repair

10-Year NHS Desired State of Repair			
Asset	Good	Fair	Poor
Interstate NHS Pavement	**60.0%**	**39.0%**	**1.0%**
Non-Interstate NHS Pavement	**38.7%**	**54.0%**	**7.3%**
State-Owned	57.6%	40.9%	1.5%
Locally-Owned	17.8%	68.5%	13.7%
NHS Bridge	**48.5%**	**50.0%**	**1.5%**
State-Owned	48.5%	50.0%	1.5%
Locally-Owned	48.5%	50.0%	1.5%

Table 3-2. Statewide NHS Expected 2 and 4-Year Targets

Statewide NHS Expected 2- and 4-Year Targets				
Pavement and Bridge Performance Measures	2-Year NHS Targets (1/1/2026 - 12/31/2027)		4-Year NHS Targets (1/1/2026 - 12/31/2029)	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	48.0%	2.3%	49.0%	2.3%
Non-Interstate	26.0%	7.5%	26.7%	7.5%
Bridges on the NHS				
State and Local	41.4%	6.2%	40.2%	5.8%

NHS Gap Analysis

- Three performance scenarios analyzed:
  - Maintain Conditions
  - Expected Performance
  - Desired State of Repair
- Determined annual funding needed to address performance gap for each scenario.

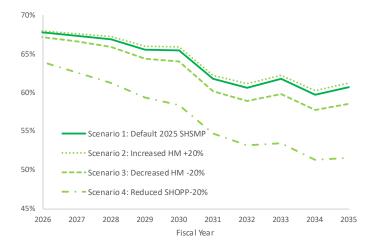**Table 8-1. Performance Gaps for NHS Assets**

Performance Gaps for NHS Pavement and Bridge Assets	Annual Funding ($M)	Good	Fair	Poor
Interstate Pavements (lane miles)				
Maintain Current Performance	$861 M	47.1%	50.5%	2.4%
10-Year Expected Performance	$968	51.9%	46.0%	2.2%
10-Year DSOR Performance	$1,197	60.0%	39.0%	1.0%
Current Gap		12.9%	11.5%	1.4%
10-Year Projected Gap		8.1%	7.0%	1.2%
Non-Interstate Pavements (lane miles)				
Maintain Current Performance	$1,680	24.6%	68.1%	7.3%
10-Year Expected Performance	$1,814	31.5%	60.2%	8.3%
10-Year DSOR Performance	$2,249	38.7%	54.0%	7.3%
Current Gap		9.5%	7.2%	2.3%
10-Year Projected Gap		2.6%	-0.7%	3.3%
State-Owned Non-Interstate Pavements (lane miles)				
Maintain Current Performance	$1,293	43.2%	54.6%	2.2%
10-Year Expected Performance	$1,487	49.2%	48.8%	1.9%
10-Year DSOR Performance	$1,748	57.6%	40.9%	1.5%
Current Gap		14.4%	13.7%	0.7%
10-Year Projected Gap		8.4%	7.9%	0.4%
Locally-Owned Non-Interstate Pavements (lane miles)				
Maintain Current Performance	$387	3.6%	83.5%	13.0%
10-Year Expected Performance	$327	10.3%	73.8%	
10-Year DSOR Performance	$501	17.8%	68.5%	
Current Gap		3.4%	-0.5%	
10-Year Projected Gap		-3.3%	-10.2%	

Life Cycle Planning Scenarios

- Evaluated LCP scenarios for SHS pavement, bridge, drainage, and transportation system management assets.

LCP Scenarios for Pavement Class 1 on the SHS		
Scenario	**Description**	**10-yr Investment**
Scenario 1: SHSMP Approach	This scenario was implemented in the 2025 SHSMP as the Caltrans preferred scenario to meet performance targets established by the Commission and as basis for the parameters used in the 2026 TAMP PTAT.	$14.9B
Scenario 2: More System Preservation	This scenario increases investment in preservation activities through the Highway Maintenance (HM) Program and by Caltrans Field Maintenance Crews by 20%.	$15.3B
Scenario 3: Reduced System Preservation	This scenario decreases investment in preservation activities through the Highway Maintenance (HM) Program and by Caltrans Field Maintenance Crews by 20%.	$14.5B
Scenario 4: Reduced Investment in System Rehabilitation and Reconstruction	This scenario decreases investment in system rehabilitation and reconstruction activities through the SHOPP by 20%. This also represents the impact of redirecting investments from "fix-it-first" to address other needs such as risk mitigation.	$12.3B

Pavement Class 1 (Interstate)- Good Condition

- Scenario 1: Default 2025 SHSMP
- Scenario 2: Increased HM +20%
- Scenario 3: Decreased HM -20%
- Scenario 4: Reduced SHOPP-20%

Pavement Class 1 (Interstate)- Poor Condition

- Scenario 1: Default 2025 SHSMP
- Scenario 2: Increased HM +20%
- Scenario 3: Decreased HM -20%
- Scenario 4: Reduced SHOPP-20%

Closing Remarks

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HQ Asset Management, Caltrans

Summary

- Four TAMP workshops were carried out between March and June 2025.

- Caltrans provided MPO/RTPAs with pavement and bridge inventory and condition data products in addition to the PTAT with key performance and financial data to support local agency level gap analyses.

- PTAT submissions from MPO/RTPAs was used to establish 2, 4, and 10-year performance targets and projected funding needed to address performance gaps.

- Input from state and local agency partners and FHWA was used to identify highest priority risks and investment strategies for the TAMP.

- Participation by local agency representatives was crucial in development of the TAMP. Thank you!

Next Steps & Action Items

- The draft 2026 TAMP will be made available shortly for review by local agency partners.

- A website will be set up to collect comments and feedback on the draft TAMP.

Questions?

Contact: CT-TAM@dot.ca.gov