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| **National Performance Management Measures****Pavement and Bridge Condition**Engagement Plan |  |
| Background:The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill established federal regulation that requires the development of a Transportation Asset Management Plan (TAMP), and the implementation of Performance Management. These regulations require all states to utilize nationally defined performance measures for pavement and bridges on the National Highway System (NHS). The Bridge and Pavement Performance Management (PM) Final Rule, which is codified in 23 Code of Federal Regulations Part 490, defines the following national performance measures for bridge and pavement: * **Pavement**
	+ Percentage of Interstate pavements in Good condition
	+ Percentage of Interstate pavements in Poor condition
	+ Percentage of non-Interstate NHS pavements in Good condition
	+ Percentage of non-Interstate NHS pavements in Poor condition
* **Bridge**
	+ Percentage of NHS bridges in Good condition
	+ Percentage of NHS bridges in Poor condition

The Bridge and Pavement PM Final Rule establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their bridge and pavement targets, and the process that the Federal Highway Administration (FHWA) will use to assess whether State DOTs have met or made significant progress toward meeting their targets. Important Dates/Deadlines:The California Department of Transportation (Caltrans) expects to formally establish bridge and pavement targets in June 2017. MPOs will have 180 days after Caltrans establishes their targets, to either support Caltrans’ targets or establish their own (December 2018).Caltrans intends to include the bridge and pavement performance targets in the initial TAMP, which must be submitted to the FHWA by April 30, 2018. Stakeholders:Caltrans will be coordinating target setting efforts with the following stakeholders:* MPOs and Rural Transportation Planning Agencies (RTPAs)
* Cities and Counties
* Tribal Governments
* The California Transportation Commission (CTC)
* FHWA

Major Issues:Under MAP-21 regulations, the performance metrics of good, fair, poor for pavements differ from the metrics of Pavement Condition Index (PCI) used by our external partners. Caltrans is working with FHWA and our partners to explore the possibility of creating a crosswalk for converting PCI to good, fair, poor condition. No such crosswalk currently exists anywhere in the nation and it may not be possible to develop. Facilitation and Technical Support:Caltrans is coordinating with Performance Measure 3 (PM3) and a consultant to conduct target setting efforts.Engagement Timeline:In order to engage our partners in the target setting process, Caltrans has or is conducting the following outreach efforts:* **August 2015** – An all day workshop was held in Sacramento with external stakeholders including MPOs, RTPAs, cities and counties, as well as staff from FHWA and Caltrans. Keynote speakers included Peter Stephanos from the FHWA, Office of Performance Management in Washington D.C. This workshop focused on the performance management requirements included in MAP-21. Caltrans presented information on the current inventory, condition and performance of the four defined asset classes. During this workshop, significant feedback was received on the collection of locally owned NHS pavement inventory and condition information and it was determined that Caltrans would collect this data. Caltrans completed these efforts in 2016.
* **August 2017** – Caltrans is coordinating with PM3 to hold an initial phone conference/webinar with external stakeholders including MPOs, RTPAs, cities, counties and tribal governments, as well as staff from the CTC, FHWA, and Caltrans. The purpose of this meeting is to collectively determine bridge and pavement performance targets on the NHS. If this cannot be accomplished in the webinar, a future workshop will be scheduled.

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