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| **National Performance Management Measures****Transportation Asset Management** Engagement Plan |  |
| Background:The development of a formal risk-based transportation asset management plan (TAMP) has been mandated in both state and federal laws. As identified by the American Association of State Highway and Transportation Officials (AASHTO), the definition of Transportation Asset Management is, “a strategic and systematic process of operating, maintaining, upgrading and expanding physical assets effectively throughout their lifecycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision making based upon quality information and well-defined objectives."Under federal regulation, the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fix America’s Surface Transportation (FAST) Acts, States are required to prepare and implement a TAMP that includes the following components: * 1. Summary listing pavement and bridge assets
	2. Description of the condition of those assets
	3. Asset management objectives and measures
	4. Performance gap identification
	5. Lifecycle planning and risk management analysis
	6. Financial plan
	7. Investment strategies

With regard to National Highway System (NHS) assets that are not owned by the State Department of Transportation (DOT), federal regulations require that the State DOT work collaboratively and cooperatively with other NHS owner(s) to obtain the data needed for the plan. Important Dates/Deadlines:The initial TAMP must be submitted to the Federal Highway Administration (FHWA) no later than April 30, 2018. Stakeholders:The California Department of Transportation (Caltrans) has engaged the following stakeholders in the development of the TAMP:* Metropolitan Planning Organizations (MPOs) and Rural Transportation Planning Agencies (RTPAs)
* Cities and counties
* Bicycle and pedestrian coalitions
* Tribal governments
* The California Transportation Commission (CTC)
* FHWA

Major Issues:NoneFacilitation and Technical Support:Caltrans contracted with a consultant to assist with the development of the TAMP and stakeholder coordination.Engagement Timeline:Caltrans took a number of steps to increase external stakeholder awareness of the requirements of asset management and engage partners in key performance management decisions. In order to engage our partners in the development of the TAMP, Caltrans has or is conducting the following outreach efforts:* **August 2015** – Caltrans co-sponsored an Asset Management and SHOPP workshop with the Commission. The workshop was held in Sacramento, in conjunction with the California Council of Governments Executive Board meeting. The workshop featured presentations by Caltrans and the CTC staff on asset management and the SHOPP development process. A discussion session followed the presentations that provided Caltrans with a number of suggestions for improvement.
* **December 15, 2016** – Caltrans and the CTC sponsored a 1-day workshop, in Sacramento, that focused on the goals and objectives for the TAMP. External stakeholders included MPOs, RTPAs, cities, counties, bicycle and pedestrian coalitions, tribal governments, as well as staff from FHWA. This was an interactive strategic session that provided the foundation for the development of the TAMP.
* **April 19, 2017** – Caltrans and the CTC sponsored a half day workshop, in Los Angeles, that focused on the risk management portion of the TAMP. External stakeholders included MPOs, RTPAs, cities, counties, bicycle and pedestrian coalitions, tribal governments, as well as staff from FHWA. This was an interactive strategic session that resulted in a collective understanding of California’s transportation asset-related risks associated with current and future environmental conditions, financial, operational and strategic risks.
* **June 14, 2017** – Caltrans and the CTC sponsored a half day workshop, in Oakland, that focused on the financial plan and investment strategies for the TAMP. External stakeholders included MPOs, RTPAs, cities, counties, bicycle and pedestrian coalitions, tribal governments, as well as staff from FHWA. This was an interactive session that focused on financial planning and investment analysis.
* **Fall 2017** – Caltrans and the CTC are sponsoring a half day TAMP building workshop in Sacramento. External stakeholders will include MPOs, RTPAs, cities, counties, bicycle and pedestrian coalitions, tribal governments, as well as staff from FHWA. The expected outcome of this workshop will be a final TAMP that covers all NHS pavement and bridge assets in California as required by federal regulation.
* **October 2017** – Caltrans and the CTC will provide a 30-day comment period for external stakeholders to review and comment on the draft TAMP. The draft TAMP will be posted on the Caltrans Asset Management website and a link on how to access it will be sent to external stakeholders.
* **Quarterly TAMAC Meetings** – Caltrans also established a Transportation Asset Management Advisory Committee (TAMAC) comprised of MPOs, RTPAs and advocacy groups. The TAMAC is a standing committee that provides input on numerous aspects of the asset management implementation effort.

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