

2026 TAMP Performance Targets

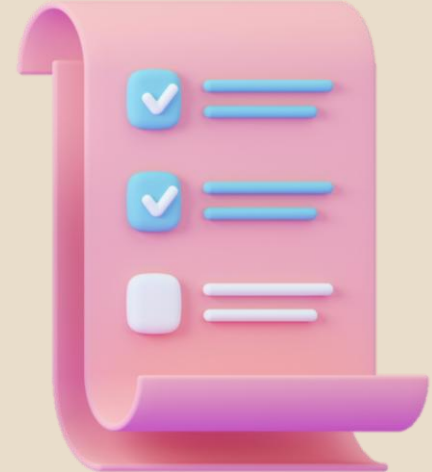
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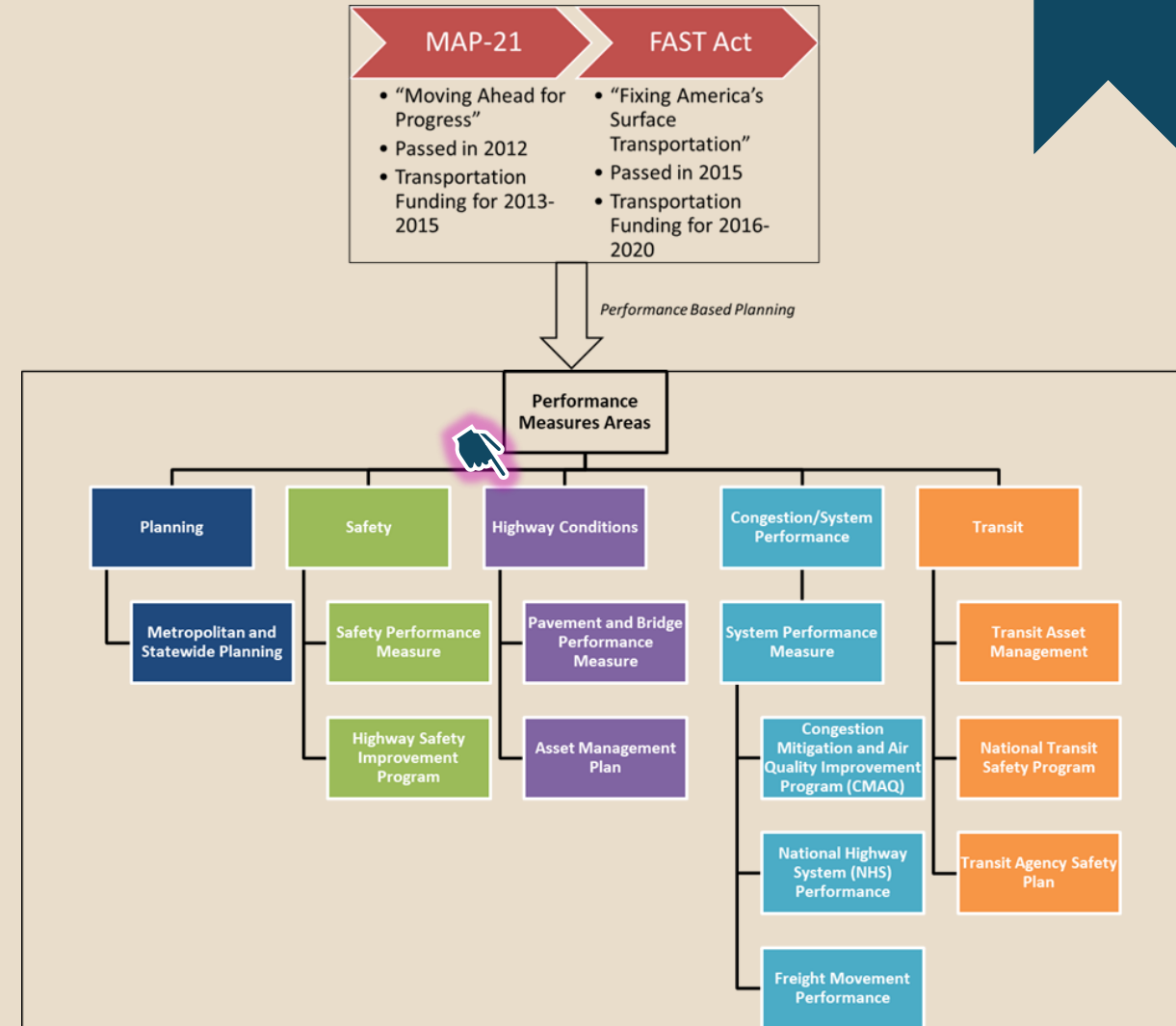
Agenda

- ❑ Introduction to the California TAMP
- ❑ Caltrans' Proposed 2026 Targets for Pavements and Bridges
- ❑ Fresno COG Options: Adopt vs. Alternative Targets
- ❑ Considerations for Alternative Targets
- ❑ Next Steps
- ❑ Questions and Discussions



2026 California TAMP

- A Caltrans led plan to maximize investments by managing the life-cycle of transportation assets strategically to minimize costs
- State and Federal requirement
 - State: (California Government Code section (14526) modified by Senate Bill 486)
 - Federal: (23 U.S.C. 119(e)(1), MAP-21 § 1106)
- Federal Regulation (MAP-21-IIJA) requires the development of a Transportation Asset Management Plan (TAMP) with National Performance Measures (PM2) for pavement and bridges.



Performance Measures

The Bridge and Pavement Performance Management (PM 2) Final Rule, which is codified in *23 Code of Federal Regulations (CFR) Part 490*, defines the following national performance measures for pavement and bridges:

Pavement:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of Non-Interstate NHS pavements in Good condition
- Percent of Non-Interstate NHS pavements in Poor condition

Bridge:

- Percentage of NHS bridges in Good condition
- Percentage of NHS bridges in Poor condition



- Coordination between State DOTs and MPOs for TAMP development
- MPO to set 4-year PM2 targets

*Thresholds for Good and Poor conditions are set by FHWA using various metrics.

Target Setting Method

MPO submits a target setting form and worksheet provided by Caltrans

Caltrans takes the respective targets and weight them relative to the amount of inventory the agency owns.

Summarize across entire state to come up with a statewide TAMP target—resulting into every agencies' targets built into the statewide TAMP targets

CA 2016 Pavement Conditions (NHS)

Target Calculator Tool

Jurisdiction	2016 Lane Miles (LM)	2016 Current Pavement Condition (%)			Target by 2017/18		% Impact to Statewide Lane Miles
		Good(G)	Fair(F)	Poor(P)	% Target (F)	% Target (P)	
State Interstate - NHS	14,159	47.9%	52.1%	3.1%	52.1%	3.1%	25.2%
Non Interstate - NHS	22,544	45.9%	54.0%	2.5%	54.0%	2.5%	40.2%
Butte (BCAG)	69	20.3%	79.6%	12.6%	79.6%	12.6%	0.1%
Fresno (FCOG)	479	17.5%	82.5%	4.2%	82.5%	4.2%	0.9%
Glenn CTC	6	10.1%	89.9%	0.0%	89.9%	0.0%	0.0%
Humbolt CAG	35	100.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Kern (KCOG)	586	23.3%	76.7%	4.1%	76.7%	4.1%	1.0%
Kings (KCAG)	35	16.2%	83.8%	0.0%	83.8%	0.0%	0.1%
Lassen CTC	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Madera (MCTC)	3	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%
Merced (MCAG)	87	17.7%	82.2%	15.2%	82.2%	15.2%	0.2%
Metropolitan (MTC)	2,995	12.7%	87.2%	11.1%	87.2%	11.1%	5.3%
Monterey (AMBAG)	218	16.0%	83.9%	8.1%	83.9%	8.1%	0.4%
Sacramento (SACOG)	1,149	17.5%	82.3%	14.4%	82.3%	14.4%	2.0%
San Diego (SANDAG)	991	10.8%	89.1%	8.8%	89.1%	8.8%	1.8%
San Joaquin (SJCOC)	545	13.9%	86.1%	6.8%	86.1%	6.8%	1.0%
San Luis Obispo (SLOCOG)	43	22.0%	77.9%	11.5%	77.9%	11.5%	0.1%
Santa Barbara (SBCAG)	131	11.8%	88.2%	7.9%	88.2%	7.9%	0.2%
Southern California (SCAG)	11,658	17.9%	82.0%	14.4%	82.0%	14.4%	20.8%
Shasta (SRTA)	9	28.3%	71.5%	15.5%	71.5%	15.5%	0.0%
Stanislaus (StanCOG)	219	26.4%	73.5%	13.2%	73.5%	13.2%	0.4%
Tahoe (TMPO)	5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Tulare (TCAG)	102	16.9%	83.1%	2.0%	83.1%	2.0%	0.2%
Grand Total	56,076	30.4%	63.5%	6.1%	63.51%	6.12%	100%

Performance Target Analysis Tool (PTAT)

Analysis Parameters

General

- Pavement Inventory – Latest HPMS data (2023)
- Bridge Inventory – Latest NBI data (2024)
- Cost escalation assumptions

Investment

- Annual Funding by Work Type (Default is the average of prior 2-Year exp.)
- Risk Mitigation
- Post-work asset condition assumptions

Unit Cost

- Capital Unit Cost and Support Ratio
- Cost inflation

Deterioration

- Annual Deterioration Rates

2026 California TAMP Performance Target Assessment Tool

Revision 00 03-27-2025 Developed by Caltrans HQ TAM Office

A. Legend

Cells for data entry

B. Analysis Parameters

General

Agency	Fresno Council of Governments (FCOG)	Asset	Bridge	Annual Escalation Rate	3.30%
Years of Analysis	10	Current Inventory	287,530.0 Square Feet	Escalation Period (Years)	5

Estimated Investment (Expected Annual Funding)

Use Default or Override Parameters?	Default	Capital (\$/SF)	Support Ratio	Total (\$/SF)	Capital (\$/SF)	Support Ratio	Total (\$/SF)	Capital (\$/SF)	Support Ratio	Total (\$/SF)	Improvement Adjustment
Annual Funding by Work Type											
Default		\$ -	0.41	\$ 219	\$ 155	0.41	\$ 219	\$ 182	0.41	\$ 302	100%
Override		\$ 1,000,000	0.37	\$ 495	\$ 361	0.37	\$ 495	\$ 425	0.37	\$ 582	100%
					\$ 612	0.37	\$ 838	\$ 720	0.37	\$ 986	

Average Unit Costs

Use Default or Override Parameters?	Default	Capital (\$/SF)	Support Ratio	Total (\$/SF)	Capital (\$/SF)	Support Ratio	Total (\$/SF)	Capital (\$/SF)	Support Ratio	Total (\$/SF)	Improvement Adjustment
Fix Fair to Good		\$ 155	0.41	\$ 219	\$ 155	0.41	\$ 219	\$ 182	0.41	\$ 302	100%
Fix Poor to Good		\$ 361	0.37	\$ 495	\$ 361	0.37	\$ 495	\$ 425	0.37	\$ 582	100%
Add New		\$ 612	0.37	\$ 838	\$ 612	0.37	\$ 838	\$ 720	0.37	\$ 986	

Annual Deterioration Rate

Use Default or Override Parameters?	Default	Condition Change	Default	Override
Good to Fair (%/Year)		5.0%	5.0%	5.0%
Fair to Poor (%/Year)		0.7%	0.7%	0.7%

Current MPO 10-Year TAMP Targets

Use Default or Override Parameters?	Default	Condition	Default	Override
Good		29.8%	48.5%	48.5%
Fair		69.0%	50.0%	50.0%
Poor		1.2%	1.5%	1.5%

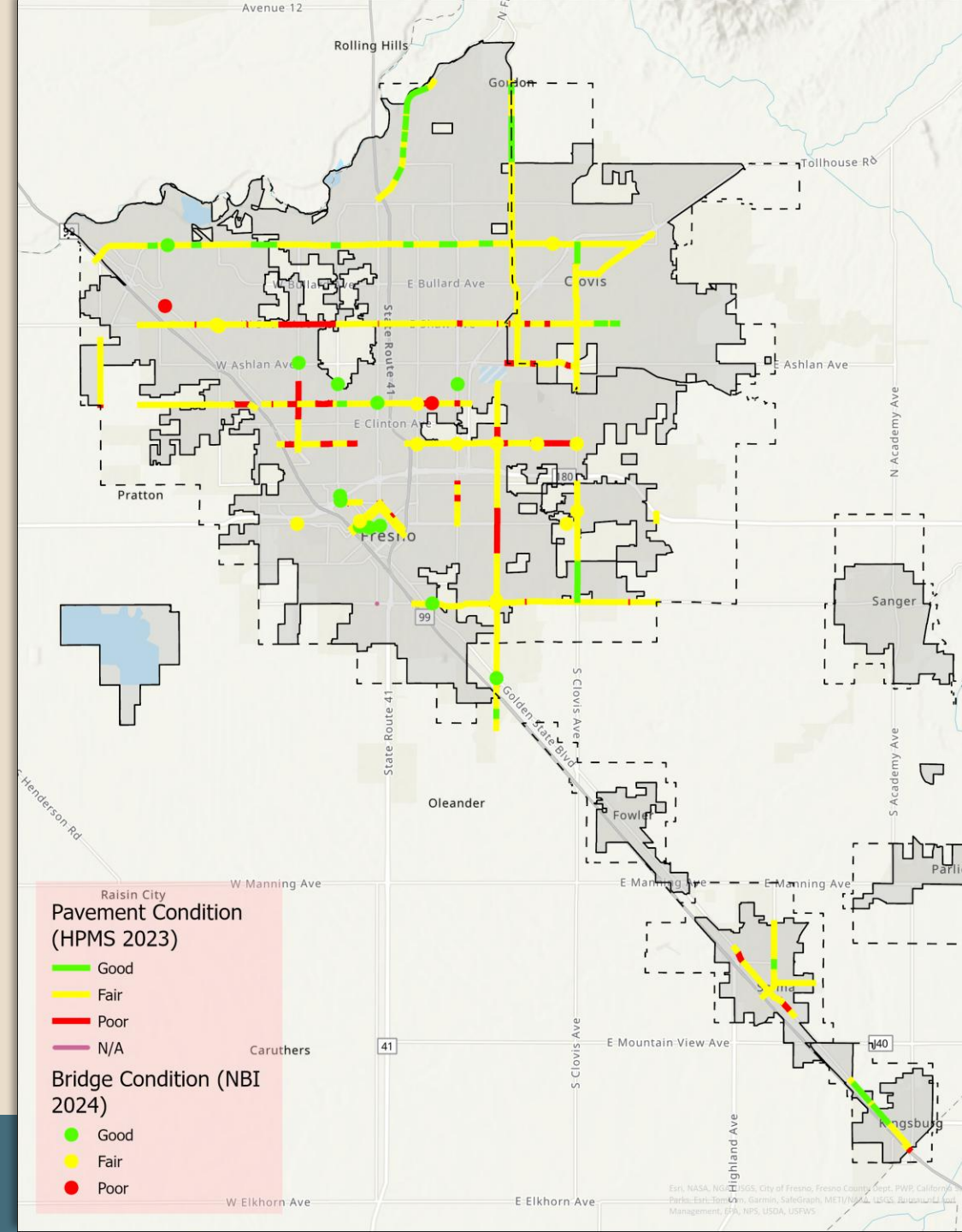
C. Analysis Results

Annual Deterioration if do nothing	Annual Improvements from Investment	Projected Inventory
Condition Change	Improvement	287,530.0 Square Feet
Square Feet	Square Feet	
% Current Total	% Current Total	

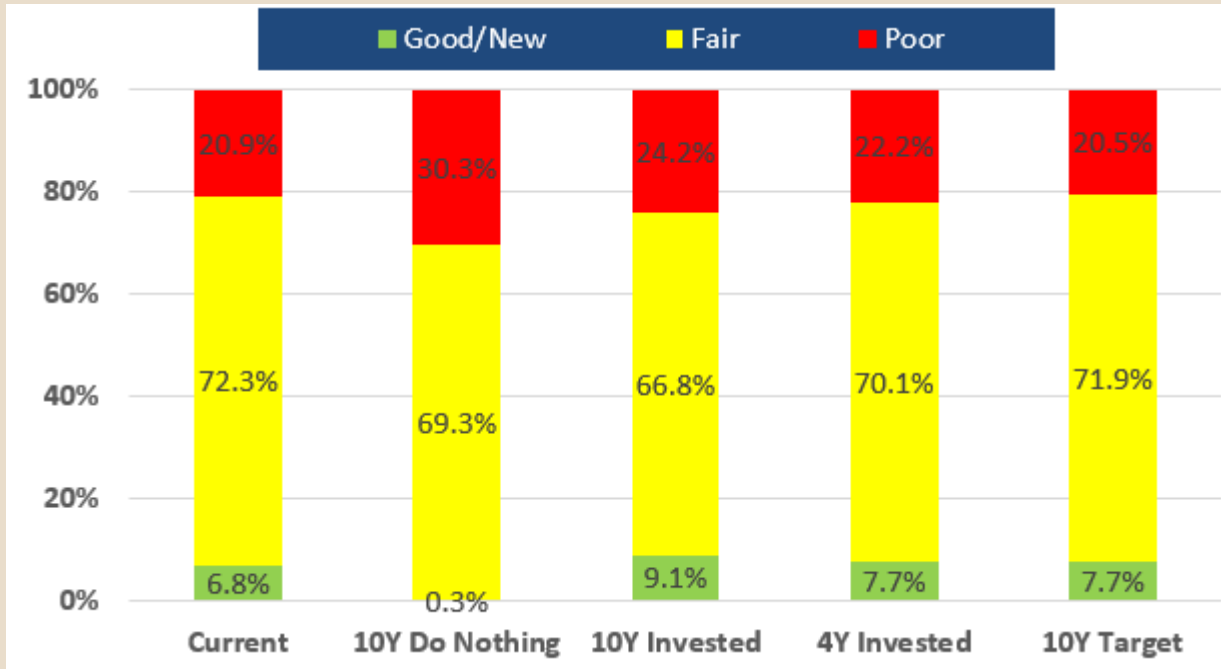
Instructions Bridge Pavement

Target Setting for Fresno

- Performance targets for locally owned NHS pavements and bridges
- Using Performance Target Analysis Tool (PTAT)
- A scenario modeling tool for target setting or gap analysis
- Has options for default Caltrans provided values and user input for override
- Current Inventory:
 - Pavement: 364.5 Lane Miles
 - Bridge: 287,530 sq. ft.



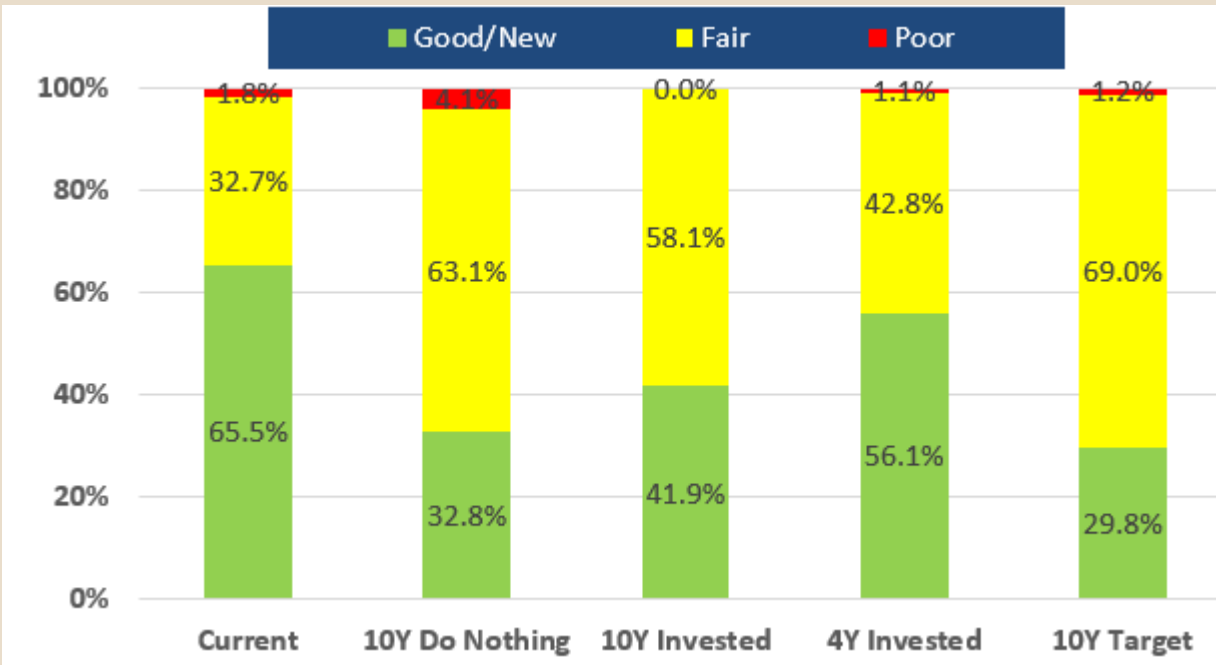
Analysis Results - Pavement



To keep previous 10Y target:

10Y Needs Assessment			
Total Cost of Work			
Treatment	Invested	Cost Gap	Total
Fix Fair to Good	\$ 3,559,097	\$ -	\$ 3,559,097
Fix Poor to Good	\$ 27,020,559	\$ 18,623,179	\$ 45,643,738
Add New	\$ 15,144,545	\$ -	\$ 15,144,545
Risk Mitigation	\$ -	\$ -	\$ -
Maintenance	\$ 5,527,358	\$ -	\$ 5,527,358
Total	\$ 51,251,559	\$ 18,623,179	\$ 69,874,738

Analysis Results - Bridge



To keep previous 10Y target:

10Y Needs Assessment			
Total Cost of Work			
Treatment	Invested	Cost Gap	Total
Fix Fair to Good	\$ 130,081	\$ -	\$ 130,081
Fix Poor to Good	\$ 15,059,587	\$ -	\$ 15,059,587
Add New	\$ -	\$ -	\$ -
Risk Mitigation	\$ -	\$ -	\$ -
Maintenance	\$ -	\$ -	\$ -
Total	\$ 15,189,668	\$ -	\$ 15,189,668

Targets and Next Steps

4Y Target		Pavement			Bridge		
		Current	Last TAMP	New	Current	Last TAMP	New
	Good/New	✗ 6.8%	7.9%	7.7%	✓ 65.5%	43.3%	56.1%
	Fair	72.3%	74.0%	70.1%	32.7%	55.3%	42.8%
	Poor	✗ 20.9%	18.2%	22.2%	✗ 1.8%	1.5%	1.1%

10Y Target		Pavement		Bridge	
		Last TAMP	New	Last TAMP	New
	Good/New	7.7%	9.1%	29.8%	41.9%
	Fair	71.9%	66.8%	71.9%	58.1%
	Poor	20.5%	24.2%	20.5%	0.0%



Thank you!



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