Asset Management Supplemental Asset Targets

Tab 21

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Two Commission Actions

- Action 1
  - Caltrans recommends changes to the Supplemental Asset Class targets for Commission consideration.

- Action 2
  - Caltrans recommends a change to the definition of the Supplemental Asset Classes for Commission consideration.

What are the Supplemental Assets?

- The CTC adopted the Supplemental Asset Classes and targets in 2018
- The Commission asked Caltrans to review the targets following our June 2021 Performance Benchmark Report

Supplemental Asset Classes

- Drainage pumps
- Highway lighting
- Office Buildings
- Overhead Signs
- Roadside Rest Facilities
- Transportation Related Facilities
- Weigh in Motion Scales
- ADA Deficiencies – sidewalks / park and rides

Purpose of the Targets

- Unconstrained targets are required to represent the "desired state of repair" within an asset management framework

- The Asset Management performance gap analysis measures the gap between current conditions and established targets.

- The proposed target changes will reduce the unconstrained need analysis included in the State Highway System Management Plan

- The new performance gaps will continue to exceed constrained funding in the SHOPP.

Condition Reporting

- Supplemental Assets typically do not have formal condition assessments, but instead rely on age to portray their condition

- Work performed must reset the age of the asset to result in condition improvement in most cases.

- Poor condition assets (in most cases) represent older assets that remain safe and continue to provide acceptable service.

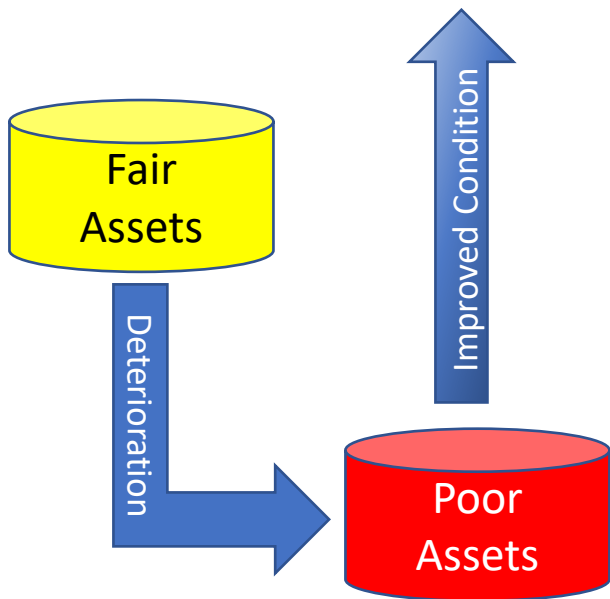# Office Buildings Example

- Caltrans HQ Building in Sacramento is 85 years old.

- In 1986 it would have been classified as Poor.

- It has remained <u>safe</u> and <u>fully utilized</u> for the past 35 years

Highway Lighting Example

- Lighting more than 40 years old is classified as Poor.

- Historic lighting are classified as Poor by age, but require no action.

- The combination of lighting that requires no action and a churn of lights being replaced drive the recommended Poor targets in this category.
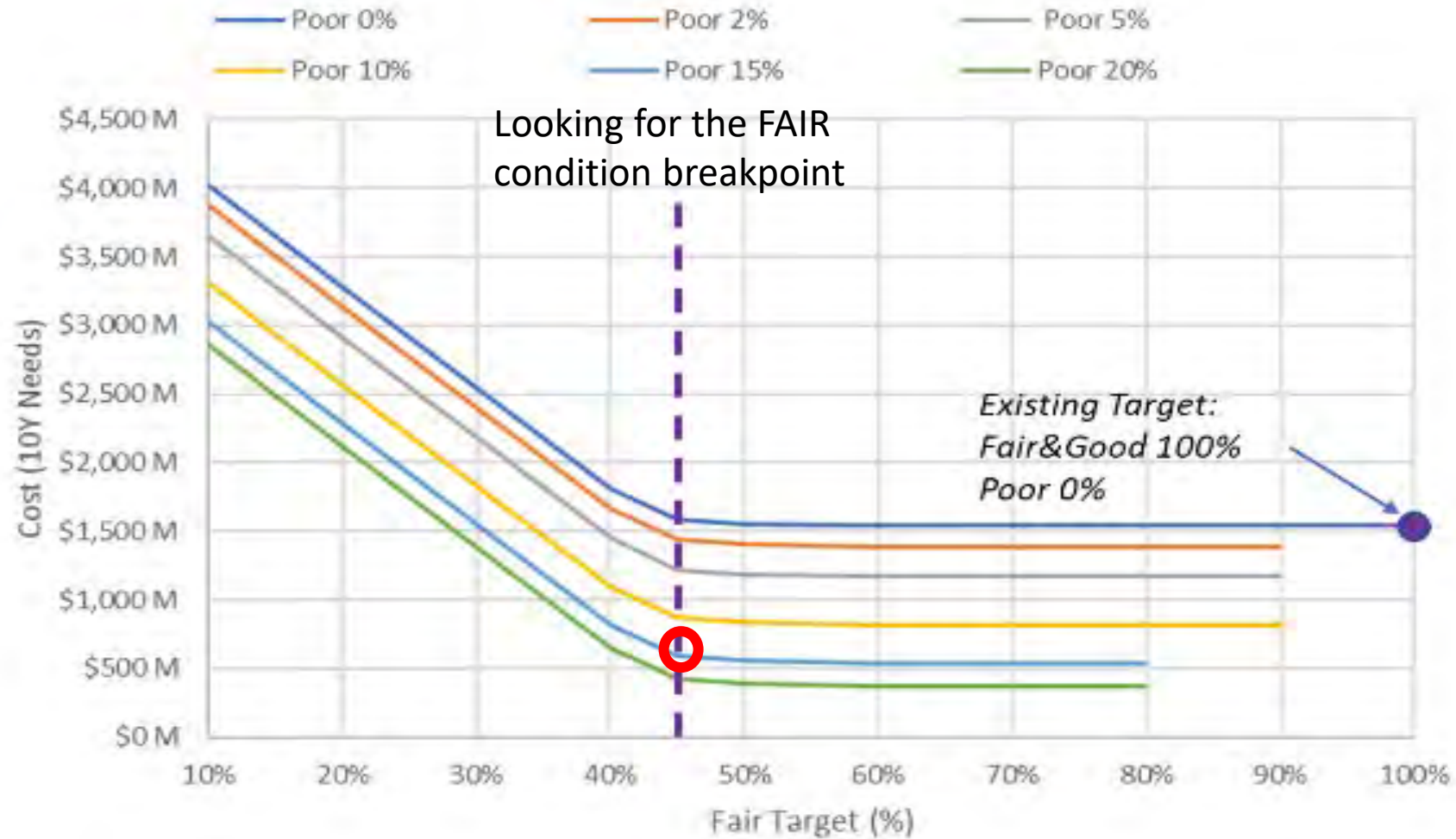
Setting Fair Targets

Existing and Recommended Targets

Supplementary Asset Class	Current Targets			Recommended Targets		
	GOOD	FAIR	POOR	GOOD	FAIR	POOR
Drainage Pump Plants	80%	20%	0%	50%	40%	10%
Highway Lighting	100%		0%	45%	30%	25%
Office Buildings	60%	40%	0%	50%	40%	10%
Overhead Signs	100%		0%	40%	45%	15%
Roadside Rest Facilities	80%	20%	0%	30%	45%	25%
Transportation Related Facilities	60%	40%	0%	40%	40%	20%
Weigh in Motion Scales	90%	10%	0%	40%	50%	10%

Bicycle and Pedestrian Assets

- When the Supplemental Assets Classes were established, we did not have a bicycle and pedestrian infrastructure inventory available.

- Caltrans is recommending the adoption of the bicycle and pedestrian infrastructure Asset Class replacing the ADA deficiencies on sidewalks

- Addressing ADA deficiencies remains a priority for Caltrans and is addressed in the State Highway System Management Plan & SHOPP.

- ADA deficiencies are not assets and we recommended these be removed from the Supplemental Asset Class.

Conclusion

- The recommended Supplemental Asset Class Targets will better reflect the unconstrained needs of the State Highway System.

- Adding the bicycle and pedestrian infrastructure is a logical progression to replace the ADA deficiency to better manage these modes.

- Asset Management continues to work with various programs to evaluate the feasibility of moving to a condition based approach.