

Draft 2026 Transportation Asset Management Plan (TAMP)

Diana Campbell
Acting State Asset Management Engineer
California Department of Transportation

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Tab 25



2026

CALIFORNIA
TRANSPORTATION
ASSET
MANAGEMENT PLAN

January 2026 - December 2035



Prepared by the California Department of
Transportation in accordance with
23 USC 119 and CA Govt Code 14526.4

TAMP Background

- Updates required every 4 years (2018, 2022, 2026...)
- The TAMP includes a limited set of physical assets and key processes for asset management for the next 10-year period (2026-2035)
- The TAMP is a joint state and local agency plan that requires coordination with all MPOs, RTPAs, Cities and Counties.
- The TAMP is consistent with the SHSMP for state assets



TAMP Federal and State Requirements

• Federal Regulations

- Federal Regulation requires TAMP address pavement and bridges
- Performance Management is required with performance targets to be set using the National Measures.
- TAMP shall include the entire NHS
- Performance-based planning and programming compliment the TAMP

• California Government Code

- Government Code 14526.4 requires a “robust” asset management plan” that is consistent with Federal Law
- Commission defined additional assets for the TAMP.
- Performance measures and targets are adopted by the CTC.
- TAMP shall include the entire State Highway System (SHS)



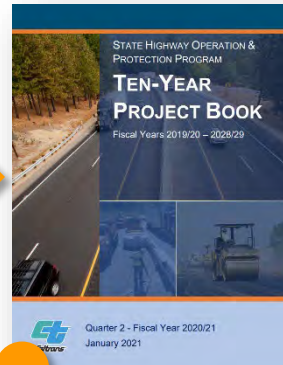
Asset Management in California



The **California Transportation Asset Management Plan (TAMP)** is the strategic plan that applies the asset management framework to both the NHS and SHS.



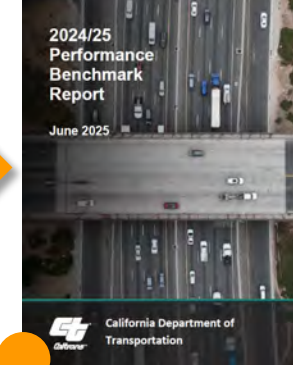
The **State Highway System Management Plan (SHSMP)** is an operational plan that includes all major physical assets and deficiencies on the SHS.



The quarterly **SHOPP Ten-Year Project Book Dashboard** establishes a 10-yr portfolio of projects to meet targets set forth in the TAMP and SHSMP. Portfolios are developed by the District to meet DPP fiscal and performance constraints. Projectbook.dot.ca.gov



The **SHOPP** is comprised of projects spanning four years of the certified SHOPP Ten-Year Project Book.



The annual **Performance Benchmarks** provides a means to monitor and report on progress towards meeting performance targets.

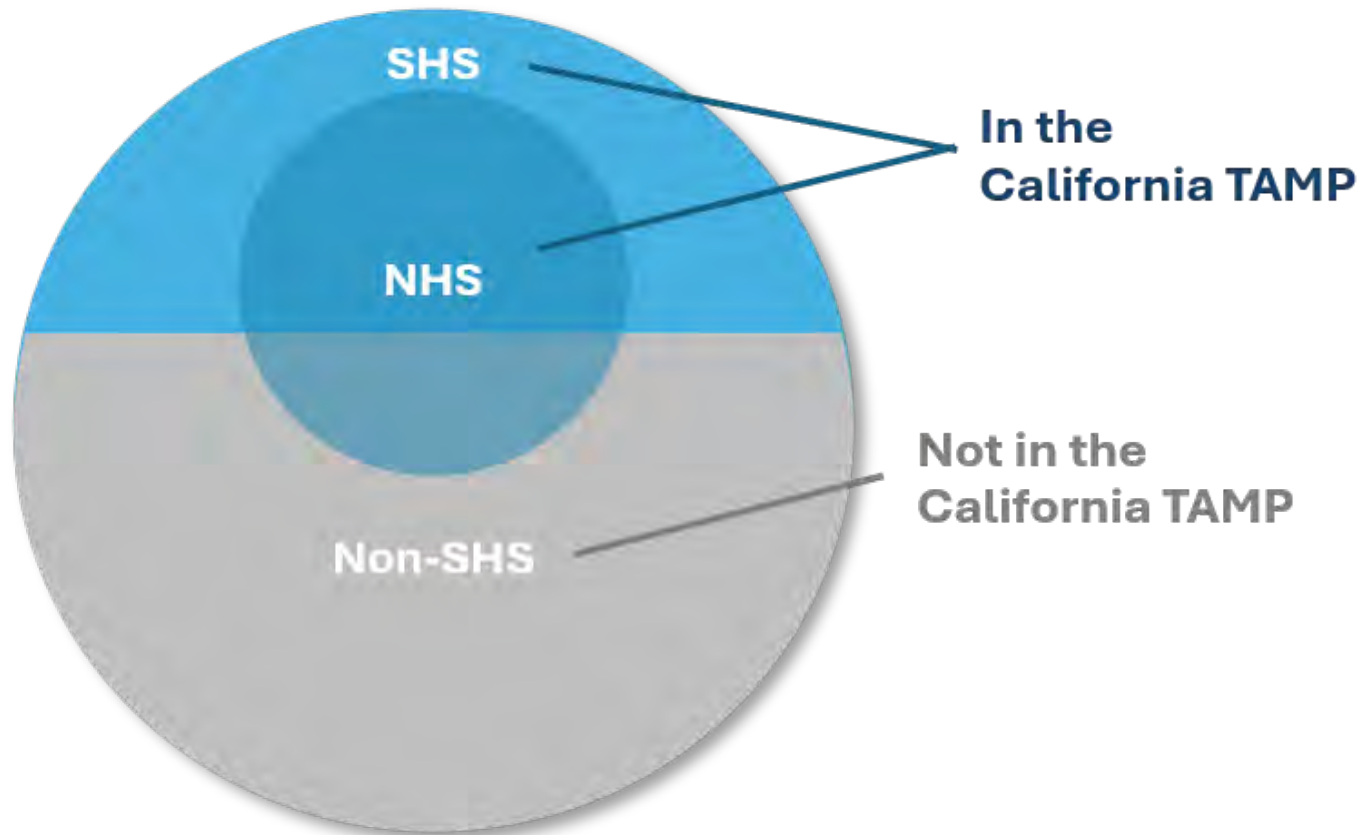


Required TAMP Components

- Inventory and Condition
- Performance Targets
- Life Cycle Planning
- Risk Management/System Resiliency/Repeatedly Damaged Assets
- Financial Plan
- Investment Strategies
- Performance Gap Analysis (Inventory, condition, targets, gaps)
- Process Improvements



TAMP Scope



National Highway System

The National Highway System (NHS) in California



Los Angeles Area NHS

Intuitive Presentation of Information

NHS Pavement: % Lane Miles in Good/Fair/Poor Conditions

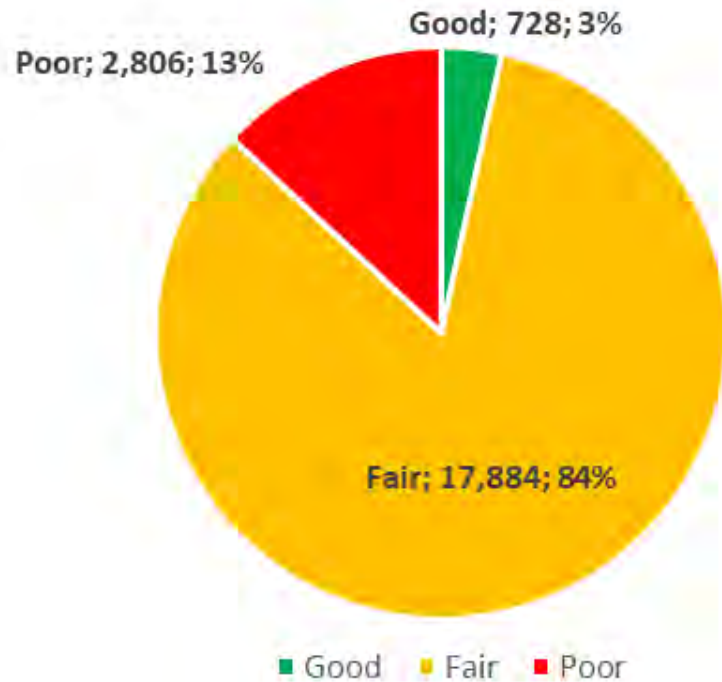


NHS Bridges: % Bridge Deck Area in Good/Fair/Poor Conditions

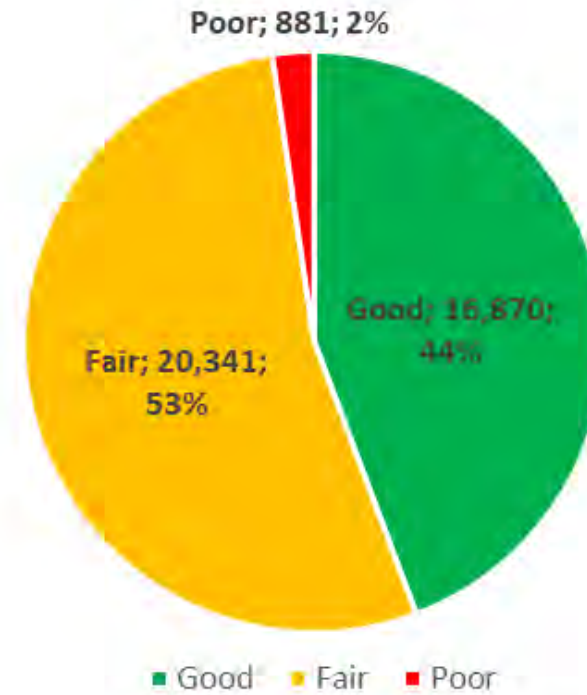


NHS Pavement Inventory and Condition

Local
Lane Miles (LM) of Pavement
36% of Total NHS



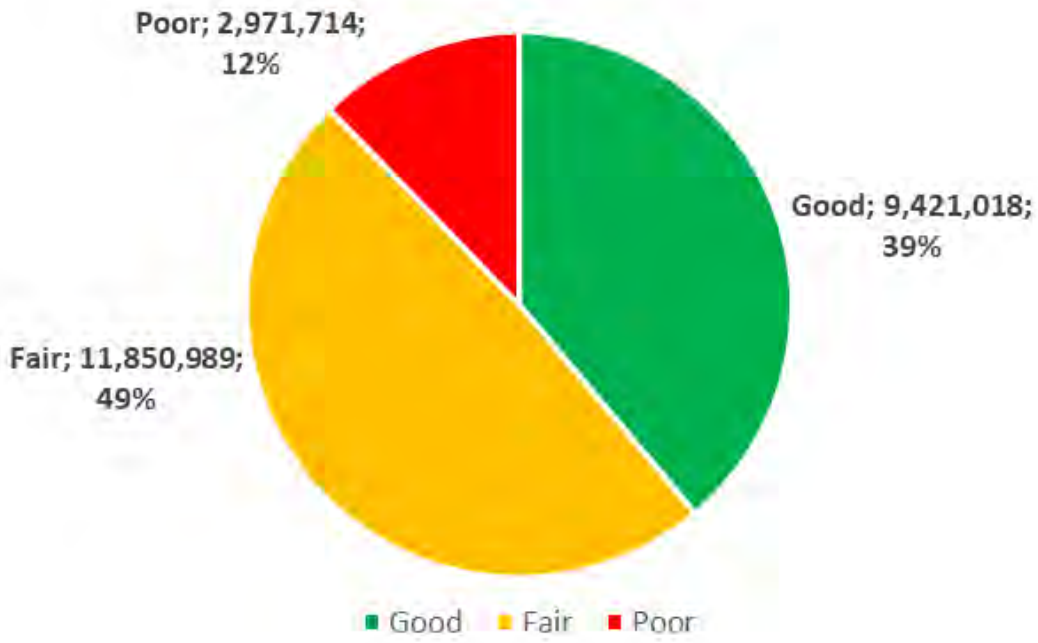
State
Lane Miles (LM) of Pavement
64% of Total NHS



NHS Bridge Inventory and Condition

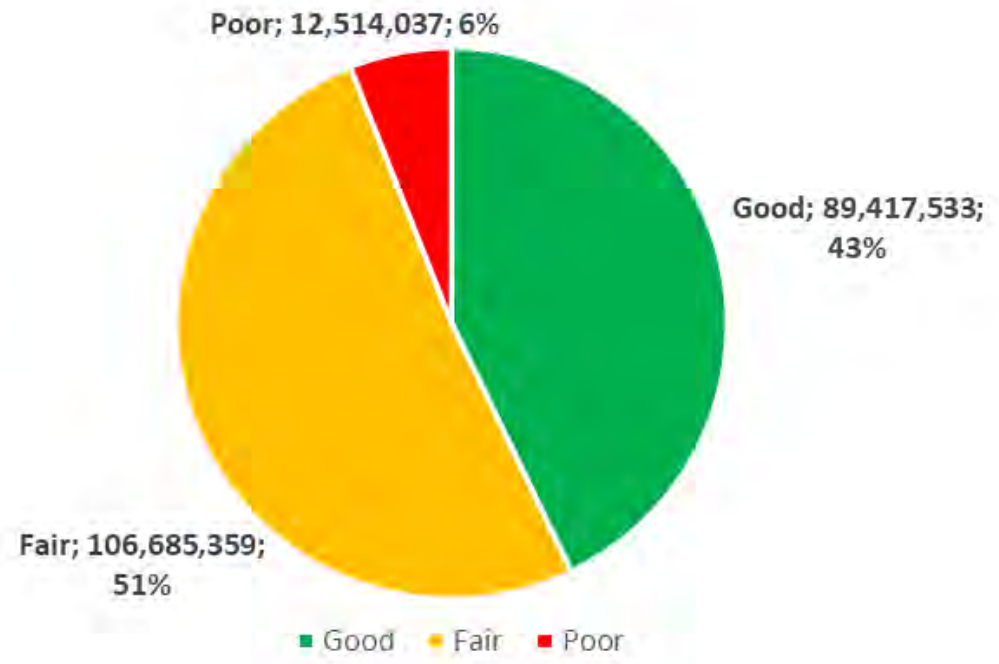
Local

NBI Bridge Deck Area (SQFT)
10% of Total NHS



State

NBI Bridge Deck Area (SQFT)
90% of Total NHS



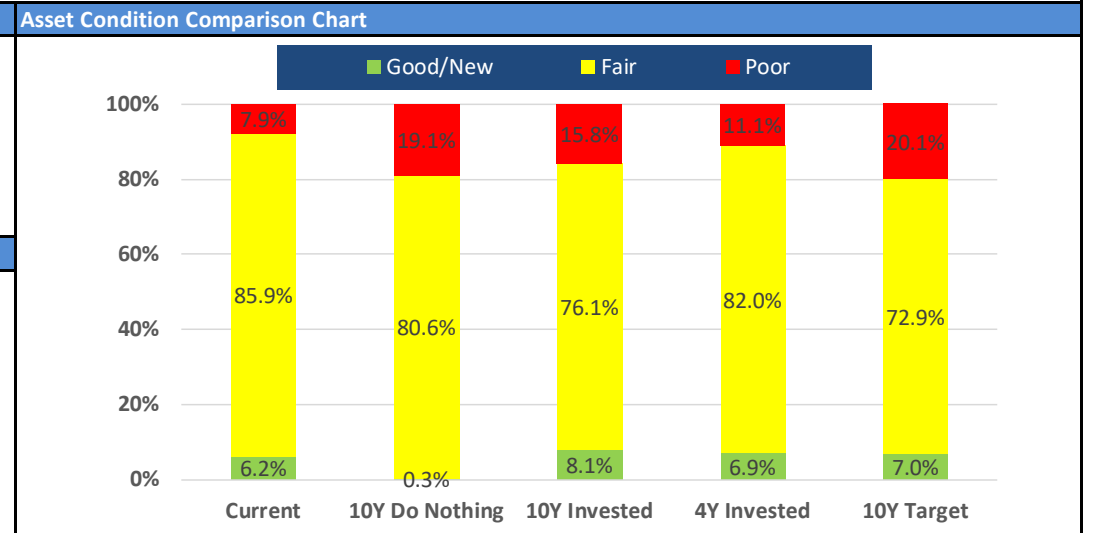
Performance Target Analysis Tool

Estimated Investment (Expected Annual Funding)					
Use Default or Override Parameters?		Override			
Annual Funding by Work Type	Initial Const.	Maint.	Preser/Rehab	Reconstruction	Total
Default	\$ 240,780	\$ 419,836	\$ 311,738	\$ 1,326,749	\$ 2,299,102
Override	\$ 1,602,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	
			5%	5%	
			80%	0%	
% Dollars Applied to Poor to Good			20%	100%	

% Spending on Fair to Good	16.5%
% Spending on Poor to Good	24.8%

Asset Condition										
Condition	Current		Do Nothing: 10Y End		Invested: 10Y End		Invested: 4Y End		10Y TAMP Target	
	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%
Good/New	19.2	6.2%	1.0	0.3%	26.1	8.1%	21.9	6.9%	22.6	7.0%
Fair	267.6	85.9%	251.0	80.6%	244.7	76.1%	258.7	82.0%	234.3	72.9%
Poor	24.5	7.9%	59.3	19.1%	50.8	15.8%	34.9	11.1%	64.6	20.1%

10Y Performance Gap Analysis		
Condition	Gap (10Y Invested - Target)	
	Lane Miles	%
Good/New	3.4	1.1%
Fair	10.4	3.2%
Poor	(13.8)	-4.3%



10Y Needs Assessment			
Total Cost of Work			
Treatment	Invested	Cost Gap	Total
Fix Fair to Good	\$ 7,600,000	\$ 12,418,685	\$ 20,018,685
Fix Poor to Good	\$ 11,400,000	\$ -	\$ 11,400,000
Add New	\$ 16,020,000	\$ -	\$ 16,020,000
Risk Mitigation	\$ 1,000,000	\$ -	\$ 1,000,000
Maintenance	\$ 10,000,000	\$ -	\$ 10,000,000
Total	\$ 46,020,000	\$ 12,418,685	\$ 58,438,685



NHS Targets vary by Agency

4-Year Pavement Targets by Jurisdiction						
MPO	Good		Fair		Poor	
	Lane Miles	%	Lane Miles	%	Lane Miles	%
Association of Monterey Bay Area Governments (AMBAG)	21.9	6.9%	258.7	82.0%	34.9	11.1%
Butte County Association of Governments (BCAG)	6.4	10.2%	45.9	73.3%	10.3	16.5%
Fresno Council of Governments (FCOG)	17.6	5.6%	260.4	83.5%	34.0	10.9%
Glenn County Transportation Commission (GCTC)	0.0	0.4%	3.8	83.9%	0.7	15.7%
Humboldt County Association of Governments (HCAOG)	0.3	0.5%	52.6	87.1%	7.5	12.4%
Kings County Association of Governments (KCAG)	2.4	5.2%	37.8	81.3%	6.3	13.5%
Kern Council of Governments (KCOG)	99.6	13.6%	585.6	79.9%	47.4	6.5%
Lassen County Transportation Commission (LCTC)	8.1	54.0%	6.8	45.3%	0.1	0.7%
Merced County Association of Governments (MCAG)	0.8	1.0%	55.7	68.9%	24.2	30.0%
State Interstate	7,230.4	49.0%	7,187.9	48.7%	339.2	2.3%
State Non-Interstate	11,086.8	45.6%	12,698.3	52.3%	514.3	2.1%



Condition Performance Gap Analysis

- Three Performance Scenarios are presented in the TAMP
 - Maintain Current Condition
 - Expected 10-Year Condition
 - Desired State of Repair

- Results
 - Performance gaps are projected for the combined state and local NHS
 - SHS core assets consistent with SHSMP



TAMP Development Timeline

Dates	Actions
March - Dec. 2025	Six TAMP Development Workshops held
Nov. 2025 - Jan. 2026	Draft TAMP distributed for internal/external comments
February 10, 2026	Final comment due
February/March 2026	TAMP required to be submitted to CTC/FHWA for final comments
May 2026	FHWA and Commission Comments received
June/Aug 2026	Commission votes to approve the TAMP



Acknowledgements

- Executive Team
- Caltrans Project Team
 - Asset Management would like to thank all Districts and Programs for their support.
- Partners and Stakeholders
 - We would like to acknowledge the valuable input received from the local and regional transportation agencies, other stakeholder organizations and attendees of the virtual TAMP development workshops. We would especially like to thank the MPO/RTPAs for their input on local NHS funding, risk management and the setting of TAMP performance targets.



Partners and Stakeholders

Federal Highway Administration

California Transportation Commission

Association of Monterey Bay Area Governments

Butte County Association of Governments

California Walks

City of Alhambra

City of Anderson

City of Antioch

City of Bell

City of Benicia

City of Dublin

City of Camarillo

City of Carlsbad

City of Carson

City of Cathedral City

City of Chula Vista

City of Corona

City of Crescent

City of Culver City

City of Davis

City of Duarte

City of Dublin

City of El Monte

City of Elk Grove

City of Fontana

City of Fortuna

City of Foster City

City of Fountain Valley

City of Fresno

City of Fullerton

City of Garden Grove

City of Gilroy

City of Hesperia

City of Huntington Beach

City of Irwindale

City of La Mirada

City of La Verne

City of Lake Forest

City of Landcaster

City of Lemoore

City of Livermore

City of Long Beach

City of Los Angeles

City of Los Gatos

City of Moreno Valley

City of Mountain View

City of Napa

City of Novato

City of Oxnard

City of Palmdale

City of Palo Alto

City of Pico Rivera

City of Pinole

City of Pittsburg

City of Pleasanton

City of Pomona

City of Rancho Palos Verdes

City of Riverside

City of Roseville

City of Sacramento

City of Salinas

City of San Carlos

City of San Clemente

City of San Francisco

City of San Jose

City of San Leandro

City of Santa Barbara

City of Santa Clara

City of Santa Clarita

City of Scotts Valley

City of Shafter

City of Signal Hill

City of Simi Valley

City of Solvang

City of Tracy

City of Tustin

City of Walnut Creek

City of West Sacramento

City of Westminster

City of Whittier

City of Woodlake

County of Calaveras

County of Del Norte

County of Fresno

County of Imperial

County of Inyo

County of Kern

County of Lake

County of Los Angeles

County of Madera

County of Merced

County of Napa

County of Orange

County of Placer

County of Riverside

County of Sacramento

County of San Benito

County of San Bernardino

County of San Francisco

County of San Joaquin

County of San Luis Obispo

County of San Mateo

County of Santa Barbara

County of Sierra

County of Solano

County of Tehama

County of Ventura

County of Yolo

Fearless Advocacy

Fresno Council of Governments

Kern Council of Governments

Kings County Association of Governments

Lake Area Planning Council

Lassen County Transportation Commission

Los Angeles County Metropolitan Transportation Authority

Madera County Transportation Commission

Merced County Association of Governments

Metropolitan Transportation Commission

Napa Valley Transportation Authority

Nevada County Transportation Commission

Orange County Transportation Authority

Riverside County Transportation Commission

Sacramento Area Council of Governments

San Diego Association of Governments

San Joaquin Council of Governments

San Luis Obispo Council of Governments

Santa Barbara County Association of Governments

Santa Clara Valley Transportation Authority

Shasta Regional Transportation Agency

Sierra County Transportation Commission

Solano Transportation Authority

Southern California Association of Governments

Stanislaus Council of Governments

Tahoe Regional Planning Agency

Town of Truckee

Tulare County Association of Governments





Big Creek Bridge on State Route 1 in Monterey County, in Big Sur.
15 miles south of Carmel-by-the-Sea along Pacific Coast Highway.

Thank You

diana.campbell@dot.ca.gov