

2021/22 Performance Benchmark Report



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June 2022

Tab 55



What is the Performance Benchmark Report?

- **CTC Guidelines:**

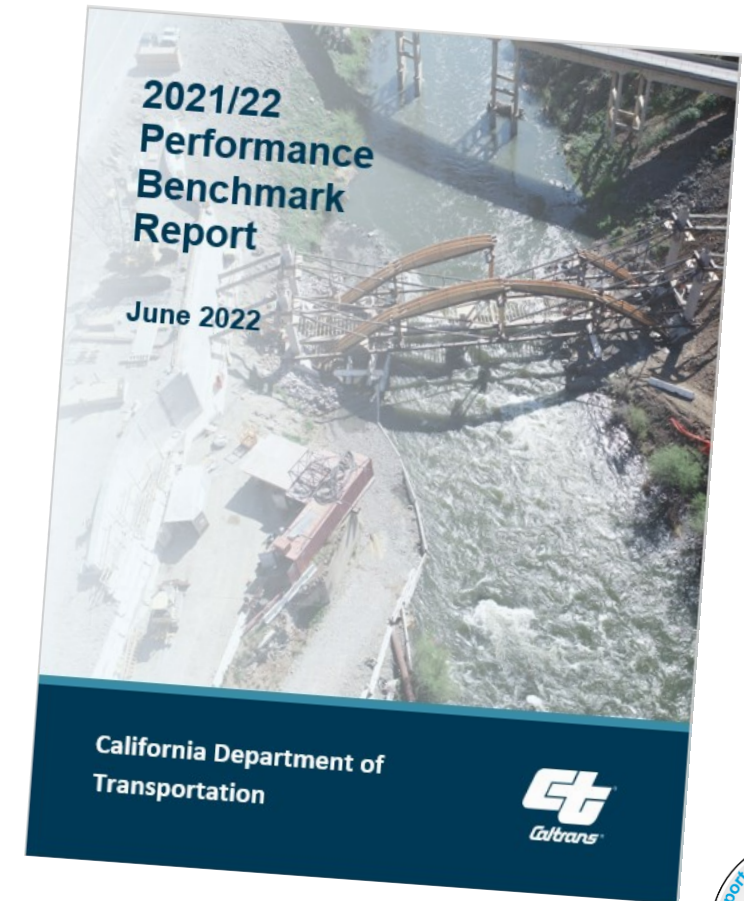
CTC Guidelines require an annual report to the Commission showing progress toward asset management and SB1 performance targets

- **What's in the Report:**

Reports the current condition and future projections relative to the 19 established baseline conditions 2017-2027.

- **Timing:**

The 2021/22 Performance Benchmark Report is presented in June of each year. This is the fifth reporting with actual conditions through 50% of the time period



Report Features

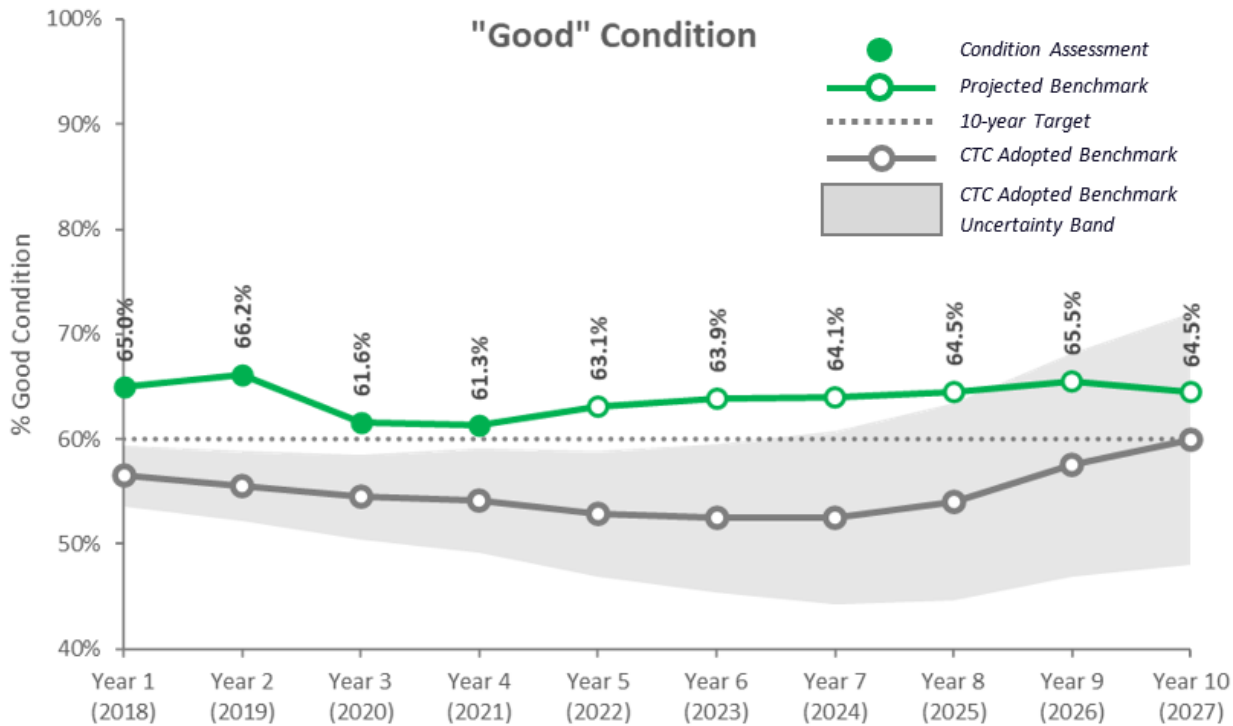


Figure 1 - Pavement Class I, Good

Table 3 – Pavement Class I Condition Summary

Condition	2027 Target	2020 Year End	2021 Year End	Change in Condition
Good	60.0%	61.6%	61.3%	-0.3% ↓
Fair	39.0%	37.1%	37.4%	+0.3% ↑
Poor	1.0%	1.3%	1.3%	0.0% ↔



Benchmark Development

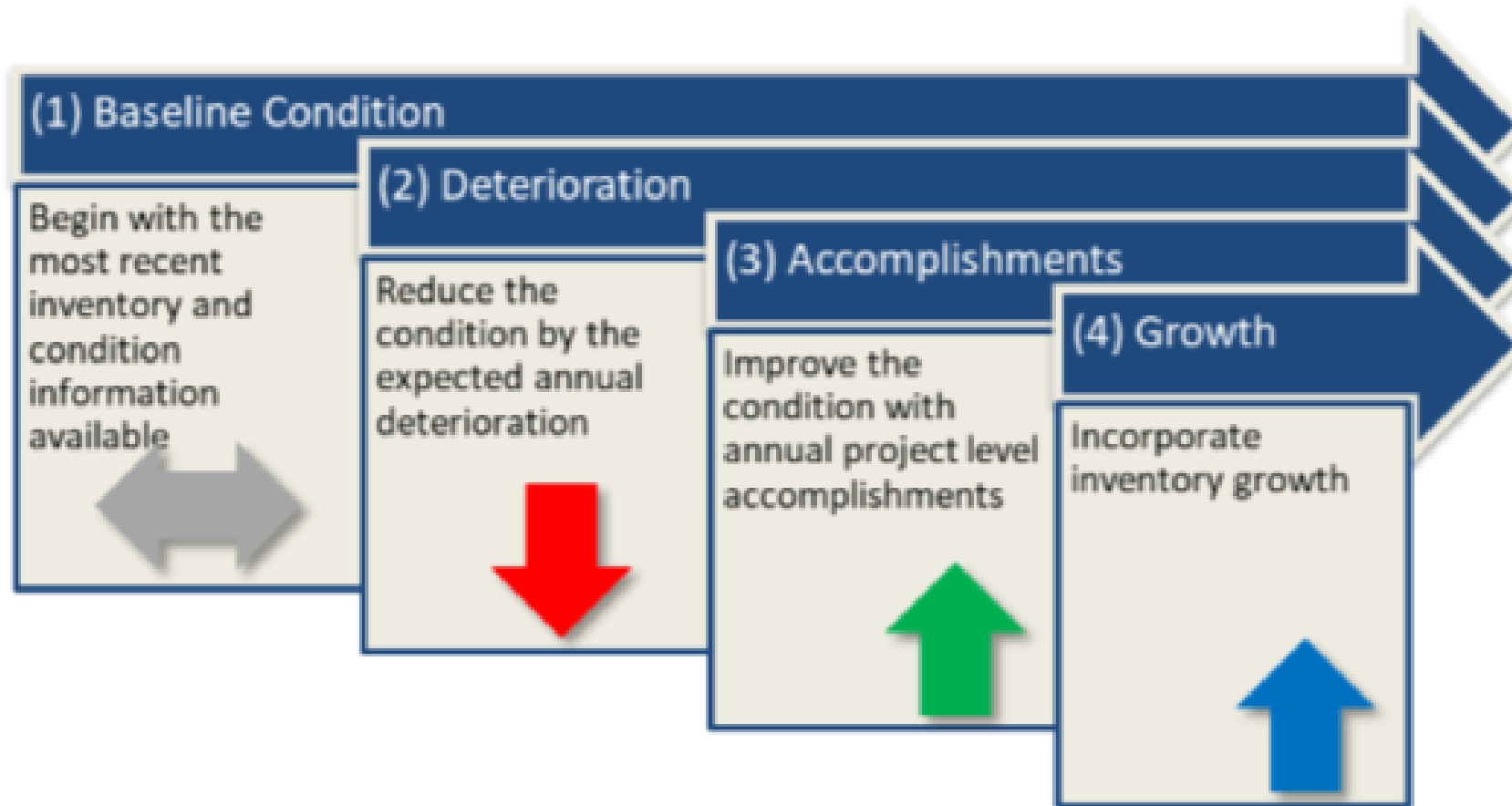


Figure 4-2. Steps in Calculating Benchmark Projections

Summary of Progress on SB1 Targets

Table 1 – Progress Towards 2027 SB1 Targets

Asset Class	2027 SB1 Target	Status of Progress
Pavement	98% Good or Fair Condition;	● On Track
	90% level of service (LOS) achieved for maintenance of potholes, spalls, and cracks	● On Track
Bridges	Fix an additional 500 bridges	● On Track/ Target Achieved
Culverts	90% Good or Fair Condition	● On Track
TMS	90% Good Condition	● On Track

- **On Track** – Caltrans is on track to meet performance targets by 2027.
- **Monitor** – Projected performance falls within uncertainty bounds, or performance metric under revision.
- **Action Required** – Changes to plans are needed to assure that performance targets are achieved by 2027.



Summary of Progress on Asset Management Targets

Table 2 – Progress Towards TAMP Targets

Asset Class		Good	Fair	Poor	Status of Progress	
Pavement	Class 1	60%	39%	1%	●	On Track
	Class 2	55%	43%	2%	●	On Track
	Class 3	45%	53%	2%	●	On Track
Bridges and Tunnels		48.5%	50%	1.5%	●	Monitor
Drainage (Culverts)		70%	20%	10%	●	On Track
TMS		90%	N/A	10%	●	On Track

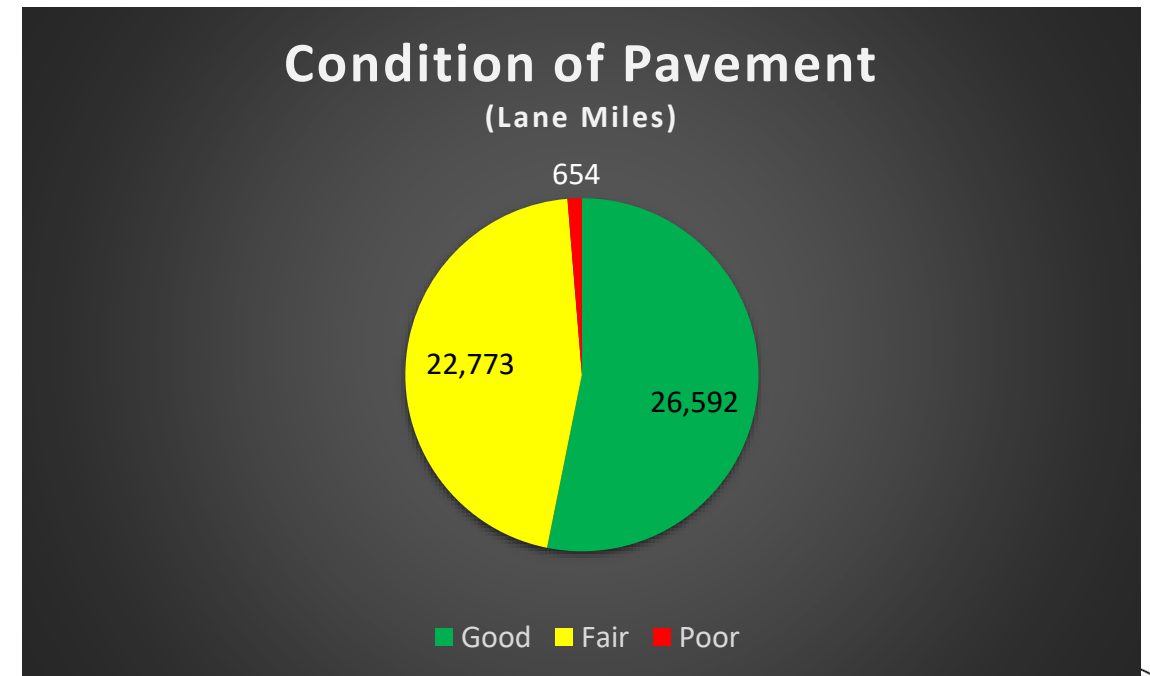
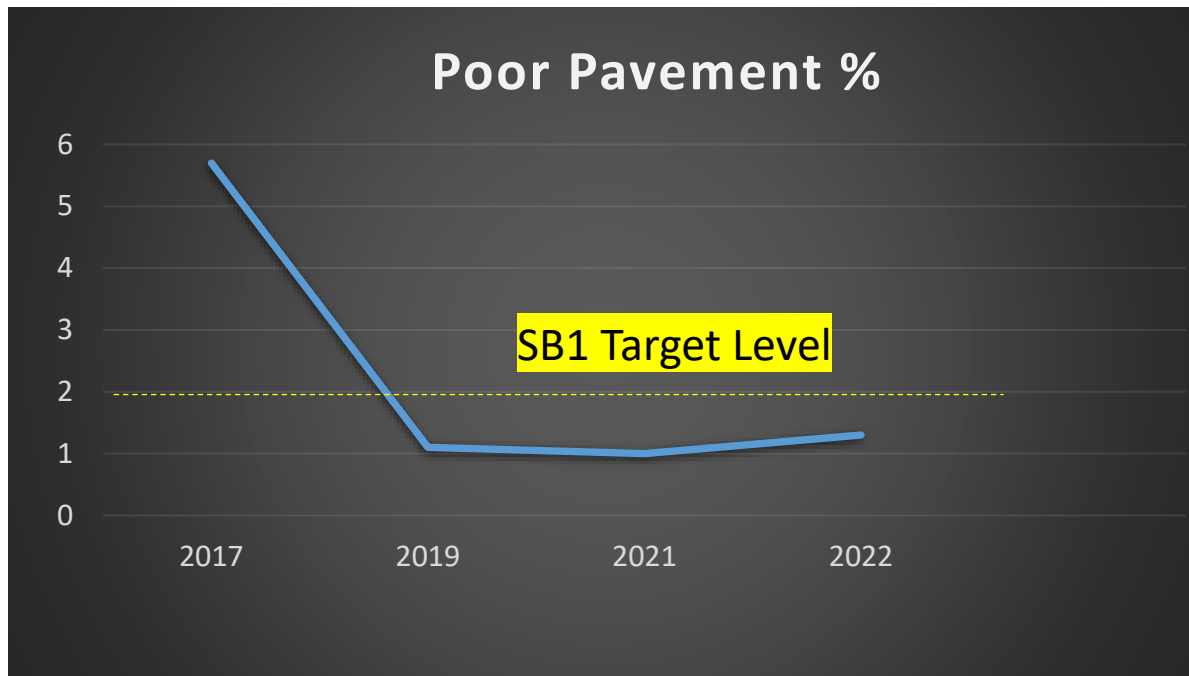
- **On Track** – Caltrans is on track to meet performance targets by 2027.
- **Monitor** – Projected performance falls within uncertainty bounds, or performance metric under revision.
- **Action Required** – Changes to plans are needed to assure that performance targets are achieved by 2027.



Pavement

Pavement Progress

- Pavement condition continues to meet targets!





Route 99 concrete pavement- Fresno County from the City of Selma to Kingsburg



Interstate 5 – Redding to Anderson

Pavement Progress



Pavement Summary

Table 3 – Pavement Class I Condition Summary

Condition	2027 Target	2020 Year End	2021 Year End	Change in Condition
Good	60.0%	61.6%	61.3%	-0.3% ↓
Fair	39.0%	37.1%	37.4%	+0.3% ↑
Poor	1.0%	1.3%	1.3%	0.0% ↔

Table 4 - Pavement Class II Condition Summary

Condition	2027 Target	2020 Year End	2021 Year End	Change in Condition
Good	55.0%	46.3%	44.4%	-1.9% ↓
Fair	43.0%	52.6%	54.4%	+1.8% ↑
Poor	2.0%	1.1%	1.2%	+0.1% ↑

Table 5 - Pavement Class III Condition Summary

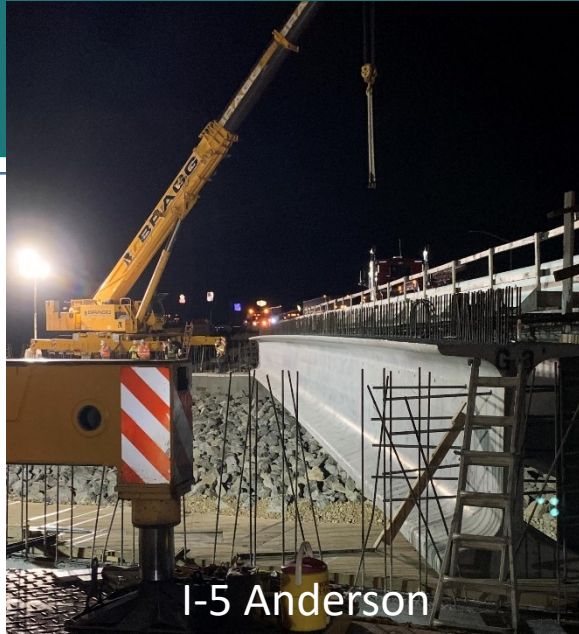
Condition	2027 Target	2020 Year End	2021 Year End	Change in Condition
Good	45.0%	42.8%	41.3%	-1.5% ↓
Fair	53.0%	55.5%	57.1%	+1.6% ↑
Poor	2.0%	1.7%	1.6%	-0.1% ↓



Bridges



Panther Creek Bridge – District 1



I-5 Anderson



Klamath River Bridge – SR 96 & 263 Yreka



Interstate 5 – Santa Fe Springs

Bridge Progress

Bridge Summary

- Actions being taken have improved the bridge condition projections

Table 6 – Bridge and Tunnel Health Condition Summary

Condition	2027 Target	2020 Year End	2021 Year End	Change in Condition
Good	48.5%	50.8%	49.3%	-1.5% ↓
Fair	50.0%	45.8%	46.9%	+1.1% ↑
Poor	1.5%	3.4%	3.8%	+0.4% ↑



Bridge Fixes

- The number of bridges fixed surpasses the 550 additional bridge mark

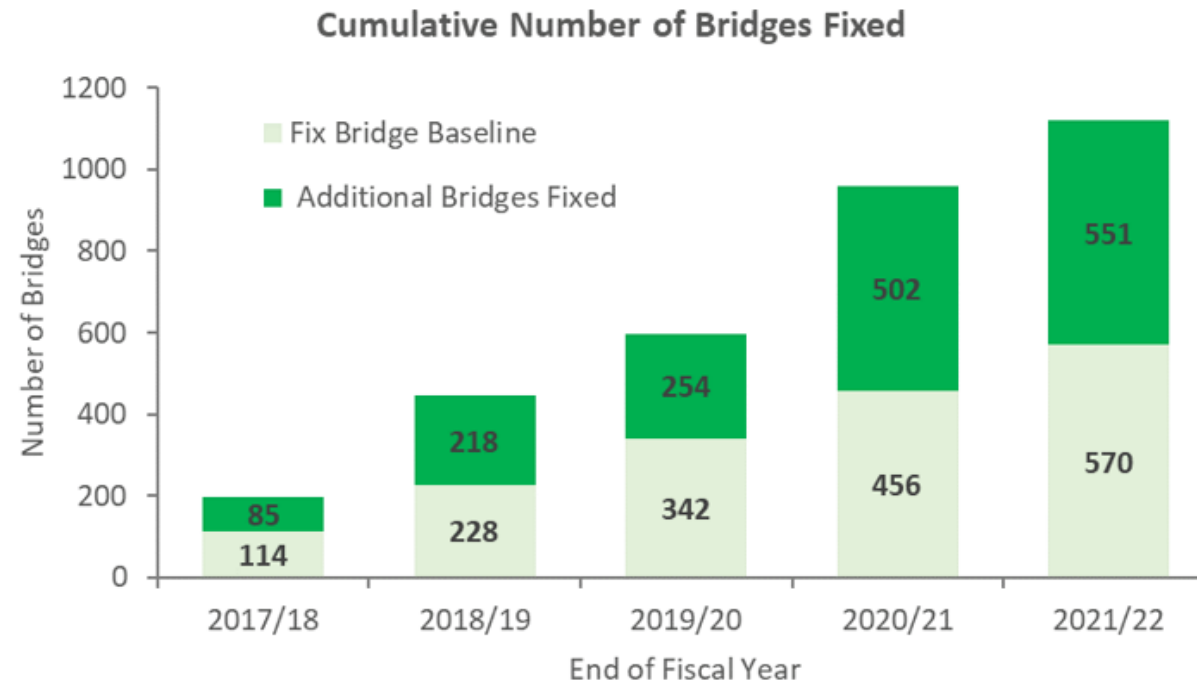


Figure 20 – Cumulative Total Number of Bridges Fixed to Date Above the Baseline



Bridge Fix Reporting – Antlers Bridge Case Study



Begin Work - 11/2009



New Bridge Open - 9/2016

The Contract Close Out - 6/2019
2 years and 9 months after the new bridge opened



Culverts



Culvert Progress

Over 27,500 Inspections completed in the prior year



Culvert Summary

- Culvert conditions exceed target levels

Table 7 - Drainage Condition Summary

Condition	2027 Target	2020 Year End	2021 Year End	Change in Condition
Good	70.0%	71.6%	73.3%	1.8% ↑
Fair	20.0%	18.4%	16.7%	-1.7% ↓
Poor	10.0%	10.0%	9.9%	-0.1% ↓



Transportation Management Systems (TMS)



TMS Progress



TMS Condition

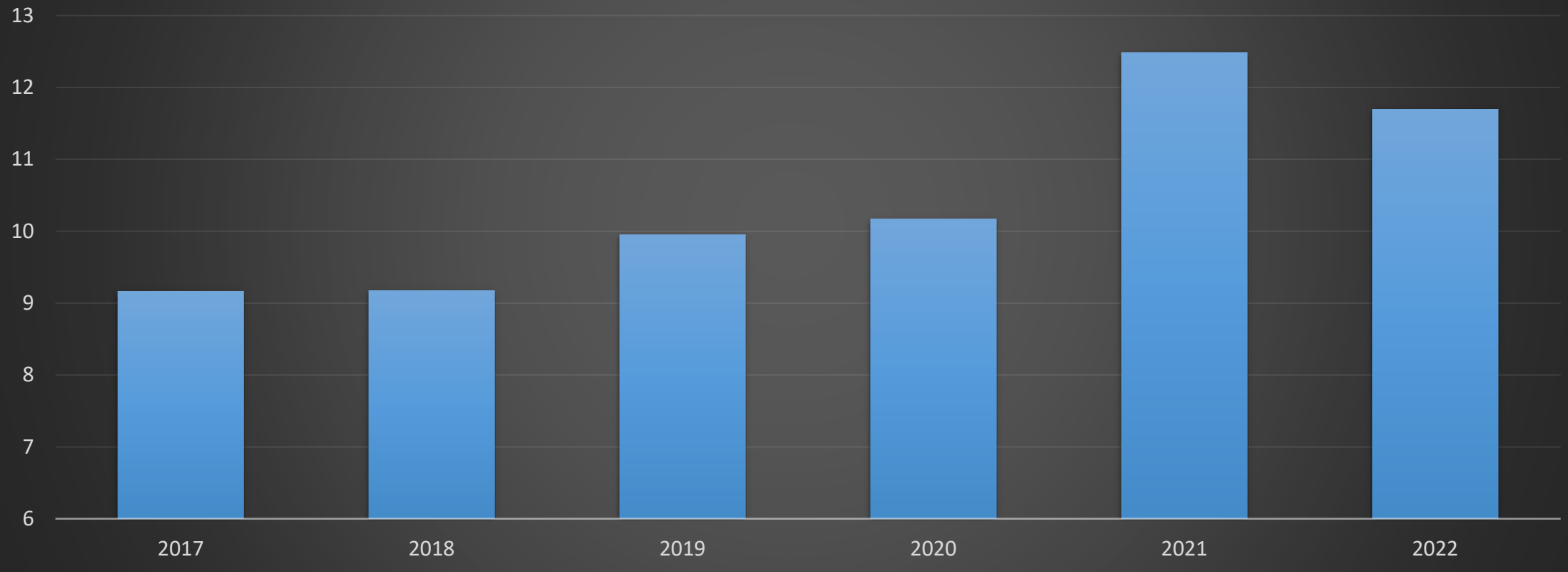
Table 8 - Transportation Management Systems Condition Summary

Condition	2027 Target	2020 Year End	2021 Year End	Change in Condition
Good	90.0%	79.0%	78.7%	-0.3% ↓
Poor	10.0%	21.0	21.3%	0.3% ↑



Value of Going Construction

Value in billions
(summer of each year)



Conclusion

- We continue to follow our asset management plan and are making significant progress
- We expect to meet all SB1 performance targets
- Need to maintain investment in these assets to sustain these conditions
- Continue to monitor all performance closely and adjust our asset management approach as needed

