

Date of Hearing: March 20, 2017

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

AB 515 (Frazier) – As Introduced February 13, 2017

SUBJECT: State Highway System Management Plan

SUMMARY: Clarifies that the asset management plan prepared by the California Department of Transportation (Caltrans) must be integrated with the department's activities related to maintenance and the State Highway Operation and Protection Program (SHOPP).

EXISTING LAW requires Caltrans to prepare a number of documents, all for the purpose of guiding transportation capital improvement investments for projects that will preserve and protect the state highway system in a cost-effective manner. These plans include:

- 1) A ten-year SHOPP plan that identifies all rehabilitation and reconstruction needs for a ten-year period.
- 2) A five-year maintenance plan that identifies maintenance activities that, if the activities were not performed, could result in increased SHOPP costs.
- 3) A robust asset management plan to guide selection of projects for the SHOPP. The asset management plan is to assess the health and condition of the state highway system so that Caltrans can determine the most effective way to apply the state's limited resources. The asset management plan is to include a needs assessment as well as an investment plan.

FISCAL EFFECT: Unknown

COMMENTS: Caltrans funds the management, preservation, and safety improvements of the state highway system through the SHOPP, a four-year program of projects. In order to anticipate and schedule future needs, Caltrans develops a ten-year SHOPP plan to identify goal-based needs over a ten-year period. The goals reflect desired performance criteria for all highway facilities and full achievement of those goals at the end of a ten-year period. This enables Caltrans to identify the most important projects to fund with available revenue.

Additionally, Caltrans prepares the five-year maintenance plan to include only maintenance activities that, if the activities are not performed, could result in increased SHOPP costs.

SB 486 (DeSaulnier), Chapter 917, Statutes of 2014, directed Caltrans to take these planning efforts one step further and develop a robust asset management plan that will assess the state of existing assets, integrate existing planning and programming efforts, and impose performance metrics, all with the intent of aligning investments with the Caltrans Strategic Management Plan and improving accountability and transparency.

This bill is consistent with work already underway at Caltrans and the California Transportation Commission.

Previous legislation: SB 486 (DeSaulnier), Chapter 917, Statutes of 2014, directed Caltrans to develop a robust asset management plan.

REGISTERED SUPPORT / OPPOSITION:

Support

None on file

Opposition

None on file

Analysis Prepared by: Janet Dawson / TRANS. /