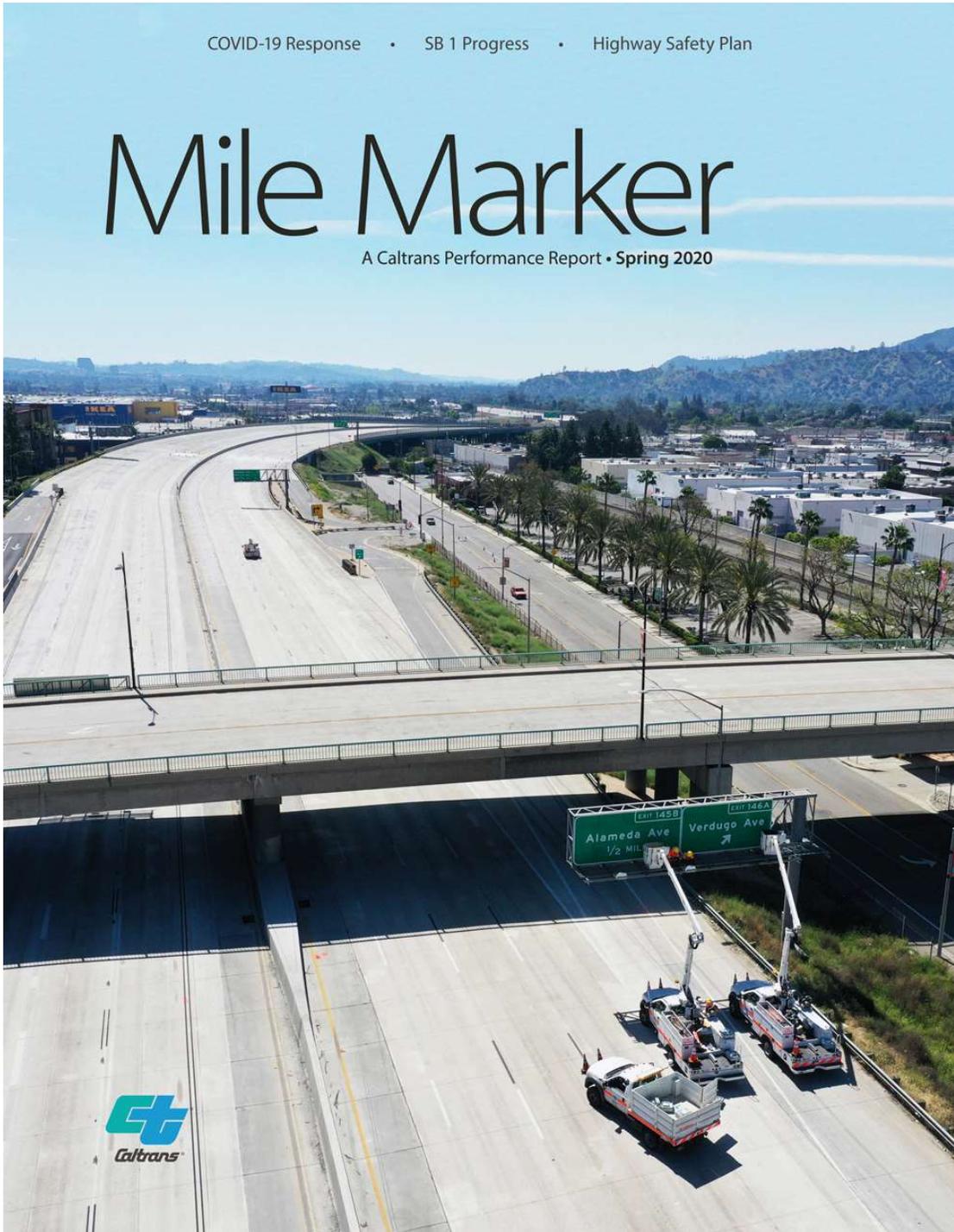


COVID-19 Response • SB 1 Progress • Highway Safety Plan

Mile Marker

A Caltrans Performance Report • Spring 2020



[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)

Director's Message

Director's Message



Toks Omishakin
Caltrans Director

The events of the last few months have posed historic challenges to our society and institutions. We are experiencing a global health pandemic, and have witnessed multiple troubling incidents that have displayed the inequities and injustice that persist in our country.

Unfortunately, those inequities have extended into the field of transportation over the years. Far too often, past transportation decisions quite literally put up barriers, divided communities, and amplified racial inequalities, particularly in

underserved communities.

I want to assure you that Caltrans, as part of the California State Transportation Agency, is strongly committed to creating and carrying through policies of racial equity, inclusion and diversity — and addressing flawed decisions made in earlier times.

Specifically, here are some of the ways Caltrans is trying to achieve greater equity in all of its operations:

- **Equitable access to and input in the transportation planning process.** We are working to be more proactive to hearing all voices during the project development and community input processes, and to providing access to the decision-making process for all communities, groups and people.
- **Equitable participation in contracting and subcontracting.** As you'll read in this issue of the *Mile Marker*, Caltrans strives to hire more companies owned by those considered disadvantaged, disabled, or have been injured serving our country. We have met and exceeded state and federal goals for hiring and procurement, and are encouraging more businesses to share in the opportunities that come with improving the state transportation system.
- **Equitable transportation benefits across society** (equal access to mass transit, addressing active transportation needs).
- **Equitable hiring.** Caltrans is engaging with college students considering a career in transportation, connecting with undergraduate programs to give students exposure to real-life applications, and strengthening ties with engineering programs with higher African American student enrollment. Caltrans already has a diverse work force — 53 percent of our employees are racial minorities — and we will continue to be open to more viewpoints and backgrounds.

Today, and moving forward, we are reaffirming the importance of uplifting diversity and equity in our work at Caltrans. We all must be more aware of how our decisions impact the disadvantaged and underserved in the state, and commit to eliminating the disproportionate impacts and burdens placed on these communities. This outlook should be ingrained in everything that we do.

It's part of Gov. Gavin Newsom's declaration of a "California For All" — not just a catchy slogan, but a commitment to help every resident realize their potential and share in the Golden State's bounty.

As we manage through the COVID-19 pandemic, I wish to assure everyone that Caltrans remains as dedicated as ever to maintaining a safe, efficient transportation system that keeps all essential goods moving.

For this, credit goes to our 21,000 employees, who have adjusted to the crisis by incorporating social distancing rules, creating telecommuting options, and coordinating with contractors to continue work on important projects in this environment.

Caltrans seized on this unprecedented time of light traffic to expedite work on about 100 road projects, many in urban areas. This is improving our roads with an eye toward reducing construction delays from these projects once more traffic returns to our state highways. An article in this *Mile Marker* edition describes Caltrans' progress during this time.

Caltrans has also adjusted our permit processes to temporarily ease weight limits for trucks carrying critical medical supplies in the state. This allows more goods to be transported into and around California. Plus, to create additional convenience for truckers and other motorists, we've temporarily allowed food trucks to operate at select rest areas to provide more hot, quick meal options.

We continue to look for more opportunities to improve the highway system during this period.

In the midst of the coronavirus crisis, we continued the Caltrans tradition of honoring our fallen heroes on April 30. For the 30th Annual



Two Caltrans honor guards stand vigil during the 2020 Workers Memorial.

Caltrans Workers Memorial, we honored the 189 colleagues who have died in the line of service since 1921.

According to the U.S. Bureau of Labor Statistics, highway construction and maintenance work is one of the most hazardous occupations in the United States. The dangers of working on state and local roads also extend to contractors, members of the California Highway Patrol, and tow truck workers.

For this year's remembrance, we originally planned for a large crowd to again join us at the State Capitol. But since large gatherings are not currently possible, we moved to a more intimate location along the Sacramento River in view of the Caltrans Workers Memorial Bridge. Many of Caltrans' 12 regional districts also staged their own local memorials. (To view video of this year's memorial, visit @CaltransHQ on Facebook or [YouTube](#) .)

We are grateful no new Caltrans names were added to the memorial in the last year, and we hope the ceremony continues to serve as a sobering message for drivers to "Be Work Zone Alert" and to "Slow for the Cone Zone."

The safety of the traveling public and those doing vital work on our highways will always be our No. 1 priority.

Take care and be well.

- › [Director's Message](#)
- › [Mile Markers](#)
- › [COVID-19 Response](#)
- › [SB 1: Progress Made, Challenges Remain](#)
- › [Bridge, Other Inspections Taking to the Skies](#)
- › [Safety Plan Seeks to Protect Roadway Users](#)
- › [Report Maps Future Freight Strategy in State](#)
- › [Canyon Bridge Network Rebuilt After Slides](#)
- › [Caltrans Exceeds Small Business Goals](#)
- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Be Work Zone Alert](#)
- › [CAL FIRE](#)
- › [Clean California](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)
- › [California Transportation Plan 2050](#)
- › [REAL ID](#)

- ▶ [Energy Upgrade](#)
- ▶ [Go Safely California](#)
- ▶ [HeatReadyCA.com](#)
- ▶ [Move Over Law](#)

- ▶ [Save Our Water](#)
- ▶ [Stormwater Education Campaign](#)
- ▶ [Tenant and Landlord Resources](#)
- ▶ [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[!\[\]\(830769b31eeeaca920791081939ff8ba_img.jpg\) Facebook](#) [!\[\]\(198f559926258ddfad814817bda0ffbc_img.jpg\) Twitter](#)

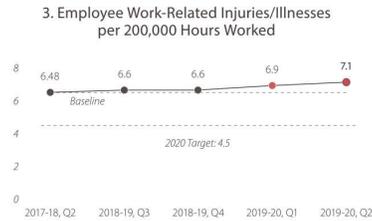
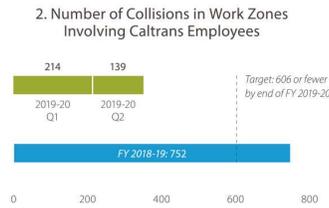
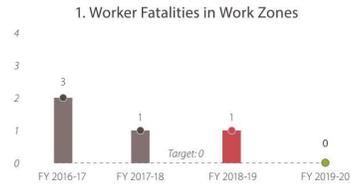
Copyright © 2024 State of California

Mile Markers

Caltrans Key Strategic Management Plan Performance Measures

Goal: Safety and Health

Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.



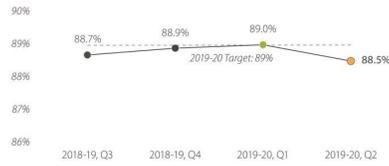
Goal: Stewardship and Efficiency

Money counts. Responsibly manage California's transportation-related assets.

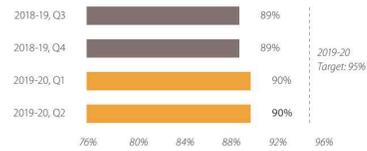
1. Percentage of Functional Transportation Management System Units



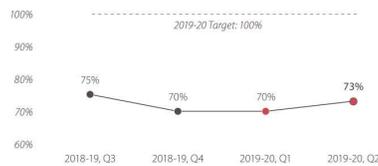
2. Percentage of Culverts in Good or Fair Condition



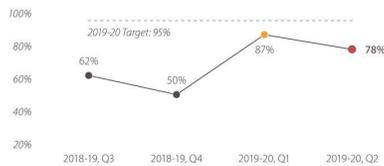
3. Percentage of Caltrans Light Duty Vehicle Fleet Available For Use



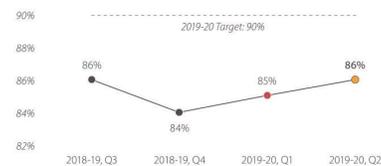
4. Percentage of Caltrans Light Duty Vehicle Trips Meeting Key Fob Requirements



5. Percentage of Single Trip Transportation Permits Approved or Denied Within Two Hours



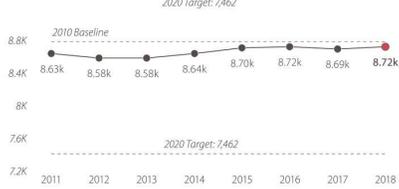
6. Percentage of Encroachment Permits Approved or Denied Within 30 Days



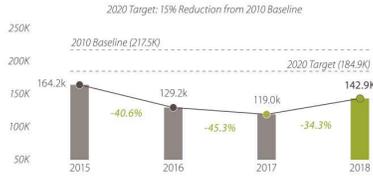
Goal: Sustainability, Livability and Economy

Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

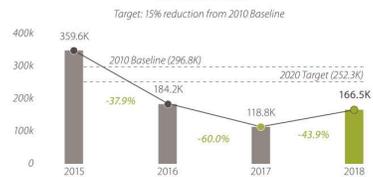
1. Vehicle Miles Traveled Per Capita, Statewide Average



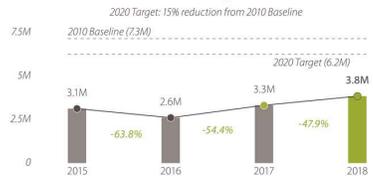
2. Greenhouse Gas Emissions From Caltrans Operations (in metric tons)



3. Percentage Reduction of Materials Taken to Landfills (in metric tons)



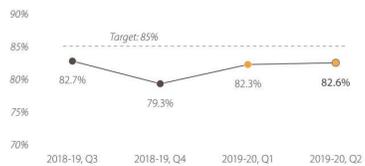
4. Percentage Reduction of Potable Water Usage (in millions of gallons)



Goal: System Performance

Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

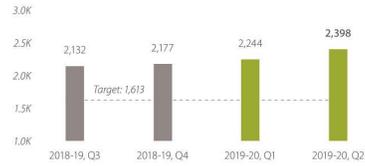
1. Accurate Reporting of Traveler Information (Travel Times, Construction Activity, Incidents and Adverse Weather)



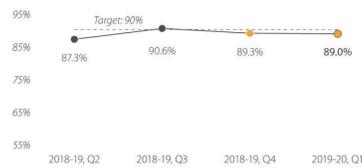
2. Percentage of Availability of Traveler Information



3. Number of Complete Streets Features on the State Highway System



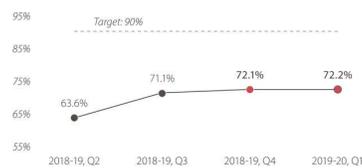
4a. Average All-Stations On-Time Performance for Intercity Rail Capital Corridor



4b. Average All-Stations On-Time Performance for Intercity Rail Pacific Surfliner



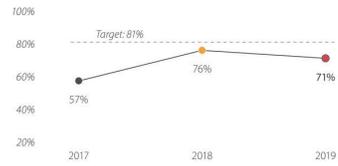
4c. Average All-Stations On-Time Performance for Intercity Rail San Joaquins



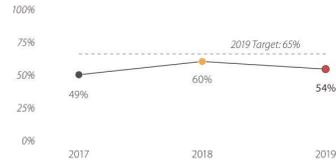
Goal: Organizational Excellence

Be a national leader in delivering quality service through excellent employee performance, public communication and accountability.

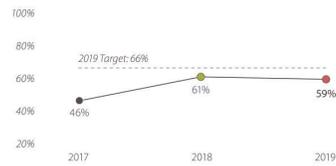
1. Employees Who Indicate That They Work in a Positive Work Environment



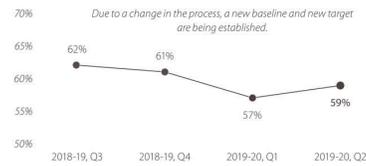
2. Employees Who Agree That They are Encouraged to Try New Ideas



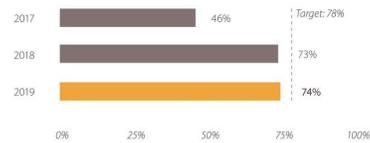
3. External Partners Who Responded "Good" or "Excellent" When Asked to Rate Their Experience While Working With Caltrans



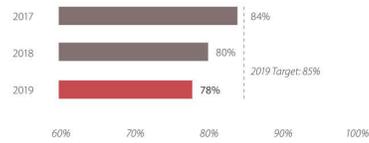
4. Percentage of Customer Service Requests on the State Highway System Closed Within 30 Days



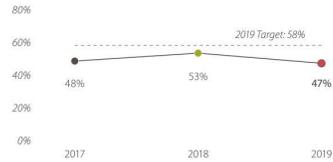
5. Employees Who Rate Caltrans Management as Open and Honest in Communications



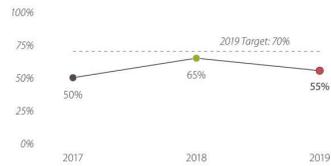
6. Positive Responses to Ethics Questions on the Employee Survey



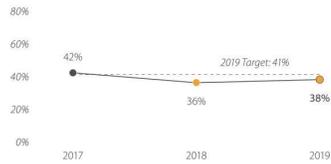
7. Caltrans Employees Who Have Given Positive Feedback About the Mile Marker



8. Percentage of External Survey Respondents Who "Agree" or "Strongly Agree" that Caltrans is a Collaborative Partner



9. Employees Who Agree that Caltrans' Internal Communication, Professionalism, and Quality of Customer Service has Improved Over the Last Year



- > [Director's Message](#)
- > Mile Markers
- > [COVID-19 Response](#)
- > [SB 1: Progress Made, Challenges Remain](#)
- > [Bridge, Other Inspections Taking to the Skies](#)
- > [Safety Plan Seeks to Protect Roadway Users](#)
- > [Report Maps Future Freight Strategy in State](#)
- > [Canyon Bridge Network Rebuilt After Slides](#)
- > [Caltrans Exceeds Small Business Goals](#)
- > [Busy Year at Capitol Yields New Transportation Laws](#)
- > [Mileposts](#)

- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Be Work Zone Alert](#)
- › [CAL FIRE](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)
- › [California Transportation Plan 2050](#)
- › [Clean California](#)
- › [Energy Upgrade](#)
- › [Go Safely California](#)
- › [HeatReadyCA.com](#)
- › [Move Over Law](#)
- › [REAL ID](#)
- › [Save Our Water](#)
- › [Stormwater Education Campaign](#)
- › [Tenant and Landlord Resources](#)
- › [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[f Facebook](#) [Twitter](#)

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[COVID-19 Response](#)

COVID-19 Response



In late April, Caltrans shut down a portion of Interstate 5 north of downtown Los Angeles in preparation for a larger, more modern span. The weekend demolition work

Pandemic Forces Adjustments, but Most Projects, Repairs Proceed as Planned

The global coronavirus pandemic has forced all California government agencies to quickly adapt in how they serve and protect the public.

Caltrans, as steward of the state's highway system, is responding to the challenge posed by this crisis.

Following Gov. Gavin Newsom's stay-in-place Executive Order on March 19, Caltrans has focused on fulfilling its responsibilities of managing the day-to-day operations of the state transportation network while carrying through the systemwide improvements promised to taxpayers and the traveling public by the Road Repair and Accountability Act of 2017 — Senate Bill 1.

Not only has Caltrans continued most construction contracts despite the logistical problems caused by the coronavirus, it has taken advantage of opportunities to perform work with minimal impact to travelers.

By mid-April, Caltrans' contractors were able to expand the construction work windows on more than 100 projects throughout the state while implementing CDC guidelines. With weekday highway traffic down by about

35 percent since stay-at-home orders were issued, Caltrans' contractors and maintenance crews consequently had more flexibility in their work schedules.

The added flexibility provided opportunities to alter work from night to daytime operations, helped crews work safer and allowed Caltrans maintenance forces to team up with construction colleagues to perform myriad tasks that would otherwise occur over many work shifts and additional lane closures. With lighter traffic, lane closures have less of an impact on travel times, allowing more work to occur at all hours, including rush hour periods when work is typically prohibited.

Going into the pandemic, Caltrans had more than 700 active construction contracts. On April 28, more than six weeks after the governor's Executive Order, 96 percent of 714 active construction projects were proceeding as planned. There were 29 projects that were suspended for contractor concerns related to the COVID-19 crisis.

Maintenance activities have continued mostly uninterrupted during the crisis. Caltrans field crews continue to repair roadways, clean culverts, keep lighting and signals working, install new guardrail and other road-related work critical to the health of the California's vast transportation system.

These duties are being carried out despite major changes at many Caltrans workplaces prompted by the virus. To minimize the threat of illness, many employees in Caltrans' 12 regional districts and Sacramento headquarters are now telecommuting, foregoing in-person meetings for web-hosted ones and modifying how they go about doing their jobs. Other staff members whose jobs have been declared essential have remained at their posts in the office and in the field, directing or conducting Caltrans' key operations while practicing [Centers for Disease Control](#) guidelines for social distancing, sanitizing work areas, personal hygiene and face coverings.

Below are specific examples of projects and other Caltrans operations that have proceeded or been altered during the pandemic.

Major S.F. bridge project completed ahead of schedule

In San



Caltrans took advantage of lighter traffic to complete a major bridge deck project on U.S. Highway 101 just south of downtown San Francisco.

Francisco, a few miles south of downtown, crews and contractors capitalized on lighter traffic to replace the U.S. Highway 101 bridge deck at Alemany Circle. The 800-foot-long deck, built about 70 years ago, was completely replaced in less than two weeks.

The Alemany project originally was scheduled to start in July, work that would have been a major source of inconvenience and stress for tens of thousands of commuting motorists and other highway users. This stretch of U.S. 101 is a key artery for connecting the city to the north and the peninsula to the south. Because of the governor's stay-at-home directives and project planners' adaptive planning, the bridge deck replacement work began April 24, more than two months ahead of schedule, and was substantially completed on May 2. Ultimately, the minimization of public inconvenience outweighed the cost to accelerate this work.

Caltrans regional District 4 also made sure the public was kept informed throughout the project. Cameras provided 24-hour live video of the construction from four angles. Bay Area television stations frequently tapped into those Caltrans live streams during their news reports about the project, and journalists were fed updates via a dedicated information link on the District 4 website that provided Caltrans-supplied photographs, animations, maps and graphics. Caltrans also made extensive use of social media during the project.

Shutdown of I-5 for L.A. bridge demolition goes smoothly



By replacing the aging Burbank Boulevard overpass in Los Angeles, Caltrans will be able to add HOV lanes to Interstate 5 and bicycle lanes on the new bridge.

At the same time in Los Angeles County, Caltrans District 7 workers and contractors tore down the 70-year-old Burbank Boulevard bridge over Interstate 5. A modern, wider bridge will rise in its place over the coming months and allow

room for carpool lanes in both directions of the major urban freeway, and add bicycle lanes and wide sidewalks across the overpass.

The demolition project required the complete closure of Interstate 5 from 2 p.m. Saturday, April 25, until 2 a.m. Monday, April 27. The full-closure approach sped up work, increased safety for motorists and workers, and represented the most efficient use of taxpayer funds. Its impact upon traffic, which during normal times would have been substantial, was made more bearable by the fact that nearby businesses were closed due to the pandemic. The full closure also allowed Caltrans maintenance crews to do a significant amount of maintenance work adjacent to the construction project.

Caltrans staff documented the weekend work by compiling photographs and videos, some of them taken by drones, and made images available via a dedicated webpage.

Rules eased to allow vital supplies to get through

Caltrans adapted other parts of its operation to aid in the fight against the pandemic. Here are some of the major moves:

Temporary Permits

On April 13, following the Governor’s declaration and activation of the Federal Disaster Relief and Assistance Act, Caltrans began issuing the “Special Permits During Periods of National Emergency.” These permits increase the trucks’ haul weight limits, allowing those vehicles to transport more pandemic-related essential goods.

The permits temporarily raise the maximum allowable gross vehicle weight from 80,000 to 88,000 pounds.

To expedite the permit issuance process, Caltrans performed advance review and analysis of all bridges on major California freight routes to determine their truck weight restrictions. Some of the reviewed routes included Interstates 5, 15, 80, 405 and 710, U.S. Highway 101, and State Routes 60, 91 and 99. To qualify for special permits, the overweight trucks must be hauling “essential goods” such as medical supplies and equipment related to the testing, diagnosis and treatment of COVID-19; food; fuel; and construction supplies for pandemic-necessitated facilities.

Food Trucks

On April 19, Caltrans began allowing



To help truckers and other travelers obtain hot meals and as a boost to food-truck operators, Caltrans is temporarily allowing sales at state rest areas.

temporary operation of food trucks in state rest areas. This initiative provides access to prepared meals for truck drivers and other motorists, and gives food truck operators an opportunity to soften the blow from business they might have lost during the pandemic.

To operate at one or more of the state’s 86 rest areas, food truck operators must apply for and be granted a temporary encroachment permit. Because food trucks are licensed locally, each operator must be licensed and permitted by the local health inspector from the jurisdiction where they plan to operate, and need to specify the rest areas where they want to sell “to go” food.

Food truck operators are responsible for all waste cleanup and removal, must follow all food-safety rules, and maintain social distancing among employees and customers.

Applicants can submit requests to operate their food trucks at specific rest areas, and truckers and others can see what food trucks are up and running at rest areas by visiting a new landing page on the Caltrans website.

Teaming Up for Safety

In light of a tremendous surge in speeding on state roads, Caltrans launched a joint campaign with the California Highway Patrol (CHP) and the California Office of Traffic Safety to urge drivers in the state to slow down.

From March 19, when the state's stay-at-home order began, to April 19, the CHP reported issuing 2,493 citations statewide for speeding more than 100 mph, compared with 1,335 during the same period last year. That 87 percent increase coincided with what Caltrans measured as a 35 percent average decline in traffic volume on state roads.

California's "Move Over" law continues to be in effect and requires all drivers to move over a lane, or if unable to do so safely, slow down when they see amber flashing lights on Caltrans vehicles, law enforcement and emergency vehicles, and tow trucks.

Changeable Message Signs



Caltrans' changeable message signs, such as this one on State Route 60 during a multi-project reconstruction, urge motorists to pitch in during the pandemic.

Caltrans' changeable message signs have been used as a high-visibility strategy to alert travelers about behaviors that keep them and others who use the state

highways safe. As part of the state agencies' joint effort against speeding, Caltrans' 700-plus changeable message signs promoted roadway safety by urging motorists: "If you must travel, do not speed" and "Keep essential workers safe. Do not speed."

Additional message signs are reminding the public about COVID-19 preparedness, and about conditions such as virus-prompted closures of state highway facilities such as state parks and beaches.

Lighter traffic creates window of opportunity for maintenance work

With vehicular traffic reduced as much as 35 percent during the pandemic, especially during the earliest weeks of stay-at-home directives, Caltrans' Maintenance division has taken advantage in various ways. In the Central Valley's District 6, for example, portions of State Routes 41 and 99 were

closed
during
daylight
hours on



Caltrans workers help complete a realignment/reconstruction project on State Route 99 through central Fresno.

weekdays so that crews could work on lighting standards, replace signs, refresh striping, fix potholes and sweep. In normal times, those tasks often are relegated to nights and weekends.

Maintenance workers continue to do what's necessary to keep the State Highway System open and ensure the unimpeded flow of essential goods such as medical supplies and groceries. Field crews continue to provide emergency traffic control for vehicle crashes; perform emergency pavement, lighting and sign repairs; and clean and repair drainage facilities, all while maintaining 24/7 availability.

As is the case with other Caltrans divisions, administrative work is largely being done remotely. Teleworking engineers are learning how to use online platforms that keep them connected, saving time and reducing the need to travel, which in turn reduces their “carbon footprint.”

Although most of the office staff has been telecommuting, Caltrans mechanics continue to work in maintenance shops and in the field. With about 12,000 pieces of equipment in the fleet, maintaining and repairing that inventory continues to be a priority during the pandemic while also meeting manufacturing-production run goals.

However long this virus lasts, Caltrans’ 20,000-plus employees have mobilized as a single force dedicated to keep California moving.

Sources: *Caltrans Division of Equipment; Jesse Bhullar, Chief, Caltrans Division of Traffic Operations; Rachel Falsetti, Chief, Caltrans Division of Construction; Dennis Agar, Chief, Caltrans Division of Maintenance; Michael Comeaux, District 7 Public Information Officer; Vince Jacala, District 4 Public Information Officer; Michael Mayor, Deputy Division Chief, Caltrans Division of Equipment*

- > [Director's Message](#)
- > [Mile Markers](#)
- > COVID-19 Response
- > [SB 1: Progress Made, Challenges Remain](#)
- > [Bridge, Other Inspections Taking to the Skies](#)
- > [Safety Plan Seeks to Protect Roadway Users](#)
- > [Report Maps Future Freight Strategy in State](#)
- > [Canyon Bridge Network Rebuilt After Slides](#)
- > [Caltrans Exceeds Small Business Goals](#)

- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Be Work Zone Alert](#)
- › [CAL FIRE](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)
- › [California Transportation Plan 2050](#)
- › [Clean California](#)
- › [Energy Upgrade](#)
- › [Go Safely California](#)
- › [HeatReadyCA.com](#)
- › [Move Over Law](#)
- › [REAL ID](#)
- › [Save Our Water](#)
- › [Stormwater Education Campaign](#)
- › [Tenant and Landlord Resources](#)
- › [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[f Facebook](#) [Twitter](#)

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)

SB 1: Progress Made, Challenges Remain

SB 1: Progress Made, Challenges Remain

Pavement Shows Most Improvement of Four Major Highway Categories



Replacement of an aging pedestrian bridge was part of a major renovation project along SR 168 in Colusa. The photo was taken in March, after Gov. Gavin Newsom's stay-at-home order reduced activity in the state.

The Road Repair and Accountability Act of 2017 (Senate Bill 1) has passed a major timeline milestone, one-fifth of the way through a promised 10-year transformation of California's transportation network.

A recent progress report presented to the California Transportation Commission shows that Caltrans, to this point, is meeting or making significant strides on key SB 1 performance targets set for pavement, bridges, drainages, and its signals, signs and sensors system.

But challenges remain in the pace of improvements to the bridges that Caltrans maintains, although solid progress has been made to that critical part of the State Highway System (SHS).

Caltrans analyzed the condition of its major highway components as part of an annual progress report required by the CTC. In addition to the SB 1 targets, the report measured Caltrans' performance in the same categories established in its 2018 [Transportation Asset Management Plan](#) (TAMP) that counted and assessed the condition of the highway system's many physical components, and set objectives to preserve and improve those assets.

The progress report noted that Caltrans was on track, at current and projected rates of repair and rehabilitation, to meet SB 1 performance standards for pavement overall, bridges, and culverts by the end of the 10-year reporting period. The interconnected grid of electrical devices and hardware known as TMS (transportation management system) was placed on monitor status, meaning it's still uncertain whether the pace of improvements will be enough to achieve 2027 goals. That same rating was accorded for a separate SB 1 category, pavement maintenance based on the number of potholes, cracks and concrete corrosion found on state routes.

SB 1, which became law in 2017, requires that Caltrans upgrade 98 percent of all three classes of state highway pavement to good or fair condition by 2027. The Department also must achieve a 90 percent rating based on Level of Service (LOS) standard for pavement deficiencies.

Caltrans now uses a laser-scanning system to evaluate pavement conditions as part of SB 1 and TAMP performance standards, replacing a previous method that relied on limited visual inspections. The new automated survey has already produced greater accuracy in grading road conditions than the old method of dispatching field crews for inspections. (*See accompanying story below*).

SB 1 also requires that Caltrans fix 500 bridges over and above a previous annual average number of repair projects, bring its culvert system to a 90 percent or better good or fair rating, and ensure that at least 90 percent of the TMS network is in good condition.

Caltrans' TAMP rates the same highway categories, but uses more precise performance metrics for pavement and bridges.

Based on the TAMP scale, all three classifications of highway pavement are on track to reach or exceed 2027 "good" condition goals. Caltrans' culvert system was likewise improving at projected rates. The TMS system, as it was under the SB 1 reporting, was placed under a monitor status because of the possibility of falling short of long-term goals.

Under TAMP assessment standards, however, the overall condition of Caltrans bridges and tunnels lagged behind other parts of the SHS showing improvement. The early bridge and tunnel showing earned an "action required" warning, and Caltrans has intervened by taking corrective steps to quicken the pace of planned improvements (*see below*).

An updated SB 1 performance report was presented to the commission at its June meeting, past the *Mile Marker's* deadline.

Bridges and Tunnels

High Marks: Caltrans is on pace to exceed the 2027 bridge-fix goal mandated by SB 1. The Department projects that of the almost 13,200 bridges it maintains in the state, least 1,900 will undergo fixes as defined by the CTC in the 10-year reporting period. SB 1 targets commit Caltrans to repairing or rehabilitating at least additional 500 bridges through 2027, an extra 50 a year, on top of the average of 114 that were being fixed annually prior to SB 1. Under the SB 1 formula, Caltrans is required to complete a total of 1,140 bridge fixes through 2027 – but will likely reach that goal by the 2024-25 fiscal year, two years earlier than required.

To earn credit as a "fix," a bridge project must either 1) improve the condition of the span, either from fair to good, or poor to fair/good; 2) perform a seismic restoration that meets federal guidelines; 3) eliminate the

vulnerability to scour conditions caused by water; or 4) address vertical clearance or load capacity issues.

Challenges: As measured by federal standards, the percentage of bridges rated in good condition dropped more than five points from 2017 to 2018, from 65.9 percent to 60.3 percent. Bridges that earned a fair rating from inspectors showed an almost five-point rise, from 30.8 percent in 2017 to 35.7 percent in 2018. The percentage of bridges rated in poor condition went from 3.3 percent to 4 percent in the same reporting period.

Caltrans estimates that percentage of bridges rated in good condition would steadily improve through the 10-year reporting period with the help of SB 1 funding. But even at the current rate of progress, that projected improvement would still fall short of the 2027 good condition target of 83.5 percent for Caltrans-maintained bridges and tunnels.

Unlike some other highway components, problems afflicting bridges and tunnels usually aren't quickly remedied. Projects are slower to develop because of the environmental approval process and construction schedules. The timeline from problem diagnosis to completed project now averages nine years, depending on the complexity of the work.

Caltrans, with CTC approval, has implemented a series of corrective strategies to quicken the pace of rehabilitation and elevate more bridges into good condition status. To comply with its own highway improvement plan, Caltrans will attempt to shorten several phases of project development, from environmental reviews that can stretch up to a decade, to the pre-design stages that now average three years.

It's hoped other changes in procedure for bridge repairs will shave time off the review process, and speed the completion of work. Projects will now be reviewed with an eye toward moving them up in the State Highway Operation and Protection Program (SHOPP) schedule, the state's four-year master plan for highway rehabilitation work, and being delivered sooner. Toward that end, more timely re-inspections will be made to certify projects as complete.

To better track progress, Caltrans also will provide the CTC with more detailed information about bridge conditions and expectations for improvement when submitting a project.

Pavement

High Marks:



An overhead view of State Route 99 through Delano, north of Bakersfield, shows one side of the highway that had been rehabilitated as part of a SB 1 project, left, and the other side that was awaiting a similar facelift.

Roadway surfaces, particularly on major highways, showed the most improvement of the priority categories in the most recent performance

assessment. The percentage of pavement on Class I routes – consisting of interstate highways and other major arterials, urban freeways and expressways – determined to be in good condition improved almost 20 percent from the end of 2016 to the same time in 2018. Almost two-thirds of all Class I roadways, 65 percent, are in good condition, the survey found, up from 45 percent two years earlier – already exceeding the 2027 target of 60 percent.

Only 1.3 percent of Class I pavement was declared poor, and 16.7 percent was rated fair, according to Caltrans’

[Automated Pavement Condition Survey](#) . *(See accompanying story.)* There are 27,151 lane-miles of Class I highways in the state, Caltrans’ largest pavement category and representing more than half of 50,259 lane miles in the SHS.

Class II pavement, on non-interstate roads such as State Route 20 through Mendocino County, SR 29 in the Napa area, and SR 74 in Riverside, also showed significant improvement. Class II routes showed a 10.3 percent jump in the good condition, to 45.6 percent at the end of 2018 from the same period in 2016. Roads in fair condition declined to 53.3 percent from 57.6 percent, and less than 1 percent of Class II roads in the state were in poor shape. With almost 16,400 lane miles, Class II roads make up about one-third of the SHS.

Improvements in condition also extended to Class III roads in more remote areas, such as SR 167 in Mono, SR 36 in Humboldt and SR 58 in San Luis Obispo counties . About 5 percent more of those roadways moved into good condition, or 42.5 percent of the 6,700 lane-mile Class III total. Roads rated in poor condition dropped to 1 percent by 2018’s end, compared with 8 percent two years earlier. Class III routes rated as fair made up the biggest category at 56.5 percent.

All measures met or exceeded TAMP targets, and were on track to satisfy SB 1 requirements by the end of 2027.

SB 1 revenues were credited for the cycle of improvement. As of December 2019, Caltrans had completed 90 pavement projects, and repaired or replaced more than 2,400 lane miles of pavement.

Drainages (Culverts)

High Marks: Judged by either SB 1 or Caltrans’ TAMP standards, the culvert system that protects the SHS is showing steady improvement and projected to reach performance goals by the end of the 2027 reporting period. Culverts channel water under or away from roadways and bridges so the structures can better withstand the forces of erosion or flooding.

By the end of 2018, the most recent available figure, 69 percent of assessed culverts were reported in good condition and needed no repairs. About 21 percent were in fair shape, requiring minor maintenance or repair. Less than 10 percent of the culverts inspected were deemed poor and needed major rehabilitation or replacement. At the present rates of improvement, good and fair assessments are expected to climb to the 90 percent level by 2027.

Challenges: The pace of culvert inspections was emphasized in a 2018 audit of the program by Caltrans’ independent Inspector General. The Department responded by putting in place a performance plan to complete statewide inspections by 2023, adding 145 positions to expedite the process.

Transportation Management System (TMS)

High Marks: There was a marked improvement in the condition of Caltrans' interconnected grid of electronic devices and hardware critical to the function of the highway system from 2016 to 2018. In the 2019 SHSMP, representing the 2017-18 fiscal year end, the percentage of TMS components in good condition statewide climbed more than eight points, to 67.4 percent. By the same token, elements judged in poor condition — beyond their life cycle or having failed uptime functionality — dropped in percentage by the same amount, from 41 to 33 percent. There is no fair category for TMS elements in either the SB 1 or TAMP measures. Thanks in part to SB 1 revenues, funding to improve the health of the electronic central nervous system of the highway network has more than doubled since 2015, to \$216 million in 2019. In the two years since the passage of SB 1, the percentage of TMS in good condition statewide climbed more than seven percentage points, to 74.6 percent, while TMS elements rated in poor condition dropped to 25.4 percent.

Challenges: A performance audit of the TMS program in the 2017-18 fiscal year found infrastructure components had been inaccurately counted and catalogued at the Caltrans district level. TMS program managers are implementing audit recommendations to update the inventory system. Caltrans expects continued improvement towards the 90 percent good condition target.

State Bridges Undergo Thorough, Rigorous Inspections



Bridges, and tunnels, undergo an inspection process every two to four years. For bridges, the

The Vincent Thomas Bridge over the Los Angeles Harbor recently underwent a \$4.8 million improvement project.

substructure (piers, abutments, foundations), superstructure (slabs, girders, trusses) and deck area (the road or rail surface) are individually evaluated and scored as in good, fair or poor condition. For the 57 tunnels that Caltrans maintains in the state, the inside liner is inspected and given a condition rating.

Federal regulations require that the lowest rating of the bridge components determines its overall condition for reporting purposes. For example, if a bridge deck condition is rated as poor, but its substructure and superstructure are declared in good condition, the span earns an overall poor mark.

A poor rating does not mean that a bridge is unsafe, but has fixable deficiencies that require maintenance, rehabilitation or replacement. Any bridge that Caltrans declares unsafe is immediately closed to traffic and corrective measures are undertaken.

Highway Pavement Measured with Laser Precision

Caltrans assesses the



A special survey van outfitted with camera and lasers captures and records pavement conditions across the state.

condition of its pavement statewide using a specialized van outfitted with laser-scanning technology that more precisely finds and maps road surface flaws than the previous visual inspection process.

The Department contracts with a vendor to conduct its Automated Pavement Condition Survey on the State Highway System. The survey data is used to compile Caltrans' annual Level of Service report on pavement conditions, and the scores also are recorded as part of the Senate Bill 1 and internal Transportation Asset Management Plan performance measures.

The survey van crosses the state for most of the year locating and measuring ruts, bumps and cracks on the road network. The vehicle, laden with camera and laser equipment, can travel at highway speeds to capture vital pavement condition data.

The van covered all 50,000-plus lane-miles of the SHS in 2019.

The automated survey offers a far more complete, and accurate, look at state highway pavement conditions around the state. Visual inspections only covered a 20 percent sampling of highways in each regional district. With the ability to survey the entire length and width of road surface, the measurement criteria used to calculate LOS pavement scores also has been refined — eliminating overly broad assessments of conditions based on just one isolated problem.

The arrangement also frees staff from traveling to far-flung parts of their district to survey roads — saving money and time. More importantly, the automated survey spares them from the hazard of conducting inspections as vehicles speed by.

Sources: [2018/19 SB 1 Performance Benchmark Report](#), Caltrans Office of Transportation Asset Management.

> [Director's Message](#)

- › [Mile Markers](#)
- › [COVID-19 Response](#)
- › [SB 1: Progress Made, Challenges Remain](#)
- › [Bridge, Other Inspections Taking to the Skies](#)
- › [Safety Plan Seeks to Protect Roadway Users](#)
- › [Report Maps Future Freight Strategy in State](#)
- › [Canyon Bridge Network Rebuilt After Slides](#)
- › [Caltrans Exceeds Small Business Goals](#)
- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Be Work Zone Alert](#)
- › [CAL FIRE](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)
- › [California Transportation Plan 2050](#)
- › [Clean California](#)
- › [Energy Upgrade](#)
- › [Go Safely California](#)
- › [HeatReadyCA.com](#)
- › [Move Over Law](#)
- › [REAL ID](#)
- › [Save Our Water](#)
- › [Stormwater Education Campaign](#)
- › [Tenant and Landlord Resources](#)
- › [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[f Facebook](#) [Twitter](#)

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[Bridge, Other Inspections Taking to the Skies](#)

Bridge, Other Inspections Taking to the Skies

Growing Caltrans Drone Fleet Opens Up Many Areas of Field Operations



Caltrans drones such as this one give inspectors an up-close look at facilities and stru

Caltrans' bridge inspection staff examines California's bridges from the ground and the water, and even uses specially designed vehicles to get a close-up view of hard-to-reach places.

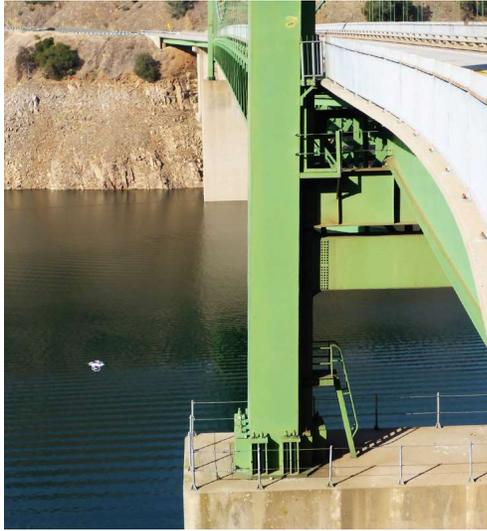
After 93 years in business, Caltrans' Office of Structure Maintenance & Investigations (SM&I) bridge inspections are taking off into the wild blue yonder.

Two camera-carrying drones, officially known as unmanned aircraft systems (UAS), have been added to the bridge inspection toolbox, providing engineers the ability to get a bird's-eye view of those bridge elements that historically have been a challenge to access.

The drones provide Caltrans an ideal vehicle to incorporate video-imaging technology into the inspection process. Instead of relying on using binoculars from the ground or a boat, lane closures, or specialty access vehicles, drones now give inspectors another option to closely view isolated bridge sections.

Improvements in the quality of the video imagery also gives crews in the field a clear look at the condition of a bridge's structural elements. Most importantly, drone use keeps them away from traffic hazards while doing their jobs.

Two drones are used by SM&I's "air corps." The smaller model



Bridges over water have presented a challenge for inspections, but drones have made the job easier, safer and more precise.

measures about 12 inches by 12 inches by 8 inches and can be operated by SM&I's two-person inspection crews. The larger one, 35 inches by 34 inches by 16 inches, requires a three-person team to conduct operations.

Each of the drones carries a mounted camera that captures still photos and video. The larger one features multiple camera setups, including the ability to take photos and video while shooting upward, optical zoom capacity, and infrared capability.

The video imagery is transmitted in real time to the inspection team's computer laptop at the launch point. Inspectors can identify bridge defects, assess the condition of specific bridge elements and determine if additional investigation is needed.

Caltrans drone operators are required to obtain a Remote Pilot Certificate through the Federal Aviation Administration and pass an FAA aeronautical exam. Inspectors began using the drones in late 2019. So far drones have been field-tested on more than a dozen bridges.

A recent demonstration showed SM&I crews inspecting the Vincent Thomas Bridge in Los Angeles Harbor how using drones to locate and assess potential issues can minimize time spent on inspection walks 360 feet above the water.

Drones do have limitations. For example, the craft cannot be operated in areas with flight restrictions, in poor weather conditions, or at bridges with limited vertical clearance.

Structures Suited for Drone Inspections Being Identified

Bridge maintenance engineers and drone operators are planning to develop a list of state highway and local agency-owned structures where drones would be the preferable inspection option to access those hard-to-reach locations.

Likely locations where drones could be a preferable inspection tool include the historic Highway 1 arch bridges on the Monterey County coast and cables on the state's major toll bridges.

Caltrans is working with the University of California, Davis, on a research project using drones to obtain surface flow measurements of moving water. Those measurements can be used to estimate flow rates and calibrate hydraulic models needed where bridge substructure elements are exposed to water.

Caltrans' bridge inspection office also will be coordinating with the post-earthquake inspection team on the potential use of drones and video imaging in assessing bridge damage and deploying emergency resources following a major quake.

Bridge inspections are just part of the burgeoning use of drones by Caltrans for various operations. The Unmanned Aircraft System program under the Department's Division of Aeronautics now has 42 unmanned craft in its fleet and 64 certified drone pilots as of April 2020. Drone teams such as SM&I's have performed 366 operations in total, recording data in the fields of right of way/environmental, surveys, construction, geotechnical (difficult terrains) as well as bridge inspections.

In addition to safety and efficiency benefits, using drones also could deliver significant cost savings compared with traditional inspection methods. For some inspection areas, drone savings could range from 40 percent to 70 percent.

Caltrans initiated a research project with the California State University, San Jose — Mineta Institute in March 2020 to evaluate uses of unmanned craft for Caltrans functions and calculate a savings methodology for regional districts and individual programs.

Sources: *James Drago, Caltrans Office of Structure Maintenance & Investigations, Erol Kaslan, Chief, SM&I North Investigations Office; Division of Aeronautics, Unmanned Aircraft System Program.*

- > [Director's Message](#)
- > [Mile Markers](#)
- > [COVID-19 Response](#)
- > [SB 1: Progress Made, Challenges Remain](#)
- > [Bridge, Other Inspections Taking to the Skies](#)
- > [Safety Plan Seeks to Protect Roadway Users](#)
- > [Report Maps Future Freight Strategy in State](#)
- > [Canyon Bridge Network Rebuilt After Slides](#)
- > [Caltrans Exceeds Small Business Goals](#)
- > [Busy Year at Capitol Yields New Transportation Laws](#)
- > [Mileposts](#)
- > [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- > [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- ▶ [ADA Access](#)
- ▶ [Adopt-A-Highway](#)
- ▶ [Amber Alert](#)
- ▶ [Be Work Zone Alert](#)
- ▶ [CAL FIRE](#)
- ▶ [Clean California](#)
- ▶ [Energy Upgrade](#)
- ▶ [Go Safely California](#)
- ▶ [HeatReadyCA.com](#)
- ▶ [Move Over Law](#)
- ▶ [Cal OES: Power Outage and Fire Recovery Resources](#)
- ▶ [California Climate Investments](#)
- ▶ [California Connected](#)
- ▶ [California Transportation Plan 2050](#)
- ▶ [REAL ID](#)
- ▶ [Save Our Water](#)
- ▶ [Stormwater Education Campaign](#)
- ▶ [Tenant and Landlord Resources](#)
- ▶ [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[!\[\]\(43c95d78c31334a179428700d39030ee_img.jpg\) Facebook](#) [!\[\]\(e08aac6af56774bdc558c1e3eca70ddb_img.jpg\) Twitter](#)

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[Safety Plan Seeks to Protect Roadway Users](#)

Safety Plan Seeks to Protect Roadway Users

Caltrans Joins With Agencies, Partners on Five-Year Strategy



New crosswalk markings to delineate safe zones for pedestrians and bicyclists are pa safe.

Against a rising trend of roadway fatalities and serious injuries on California roadways, including state highways, since 2010, a consortium of public safety agencies that includes Caltrans has released an updated Strategic Highway Safety Plan with a new urgency to protect travelers.

More than a year in the making, the

[2020-2024 Strategic Highway Safety Plan](#) will serve as a road map to

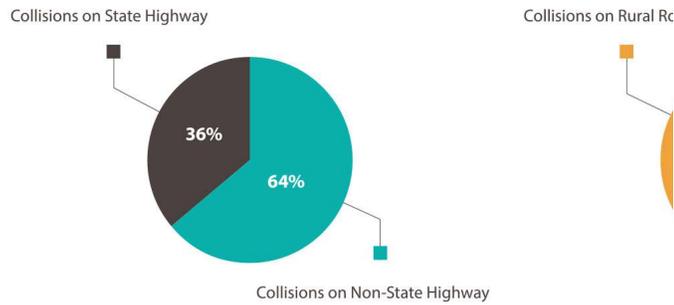
improve safety on all public roadways in California. Caltrans was among the agencies and stakeholders that helped draft the plan, and shares responsibility to implement new and upgraded safety measures to reduce fatalities and serious injuries on the State Highway System.

The Strategic Highway Safety Plan for California was introduced in 2005. It's updated every five years and embraces a goal of reducing the number of traffic-related fatalities and serious injuries in the state to zero by 2050.

The effort comes as California has experienced an overall upswing in the number of people driving, walking and biking who die or sustain serious injuries on the state's roads. Roadway fatality rates in the state have risen an average of 4 percent since 2010. In 2017, the latest year for which records are available, 3,884 people were killed on California roadways.

Injuries classified as serious jumped 19 percent from 2008 to 2017, when 14,201 persons sustained major injuries from a collision on a California public road. That's the highest mark in that category so far this century.

Fatal and Serious Injury Collisions by Roadway Ownership and Location



The plan also noted that almost two-thirds of all fatal and serious injury collisions occur on local roadways not owned or maintained by Caltrans. Two-thirds of those collisions happened on urban roads, in incorporated areas with a population of 2,500 or more.

The plan's collaborators analyzed those and other collision statistics, evaluated progress made from the 2015-2019 plan, and reviewed other statewide and regional plans to develop a statewide safety strategy.

Following in the mold of the 2015-19 plan, current stakeholders identified a list of safety "challenge" areas tied to factors that impact fatality/serious injury collision rates. An implementation plan is now being drafted that outlines specific actions to address these challenge areas.

The 2020-24 plan identifies 16 challenge areas. The implementation plan detailing the planned response to those challenges is being drafted.

For the 2015-19 period, agencies including Caltrans teamed up to tackle 124 actions in the 15 safety challenge areas identified in that plan. The safety partners accomplished or were on track to complete 110 of those 124 assignments by the end of 2019, according to the new plan.

Caltrans, with its roadway operations and maintenance expertise, worked on safety measures based on engineering solutions. Some of the accomplishments in the past five years:

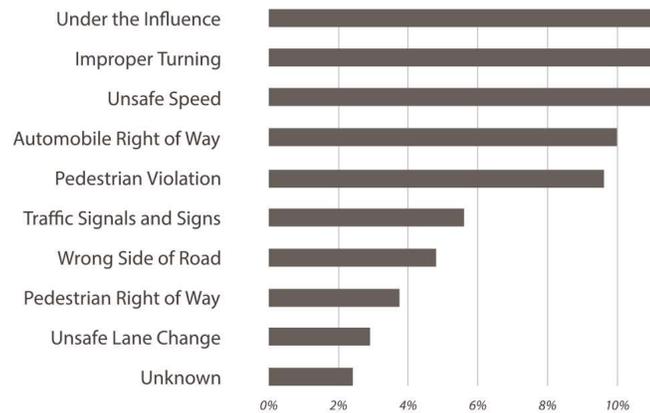
- To reduce roadway departures and head-on collisions, Caltrans has been applying high friction surface treatments to selected roads to help motorists maintain better control in wet and dry conditions. Almost half of all deaths or serious injuries over a 10-year period ending in 2017 involved lane departures. In addition, the Department is planning to implement 107 relatively low-cost safety measures funded by the federal government as part of Caltrans' Highway Safety Improvement Program.
- In the area of bicyclist and pedestrian safety, Caltrans regional districts counted available walking and riding resources to create a database, and established methodology to better track that inventory. In addition, Caltrans funded more than 100 safety projects to better protect pedestrians.

- A new Intersectional Control Evaluation workshop was developed to increase the knowledge and skills to evaluate intersections and choose the most effective countermeasures. The Department expects to conduct two workshops per year. Intersections were the site of 20 percent of all road fatalities in the state, and 24 percent of serious injuries from 2008 to 2017, California Highway Patrol data shows.
- Work zone safety for Caltrans workers and contractors has been beefed up, especially important with the increase in the number of projects funded by the Road Repair and Accountability Act (Senate Bill 1). Three new work zone safety initiatives were rolled out in 2019: reducing work-zone speeds, blocking off more space between workers and traffic, and expanding work windows giving crews more flexibility to work safer and get projects done faster.
- To protect motorcyclists, Caltrans has identified locations to incorporate enhanced barrier technology.

Caltrans, the CHP, the Department of Motor Vehicles, and the Office of Traffic Safety, under the umbrella of the California State Transportation Agency, took the lead on many of the roadway safety actions in the last five years, and will do so again to follow through on the 2020-2024 Strategic Highway Safety Plan.

The plan is the product of data accumulation from multiple official sources, and input from more than 300 representatives of state, regional, local federal and tribal governments, as well as advocacy and private organizations.

Fatal and Serious Injury Collisions by Primary Collision Factor



Many Safety Projects Coming in the Next Five Years

With a new strategic highway safety plan in place for the next five years, Caltrans is proposing a slate of work projects to protect travelers and those who work on the state highway system as part of its master construction plan through 2024.

The 2020 State Highway Operation and Protection Program (SHOPP) details how Caltrans plans to preserve and repair the vast highway system, using state transportation revenues projected through the 2023-24 fiscal year. The SHOPP is updated on even-numbered years, and was adopted last month by the California Transportation Commission.

Safety improvement projects constitute a major part of the overall \$20 billion spending plan. Of that amount, \$2.1 billion is proposed for collision reduction measures on state highways and facilities through 2024. The projects involve:

- Installation of center dividing barriers
- Upgrading guardrails, bridge railing
- Protected bicyclist and pedestrian lanes, and construction of bike/walker facilities
- Crosswalk installation
- Worker protection measures
- Rumble strip placements
- Signalization
- Geometric changes to highway design that lowers collision potential

Safeguarding cyclists and pedestrians, two of the most vulnerable travelers who use the State Highway System, has been a priority for Caltrans. In response to the rise in injuries and deaths among non-motorized users on roads statewide in the last decade, Caltrans identified locations for safety improvement projects. Less extensive pedestrian safety projects have been completed, while larger capital projects are in various stages of planning, design and construction.

In the 2020 SHOPP that lists 920 current and upcoming projects, Caltrans strengthens its commitment to a safe transportation system for all through its Complete Streets initiative. Under Complete Streets, selected state highways that serve as main streets in smaller communities, or arterial streets in suburban or urban communities, are considered for design makeovers that will create safe environments for all road users.

More than 350 Complete Street projects planned for the next five years will feature numerous safety features to protect vehicles, cyclists, walkers and those traveling in transit vehicles.

Safety projects are funded from special reserve in the SHOPP called a reservation. The source of the reservation are the SHOPP and Highway Safety Improvement Program (HSIP), a federal aid program managed by Caltrans that funds infrastructure projects with a goal of significantly lowering the frequency and rate of fatalities and serious injuries on all public roads in California. In fiscal year 2018-19, a total of \$639.6 million was committed to fund 221 state and local safety projects, \$182 million provided by federal HSIP.

Caltrans is committed to protecting the safety of all road users, particularly the most vulnerable road users such as bicyclists and pedestrians. To demonstrate an increased commitment to traffic safety, the Department recently appointed its first chief safety officer who oversees a team of traffic safety team members.

Source: *State Highway System Safety Plan 2020-2024; Sri Balusubramanian, Deputy Division Chief, Caltrans Division of Traffic Operations; Rachel Carpenter, Caltrans Chief Safety Officer.*

- › [Director's Message](#)
- › [Mile Markers](#)
- › [COVID-19 Response](#)
- › [SB 1: Progress Made, Challenges Remain](#)
- › [Bridge, Other Inspections Taking to the Skies](#)
- › [Safety Plan Seeks to Protect Roadway Users](#)
- › [Report Maps Future Freight Strategy in State](#)
- › [Canyon Bridge Network Rebuilt After Slides](#)
- › [Caltrans Exceeds Small Business Goals](#)
- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Be Work Zone Alert](#)
- › [CAL FIRE](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)
- › [California Transportation Plan 2050](#)
- › [Clean California](#)
- › [Energy Upgrade](#)
- › [Go Safely California](#)
- › [HeatReadyCA.com](#)
- › [Move Over Law](#)
- › [REAL ID](#)
- › [Save Our Water](#)
- › [Stormwater Education Campaign](#)
- › [Tenant and Landlord Resources](#)
- › [Unclaimed Property](#)

Register to Vote

 Facebook  Twitter

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[Report Maps Future Freight Strategy in State](#)

Report Maps Future Freight Strategy in State

Vital Industry Keeps California, Nation Rolling, but Must Adapt to Changing Times



California ranks second behind only Texas among U.S. states in exports, and the value

Caltrans and its partners are finalizing the

[California Freight Mobility Plan \(CFMP\) 2020](#), which will establish how the state will strengthen and preserve its existing freight-transport system by making strategic improvements to increase mobility and safety while also protecting communities and the environment. A draft of the plan was released late last year for public review.

With a population of nearly 40 million and home to a range of pioneering and dominant industries, California is the fifth-largest economy in the world with a gross domestic product (GDP) estimated at \$3.12 trillion, or 14 percent of the total economic output of the U.S.

Freight is a major contributor to California's ongoing economic success. The CFMP 2020 outlines why freight mobility is such a vital component of the state's overall economic, environmental and community health.

In 2018, California exported \$178 billion worth of goods (a 3.6 percent increase from 2017), making it the country's second-largest exporter behind Texas. Imports totaled about \$441 billion, nearly two and a half times more than exports.



Rail transportation is a critical part of the state's multimodal freight strategy.

Transporting those goods requires more than just tractor-trailer truck drivers, of which there are more than 135,000 in the statewide work force. When you add up all the Californians who are employed in jobs related to construction, manufacturing, wholesale trade, retail trade, and transportation and warehousing, all key components of freight mobility, the total exceeds five million workers.

California's transportation system already is the most-extensive, least-polluting, highest-capacity and most technically advanced multimodal freight transportation system in the U.S. The system connects California's international gateways to the rest of the country through several high-speed, high-capacity, multimodal gateways and corridors. The plan recognizes that the freight industry and the infrastructure critical to its future prosperity needs to continue modernizing in order to support less polluting future, and to retain California's competitive edge.

Among the challenges and disruptions facing the industry are the rapid growth of e-commerce, the development of autonomous trucks and the "greening" of the transportation industry. The CFMP 2020 describes how these innovations could potentially impact established supply chains, and discusses implications for the freight industry and the state transportation corridors critical to the movement of goods and services.

The CFMP 2020 identifies seven primary goals and outlines a series of strategies that should be taken to achieve them:

Multimodal Mobility



Making
strategic

Interstate 80 serves as a major freight corridor between Northern California and the rest of the U.S.

investments to maintain, enhance, and modernize the multimodal freight transportation system that uses either truck, rail or water, or a combination of those options, to deliver goods. Investing in innovative approaches, including advanced technology to optimize integrated network efficiency, travel time reliability improvements, and sustainable congestion reduction.

Strategies to accomplish this goal: Eliminate bottlenecks at ports and along critical highway corridors; study potential alternatives to a highway project (rail, for example), identify the most congested freight corridors and facilities and prioritize for improvement; explore variable tolling for passenger vehicles and trucks to maximize usage; support tax credits and/or loan programs for short-line railroads.

Economic Prosperity

Grow the economic competitiveness of California's freight sector through increased system efficiency, productivity, and work force preparation.

Strategies: Focus on eliminating freight bottlenecks, reducing freight delay, and accelerating incident response on freight corridors; collaborate with the freight industry to identify critical projects and explore potential public-private partnerships; support and attract private interest in innovative, transformative new technological goods movement systems; encourage regional freight advisory committees; identify and advocate for training programs for the freight work force.

Environmental Stewardship

Support strategies that reduce, avoid and/or mitigate adverse environmental impacts of the freight transportation system.

Strategies: Prioritize projects that promote a shift from road transport to rail; decarbonize the commercial freight fleet; support technologies that eliminate carbon emissions from last-mile deliveries; employ zero-emission technology wherever feasible; promote land uses conducive to protecting the environment while supporting freight operations and the freight work force.

Healthy Communities

Enhance community health and well-being by mitigating the negative impacts of the goods movement system upon California communities.

Strategies: Implement projects in freight corridors that are specifically intended to avoid, reduce, or mitigate freight impacts to the environment and communities; establish development standards to avoid and mitigate environmental and social impacts of freight on communities; partner with metropolitan planning agencies, tribal organizations, and other stakeholders to conduct freight-related community outreach.

Safety and Resiliency

Reduce freight-related deaths/injuries and improve system resilience by addressing infrastructure vulnerabilities associated with security threats, expected climate change impacts, and natural disasters.

Strategies: Expand existing public and private-sector truck parking facilities and develop new ones in strategic locations; work with partners to employ electric charging terminals along key freight corridors; identify commercial vehicle collision hotspots statewide; increase security and decrease theft by placing cameras and other technologies at critical freight-centric locations.

Asset Management

Maintain and preserve infrastructure assets using cost-beneficial treatment as specified in Caltrans' State Highway System Management Plan, the federal FAST Act and other applicable state and federal statutes and regulations.

Strategies: Ensure adequate and sustainable funding to preserve and modernize the state's freight system; study the long-term maintenance and operations costs of the existing freight system; expand truck-scale technology to detect and enforce weight limits; fortify bridges and pavement design standards to accommodate heavy freight travel.

Connectivity and Accessibility

Provide transportation choices and improve system connectivity for all freight modes.

Strategies: Prioritize projects that implement state-of-the-art and demonstration technologies, implement pilot projects (such as autonomous truck platoon research that Caltrans and its partners are helping fund) that could transform the freight system; promote good project design that helps avoid community concerns and lengthy and potentially contentious approval processes; explore avoidance incentives to limit pass-through traffic.

The freight plan also includes a project list that was evaluated according to alignment with the seven goals to bring California's goods transport network into the future. The list consists of projects throughout the state based on the priorities for each region, as determined by the 12 Caltrans regional districts, partner agencies and industry. Each project must meet sustainability goals and be shovel-ready by 2025.

Background

The road toward the California Freight Mobility Plan began in 2013 when Assembly Bill 14 required the [California State Transportation Agency](#) to prepare a state freight plan and establish a freight advisory committee. The committee consists of a representative cross-section of public and private sector freight stakeholders from throughout the state, and is responsible for advising the state on freight-related priorities, issues, projects, and funding needs, as well as participate in the development of the state freight plan. Caltrans was assigned to prepare the plan.

California's first Freight Mobility Plan was completed in 2014, two and a half years after the federal [Moving Ahead for Progress in the 21st Century Act](#) (MAP-21) was signed into law and which encouraged states to develop freight plans. The federal

[Fixing America's Surface Transportation \(FAST\) Act](#), signed into law in 2015, built upon MAP-21 by establishing a national highway freight network and a dedicated funding program for freight improvements. The FAST Act also required states to prepare a federally compliant freight plan to receive federal funds.

Sources: *Caltrans Division of Transportation Planning; Assistant Division Chief Nieves Castro, Office Chief Yatman Kwan of Southern California Freight Planning.*

- [Director's Message](#)
- [Mile Markers](#)
- [COVID-19 Response](#)
- [SB 1: Progress Made, Challenges Remain](#)

- › [Bridge, Other Inspections Taking to the Skies](#)
- › [Safety Plan Seeks to Protect Roadway Users](#)
- › [Report Maps Future Freight Strategy in State](#)
- › [Canyon Bridge Network Rebuilt After Slides](#)
- › [Caltrans Exceeds Small Business Goals](#)
- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Be Work Zone Alert](#)
- › [CAL FIRE](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)
- › [California Transportation Plan 2050](#)
- › [Clean California](#)
- › [Energy Upgrade](#)
- › [Go Safely California](#)
- › [HeatReadyCA.com](#)
- › [Move Over Law](#)
- › [REAL ID](#)
- › [Save Our Water](#)
- › [Stormwater Education Campaign](#)
- › [Tenant and Landlord Resources](#)
- › [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[f Facebook](#) [t Twitter](#)

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[Canyon Bridge Network Rebuilt After Slides](#)

Canyon Bridge Network Rebuilt After Slides

Series of Santa Barbara-Area Crossings Reconnect Community



The pastoral scene at the Arroyo Paredon Bridge this spring gives little evidence of the mudslide that overwhelmed the structure. It was rebuilt and reopened in May 2019. At the bridge was \$10 million, work was completed for slightly more than \$4 million.

Few can forget the images of US Highway 101 buried under a 12-foot-deep pool of mud, trees, cars and pieces of houses from a massive mudslide that roared down saturated Santa Barbara County hillsides in January 2018.

As devastating as that extreme weather event was to the primary corridor through the area, even greater damage was inflicted on smaller, parallel route. A swath of destruction named the Montecito Debris Flow overwhelmed six Caltrans-maintained bridges along a seven-mile stretch of State Route 192, an east/west corridor extending from Santa Barbara to Carpinteria. The effort to restore this route to its prior condition would take almost two years.

The methodical rebuilding of the bridge system in the coastal mountains followed the 12-day closure and cleanup of US 101 after the mudslide struck. Following torrential rains, tons of mud and debris rushed down from the mountains that had been stripped of vegetation by the Thomas Fire just one month earlier. That wildfire was the third largest in modern California history.

The path of destruction was deadly and destructive. The Montecito Debris Flow took the lives of 23 persons, injured 167, and damaged 400 homes. The 12-day closure of US 101 and subsequent cleanup efforts were documented

extensively by local and national media, and Caltrans' response drew Twitter praise from local resident Oprah Winfrey.



The Montecito Creek Bridge sustained major damage. The rebuilding effort included an extensive removal and relocation of adjacent utilities before the new bridge could be constructed.

After that effort, Caltrans turned its attention to the enormous task of planning to rebuild or repair the bridges. This process began with a methodical look at how

to approach each of these six structures.

The project team, which included design and geotechnical engineers as well as Caltrans staff representing structural designers, management, stormwater, and maintenance divisions, was able to quickly develop a schedule for demolition and construction for these six bridges. Caltrans design engineers were able to produce bridge plans in a matter of weeks.

The Montecito Creek Bridge was heavily damaged. The rebuilding effort including an extensive removal and relocation of adjacent utilities before the new bridge could be reconstructed. A major high-pressure gas line that ran parallel to the bridge was damaged, putting services to the community at risk.

The gas line was adjacent to bridges at Montecito Creek and the farthest eastern bridge, Arroyo Paredon. Bridge repairs could not be worked on simultaneously at both locations without cutting off gas service to area residents.

Caltrans remained sensitive to the devastated Montecito community, and established a goal of maintaining utility service for neighbors struggling to put the pieces back together. The Department and utility companies worked to maintain gas service to the public by beginning the rebuilding effort at the Arroyo Paredon Bridge, because fewer utility complications allowed construction to begin sooner.

The Arroyo Paredon Bridge was completed and reopened in May 2019, with Lash Construction of Santa Barbara serving as the primary contractor. Although the estimated cost to rebuild the bridge was \$10 million, all work was completed for slightly more than \$4 million, representing a substantial savings under the emergency contract.

The construction of the Montecito Creek Bridge was more complicated due to the multiple utilities connected to the bridge. Before construction of the new bridge could begin, utility lines had to be removed and temporary lines installed away from the structure. A heavy rainy season also delayed construction and ongoing utility work.

When dry weather returned, the Caltrans-led



Romero Canyon Bridge was overtopped by the mud flow in January 2018. Amazingly, the repaired bridge reopened to traffic one year later, in January 2019.

construction team was able to make steady progress. The Montecito Creek Bridge reopened to the public with a celebratory ribbon-cutting in November 2019.

The Romero Canyon Bridge and the Toro Canyon Bridges were completed in January 2019, followed by the opening of the San Ysidro Creek Bridge in April 2019. The Toro Creek Bridge project was finished in February 2020. The contractor for the five remaining bridges was Security Paving of Sylmar, at a cost of \$20 million.

“The Caltrans District 5 team was challenged by Mother Nature, first with a major fire, followed by the flooding of US 101 and the destruction to six bridges along State Route 192,” said Caltrans District 5 Director Tim Gubbins. “I am proud of the sustained effort by our staff and how they were able to meet this extraordinary challenge over the last two years. We are pleased that the full opening of Highway 192 helps with the healing for the community of Montecito.”

Source: *Jim Shivers, Public Information Officer, Caltrans District 5*

- > [Director's Message](#)
- > [Mile Markers](#)
- > [COVID-19 Response](#)
- > [SB 1: Progress Made, Challenges Remain](#)
- > [Bridge, Other Inspections Taking to the Skies](#)
- > [Safety Plan Seeks to Protect Roadway Users](#)
- > [Report Maps Future Freight Strategy in State](#)

- › [Canyon Bridge Network Rebuilt After Slides](#)
- › [Caltrans Exceeds Small Business Goals](#)
- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Be Work Zone Alert](#)
- › [CAL FIRE](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)
- › [California Transportation Plan 2050](#)
- › [Clean California](#)
- › [Energy Upgrade](#)
- › [Go Safely California](#)
- › [HeatReadyCA.com](#)
- › [Move Over Law](#)
- › [REAL ID](#)
- › [Save Our Water](#)
- › [Stormwater Education Campaign](#)
- › [Tenant and Landlord Resources](#)
- › [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[f Facebook](#) [Twitter](#)

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[Caltrans Exceeds Small Business Goals](#)

Caltrans Exceeds Small Business Goals

Contracting, Procurement Opportunities Have Increased for Certified Firms



Sandra Escalante, left, works with Kim Tran at Laner Electric Supply Co., the business Escalante is a member of the Caltrans Small Business Council that encourages qualified contracts and procurement, and provide feedback.

Caltrans put more small, disadvantaged and disabled-veteran businesses to work in 2019 than ever before in its history.

“Caltrans has the most diverse and inclusive group of contractors in the nation,” said Caltrans Director Toks Omishakin, speaking at a recent workshop. “Our federal and state target goals for Small, Disabled-Veteran and Disadvantaged Business Enterprises continue to increase, which is very positive because as we rebuild and transform our transportation system, all benefits must be shared as broadly as possible – including among all types of contractors.”



Laner Electric Supply Co. employees Joe Delgado, left and Steve Robinson talk with Caltrans business adviser Sandra Escalante at her shop.

[Caltrans' Office of Civil Rights](#) (formerly the Office of Business and Economic Opportunity) encourages Caltrans divisions and regional districts to turn to small businesses, or those owned by disadvantaged persons and disabled veterans for contracting and procurement whenever possible. This helps the Department increase the number of small businesses that get a slice of Caltrans' contracting and procurement opportunities, which helps meet state and federal mandates – and creates a level playing field to compete for work in California.

The U.S. Department of Transportation uses its Disadvantaged Business Enterprise (DBE) program to increase minority firm participation in contracts initiated by Caltrans and other agencies that receive Federal Highway Administration funding. DBEs are for-profit small businesses certified by Caltrans as socially or economically disadvantaged. Business owners must have at least a 51 percent stake in the company, and control management and daily business operations. African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are considered socially and economically disadvantaged in this program.

Caltrans has complied with federal goals for DBE participation for decades. Even with a substantial increase in the required participation rate last year, from 12.5 to 17.6 percent, Caltrans met and exceeded the new federal goal.

In 2019, Caltrans awarded more than \$3 billion in Federal Highway Administration-assisted contracts — equating to 270 projects that are either in construction or will be soon. Firms deemed disadvantaged were awarded nearly 19 percent, or \$505 million, of subcontractor and procurement opportunities — up \$163 million from the 2018 federal fiscal year.

SB 1 Offers More Business Opportunities

Opportunities to do business with Caltrans increased with the passage of the Road Repair and Accountability Act of 2017, known as Senate Bill 1 (SB 1). The landmark transportation funding law is projected to generate an additional \$5.4 billion annually, split between state and local agencies, through 2027.

To ensure fair competition and equal access to contracts, lawmakers followed up by passing Senate Bill 103 requiring Caltrans achieve at least 25 percent participation by certified small businesses in state-funded contracts. A small business is an independently owned and operated California firm of 100 or fewer employees, with annual gross receipts averaging \$15 million or less.

During the state fiscal year 2018-19, the Department exceeded that SB 103 goal by directing nearly \$520 million of \$1.6 billion in state contracts it awarded to certified small businesses. That constituted 32 percent of Caltrans' state contracts in that period.

For companies certified as Disabled Veteran Business Enterprises, the state has set a 3 percent contract participation goal. Caltrans always tries to go beyond that mark, and succeeded in the 2018-19 state fiscal year by awarding nearly \$57 million in contracts to eligible disabled veteran businesses, a 3.5 percent participation rate.

Caltrans has increased its outreach throughout the state by pairing with the California Department of General Services, community organizations and local and statewide Chambers of Commerce, promoting “Contractor’s Bootcamps” in regional districts, and staging procurement fairs. The agencies share best practices to help each other increase small business participation. Meanwhile, they collaboratively teach businesses how to navigate the government process and sell their supplies to the state.

Caltrans also joins with outside partners such as the Association of General Contractors, United Contractors, and American Council of Engineering Companies to accomplish mutual goals. At the same time, Caltrans’ Office of Civil Rights strives to connect internal division and regional districts with diverse needs with disadvantaged businesses that can supply those goods and services. While one division may need to procure 5,000 reams of paper, other projects may call for concrete, striping and/or guardrail.

Small Businesses

Fiscal Year	Total State Contract Amount Awarded	Amount Awarded to Small Businesses	Small Participating Businesses
2014-15	\$1,230,371,824	\$349,378,944	21
2015-16	\$1,129,015,763	\$519,879,000	41
2016-17	\$1,416,819,919	\$408,919,922	21
2017-18	\$1,785,183,219	\$509,017,424	21
2018-19	\$1,626,453,891	\$519,859,358	3

Disabled Veteran Business Enterprises

Fiscal Year	Total State Contract Amounts Awarded	Amounts Awarded to Disabled Veteran Business Enterprises	Disabled Veteran Business Enterprises
2014-15	\$1,230,371,824	\$47,149,004	3
2015-16	\$1,129,015,763	\$56,890,818	5
2016-17	\$1,416,819,919	\$46,800,099	3
2017-18	\$1,785,183,219	\$87,857,147	4
2018-19	\$1,626,453,891	\$56,990,131	3

Disadvantaged Business Enterprises

Federal Fiscal Year	Total Federal Contract Amounts Awarded	Amounts Awarded to Disadvantaged Business Enterprises	Disadvantaged Business Enterprises
2014-15	\$2,155,775,962	\$268,285,823	12
2015-16	\$2,487,833,457	\$327,195,499	13
2016-17	\$2,067,672,953	\$249,731,945	12
2017-18	\$2,437,956,902	\$341,954,532	14
2018-19	\$2,672,864,171	\$505,380,699	18

Source: *Erin von Tersch, Business Development Manager, Caltrans Office of Civil Rights*

- › [Director's Message](#)
- › [Mile Markers](#)
- › [COVID-19 Response](#)
- › [SB 1: Progress Made, Challenges Remain](#)
- › [Bridge, Other Inspections Taking to the Skies](#)
- › [Safety Plan Seeks to Protect Roadway Users](#)
- › [Report Maps Future Freight Strategy in State](#)
- › [Canyon Bridge Network Rebuilt After Slides](#)
- › [Caltrans Exceeds Small Business Goals](#)
- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Be Work Zone Alert](#)
- › [CAL FIRE](#)
- › [Clean California](#)
- › [Energy Upgrade](#)
- › [Go Safely California](#)
- › [HeatReadyCA.com](#)
- › [Move Over Law](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)
- › [California Transportation Plan 2050](#)
- › [REAL ID](#)
- › [Save Our Water](#)
- › [Stormwater Education Campaign](#)
- › [Tenant and Landlord Resources](#)
- › [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

 Facebook  Twitter

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[Busy Year at Capitol Yields New Transportation Laws](#)

Busy Year at Capitol Yields New Transportation Laws

Greenhouse Gas Emissions, Traffic Safety, Lease of State Property for Emergency Shelters Among 2020 Changes



California State Capitol. Photo by Scott Lorenzo

The following transportation-related legislation that affects Caltrans became law this year:

Assembly Bill 29, Senate Bill 7 — State Highway Route 710 and Surplus Non-Residential Property

(Holden, Portantino)

These bills remove the unconstructed portion of State Route 710 between Alhambra Avenue in the city of Los Angeles and California Boulevard in the city of Pasadena from the state freeway and expressway system. The legislation authorizes the relinquishment of a portion of SR 710 in the city of Pasadena, if Caltrans and the city enter into an agreement. The bills also extend a rent freeze for participants in the Caltrans' Affordable Rent Program on SR 710 and establish a valuation method for the sale of surplus SR 710 non-residential properties to nonprofit and city tenants.

AB 252 — Department of Transportation Environmental Review

(Daly, Frazier)

This bill permanently extends Caltrans' authority to conduct federal environmental reviews on transportation projects on behalf of the Federal Highway Administration. This bill continues a successful process that streamlines the completion of environmental documentation, which accelerates the delivery of projects.

AB 285 — Greenhouse Gas Emissions

(Freidman)

This bill adds new requirements for the California Transportation Plan and requires the state's Strategic Growth Council to submit an interim report to the Legislature by January 31, 2022 on how to align transportation and housing funding programs. The requirements will increase agency coordination and evaluation of funding programs to reduce greenhouse gas emissions.

AB 759 — Traffic Safety

(Bigelow)

This bill requires Caltrans to update its guidance by July 1, 2021, on the use of protection measures in highway work zones. The Department also must pay for optional safety devices when requests are made by contractors working on public works projects until January 1, 2025.

AB 1351 — Transit Operators – Paratransit and Dial-A-Ride Services

(Lackey)

Under this bill, the California State Transportation Agency will publish an assessment on the use of dial-a-ride and paratransit services by July 1, 2021, with recommendations on how service providers can establish reciprocity for users visiting areas outside of their home services area. This bill is intended to minimize the difficulty that persons with disabilities have when using paratransit services outside their primary residence.

AB 1671 — Motor Vehicle Technology Testing

(Berman)

This bill extends Caltrans' authority to conduct a truck platoon testing program from Jan. 1, 2020 to Jan. 1, 2024. The technology coordinates and assists with the operation of trucks traveling within 100 feet of each other, to achieve fuel consumption and air quality improvements.

SB 137 — Federal Transportation and State Funds Exchange

(Dodd)

This bill requires Caltrans to implement a program that allows local entities to exchange certain federal funding for State Highway Account funds, up to \$100 million in total. This exchange streamlines the delivery of local projects without reducing Caltrans' efficiencies by relieving the local agencies of federal environmental review requirements.

SB 211 — Emergency Shelters

(Beall)

This bill allows Caltrans to lease state highway property for emergency shelters or food services for \$1 per month to help address the statewide shelter crisis until January 1, 2029.

SB 504 — State Highway Route 1 Relinquishment

(Monning)

This bill authorizes the California Transportation Commission to relinquish a portion of State Route 1 within the city limits of Pismo Beach to the city's jurisdiction, provided the city and Caltrans agree.

SB 742 — Intercity Passenger Rail Services

(Allen)

This bill allows intercity transportation operators, Amtrak and government entities to reach revenue and ticket-selling agreements with each other to provide more seamless transportation and connections for persons who are not necessarily connecting to a passenger rail service. This bill streamlines the process for intercity rail and bus services to provide continuous travel across the state, provides access to priority and underserved communities, and reduces greenhouse gas emissions.

Source: *Caltrans Office of Legislative Affairs*

- › [Director's Message](#)
- › [Mile Markers](#)
- › [COVID-19 Response](#)
- › [SB 1: Progress Made, Challenges Remain](#)
- › [Bridge, Other Inspections Taking to the Skies](#)
- › [Safety Plan Seeks to Protect Roadway Users](#)
- › [Report Maps Future Freight Strategy in State](#)
- › [Canyon Bridge Network Rebuilt After Slides](#)
- › [Caltrans Exceeds Small Business Goals](#)
- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)

▶ [Be Work Zone Alert](#)

▶ [CAL FIRE](#)

▶ [Clean California](#)

▶ [Energy Upgrade](#)

▶ [Go Safely California](#)

▶ [HeatReadyCA.com](#)

▶ [Move Over Law](#)

▶ [California Transportation Plan 2050](#)

▶ [REAL ID](#)

▶ [Save Our Water](#)

▶ [Stormwater Education Campaign](#)

▶ [Tenant and Landlord Resources](#)

▶ [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[!\[\]\(cf3d9b80c9dce74fda5aa4aa5dbb735d_img.jpg\) Facebook](#) [!\[\]\(1d36a53858ee2d884f57b4addd4f7888_img.jpg\) Twitter](#)

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[Mileposts](#)

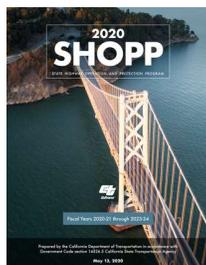
Mileposts

2020-2024 SHOPP; Habitat Preservation Program; SB 743 Rules; Transportation Commission Actions



The Mileposts section provides a summary of transportation issues affecting Caltrans

Four-Year Spending Plan for Highway System Repairs Adopted



Caltrans has won approval for its largest-ever master plan to repair and rehabilitate the state highway system for the next four years. The California Transportation Commission adopted the 2020-2024 State Highway Operations and Protection Program (SHOPP) at its May meeting, held by teleconference to comply with the state shelter-in-place order.

The \$20 billion plan represents the largest investment ever made in Caltrans' "fix-it first" fund dedicated to preservation and protection of the state-maintained road network, emergency repairs, safety upgrades and selected operational improvements.

The SHOPP proposes a slate of 920 projects through the 2023-2024 fiscal year, including 322 new projects beginning in 2020-2021 and 598 carryover projects from the previous SHOPP update in 2018. Funding comes from a

mix of state and federal sources, including additional fuel taxes and vehicle registration fees generated by the Road Repair and Accountability Act of 2017 (Senate Bill 1).

An estimated \$14.5 billion of the projects proposed in the 2020-2024 SHOPP will go toward infrastructure improvements of the highway system's four major components: pavement, bridges and tunnels, transportation management system elements (such as signals, signs and sensors) and drainage systems. It's expected that the proposed \$8.8 billion in pavement spending will fix more than 5,500 lane-miles of road surface; \$3.3 billion will improve about 220 bridges and tunnels, \$1.5 billion will repair 3,500 TMS elements, and \$900 million will upgrade more than 4,000 culverts.

The investment would make major strides toward meeting performance targets established by SB 1 for those core parts of the highway system, as well as other important components that improve safety, expand bicycle and walking opportunities, and lessen environmental impacts. Those directions are embraced in a new emphasis on "Complete Streets" projects that will remake selected state highway sections to be safer and more friendly to pedestrians, cyclists and communities.

The Commission's action comes at a time when the state faces serious financial impacts from the COVID-19 pandemic, including an expected drop in fuel tax revenues due to less driving. How reduced revenues will affect Caltrans' ability to fund all the projects in the four-year SHOPP has yet to be determined.

The 2020-2024 SHOPP was adopted before the *Mile Marker* was finalized, and its impact will be further explored in future issues.

Sources: *Caltrans Asset Management program, California Transportation Commission*

Advance Mitigation Program Protecting Habitat Readies for Launch

Caltrans'
Advance



Caltrans has already purchased property in Santa Barbara County to preserve habitat for the California tiger salamander.

Mitigation Program, which aims to take a proactive approach in offsetting the environmental impacts of future transportation projects, is gearing up to becoming an integral part of the Department's project delivery process.

In a mandated [report](#) to the state Legislature, Caltrans updated its efforts developing an Advance Mitigation Program that was created by the Road Repair and Accountability Act of 2017 (Senate Bill 1).

The program is intended to secure environmental mitigations for selected transportation projects earlier in the planning process, protecting habitat while saving time and money. SB 1 directed that \$30 million be directed into an account over each of the next four years to pay for natural resource mitigation needs in advance of project impacts.

Already, \$60 million has been deposited into an Advance Mitigation account from the previous two years and has not been tapped, awaiting activation of the program. Toward that end, program guidelines and a five-step planning process to approve allocations have been developed, and outreach conducted with partner agencies and stakeholders. Caltrans also is taking steps to conduct a needs assessment of affected transportation projects that encompass 11,640 acres around the state. The first round of Advance Mitigation funding for projects for review by the Caltrans director is expected in the 2020-21 fiscal year.

Caltrans Issues Proposed VMT Standards for Transportation Projects

Caltrans' policy to phase in of use of vehicle miles traveled (VMT) as the primary metric when analyzing transportation impacts of projects on the State Highway System (SHS) is explained in the *VMT CEQA Significance Determinations for State Highway System Projects Implementation Timeline Memorandum (Implementation Timing Memo)* document, now posted on [Caltrans' SB 743 website](#) .

The Project Development Transportation Analysis Framework (TAF) provides guidance for California Environmental Quality Act transportation/traffic analysis for projects on the SHS, including direction to Caltrans regional districts related to selecting methods for VMT analysis (including induced travel demand) in project-level environmental documents reflecting both project type and context (urban vs. rural).

The other guiding document, Transportation Analysis under CEQA (TAC), provides methodologies to evaluate the transportation impacts of projects on the SHS, including how to determine significance of those impacts, and will identify potential mitigation measures.

Many types of projects will not be subject to VMT as a measure of transportation impacts because they are not expected to lead to a substantial increase in vehicle travel. Those include most projects in the State Highway Operation and Protection Plan (SHOPP), Caltrans' four-year master plan of projects involving rehabilitation, maintenance, replacement, safety, and repair work to improve the condition of existing transportation assets.

For transportation projects not on the State Highway System, local agencies have the discretion to select a different measure of transportation impact consistent with CEQA and other applicable requirements.

A target publication date for the new VMT rules is expected in advance of Sept. 15, 2020.

Source: *Caltrans Office of Sustainability*

New Chief Executive Leads Transportation Commission

The California Transportation Commission (CTC) has a new top administrator. Mitch Weiss was recently named executive director of the commission after having served as its deputy executive director for two



Mitch Weiss

years under Susan Bransen, who retired in January. The 13-member CTC is responsible for committing and allocating state and federal transportation funds as well as advising the Legislature and California State Transportation Agency on policies and plans for the state's transportation programs.

Weiss has worked for the CTC for more than a dozen years. He led the Commission's implementation of Senate Bill 1, an effort that included dozens of public workshops and culminated in the commitment of over \$9 billion in SB 1 funds in just 13 months.

Source: *California Transportation Commission*

Transportation Commission Approves \$2.6 Billion Multimodal Plan

The California Transportation Commission, meeting in March, approved \$2.6 billion in funding for multimodal transportation improvement projects that will move people and freight more efficiently throughout the state while improving safety and the environment. The Commission also announced calls for new transportation projects totaling \$2.4 billion. Nearly half the funding comes from SB 1.

The Commission conducted its regularly scheduled meeting in Sacramento via a public teleconference, in accordance with Gov. Gavin Newsom's Executive Order on holding public meetings during the COVID-19 crisis.

The State Transportation Improvement Program (STIP) funds state highway, local road, non-motorized transportation, transit, and intercity rail improvements. The [2020 STIP](#) makes available nearly \$2.6 billion over five years. The 2020 STIP program continues funding for existing projects and also dedicates funds to more than 30 new projects across the state, including high occupancy vehicle and express lanes, commuter and intercity rail, interchange improvements, local road reconstruction and rehabilitation, bridge replacements, bicycle and pedestrian transportation improvements, zero-emission bus purchases, and more.

Source: *California Transportation Commission*

- [Director's Message](#)
- [Mile Markers](#)
- [COVID-19 Response](#)
- [SB 1: Progress Made, Challenges Remain](#)
- [Bridge, Other Inspections Taking to the Skies](#)
- [Safety Plan Seeks to Protect Roadway Users](#)
- [Report Maps Future Freight Strategy in State](#)
- [Canyon Bridge Network Rebuilt After Slides](#)
- [Caltrans Exceeds Small Business Goals](#)
- [Busy Year at Capitol Yields New Transportation Laws](#)

- ▶ [Mileposts](#)
- ▶ [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- ▶ [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- ▶ [ADA Access](#)
- ▶ [Adopt-A-Highway](#)
- ▶ [Amber Alert](#)
- ▶ [Be Work Zone Alert](#)
- ▶ [CAL FIRE](#)
- ▶ [Cal OES: Power Outage and Fire Recovery Resources](#)
- ▶ [California Climate Investments](#)
- ▶ [California Connected](#)
- ▶ [California Transportation Plan 2050](#)
- ▶ [Clean California](#)
- ▶ [Energy Upgrade](#)
- ▶ [Go Safely California](#)
- ▶ [HeatReadyCA.com](#)
- ▶ [Move Over Law](#)
- ▶ [REAL ID](#)
- ▶ [Save Our Water](#)
- ▶ [Stormwater Education Campaign](#)
- ▶ [Tenant and Landlord Resources](#)
- ▶ [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[f Facebook](#) [Twitter](#)

Copyright © 2024 State of California

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)

Pay-Per-Mile Remains Viable Alternative for Transportation Funding

Road Charge May Prove a More Sustainable Alternative to the Gas Tax



The Road Repair and Accountability Act of 2017 (Senate Bill 1) is providing a much-needed boost to California's transportation system, but efforts to explore a long-term funding alternative such as a mileage-based fee to replace the gas tax are still needed to account for more fuel-efficient vehicles, those that don't use gasoline, and residents who choose to rely on other modes of transportation.

In 2014, the Legislature passed SB 1077, which created the Road Charge Technical Advisory Committee to provide expert advice and recommendations to the [California State Transportation Agency](#) on a pilot program to explore the potential of a road charge.

Following the conclusion of the successful California Road Charge Pilot program — the nation's largest to date — California continues to investigate the feasibility of fee-based highway financing system. This pay-per-mile methodology could eventually augment and ultimately replace the existing fuel tax and ensure that all vehicle users of California's roads contribute to the upkeep of those roads.

The nine-month pilot program enlisted more than 5,000 volunteer drivers to track the mileage of their vehicles using methods that ranged from low tech — writing down odometer readings — to using a plug-in that charted their

mileage automatically. More than 37 million miles were logged through all reporting methods. The final report on the pilot program showed that 73 percent of its participants judged a road charge to be fairer than a gas tax.



California has been awarded almost \$3.8 million in grant funding from the Federal Highway

Some state drivers used this fob to record their vehicle's mileage in an earlier road charge demonstration.

Administration to explore straightforward and approachable methods for users to pay a road charge. This new demonstration project will test the technical feasibility of collecting a road charge at the gas pump, just as people pay the gas tax now. It will also study how a road charge could be collected through other emerging technologies and industries, including usage-based insurance, transportation network companies such as Uber and Lyft, and autonomous vehicles.

These methods all have the potential for creating a very simple user experience as well as reducing administrative costs. The project is currently in design with a live demonstration targeted for the first half of 2021 and a final report expected in summer 2022.

Interstate travel poses another question about how a road charge could be applied. If a California family takes a summer driving vacation into other states, what is a fair way to distribute a road-use fee outside of California? With that issue in mind, Caltrans and the Oregon Department of Transportation are involved in a joint pilot study that would assess the feasibility of a centralized system to administer payments in interstate travel.

While road charge is being examined for the future, SB 1 has had an immediate, positive impact on highway operations and construction. SB 1 is projected to generate a total of \$26 billion for the state-maintained transportation infrastructure and another \$26 billion for local roads and transit agencies through 2027.

However, long-term revenue projections still forecast a downward trend in gas tax revenue. As vehicles become more fuel-efficient, as more Californians purchase zero-emission vehicles, and as more people shift to walking, bicycling, scootering, taking the train, or riding the bus, revenue from the gas tax is expected to decrease. With the state's ambitious goals to increase transportation mode shift and the number of electric vehicles, support of the state transportation system will fall on an increasingly smaller group of vehicle owners still subject to the gas tax. An implementation of a per-mile charge would spread the responsibility from fuel-based vehicle road users only to all vehicle users.

Is paying by the mile, rather than the gallon, a more sustainable and fair approach to highway financing? Share your thoughts with us at

Road.Charge.Pilot.Program@dot.ca.gov .

Source: Lauren Prehoda, Caltrans Road Charge Program Manager

- › [Director's Message](#)
- › [Mile Markers](#)
- › [COVID-19 Response](#)
- › [SB 1: Progress Made, Challenges Remain](#)
- › [Bridge, Other Inspections Taking to the Skies](#)
- › [Safety Plan Seeks to Protect Roadway Users](#)
- › [Report Maps Future Freight Strategy in State](#)
- › [Canyon Bridge Network Rebuilt After Slides](#)
- › [Caltrans Exceeds Small Business Goals](#)
- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Be Work Zone Alert](#)
- › [CAL FIRE](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)
- › [California Transportation Plan 2050](#)
- › [Clean California](#)
- › [Energy Upgrade](#)
- › [Go Safely California](#)
- › [HeatReadyCA.com](#)
- › [Move Over Law](#)
- › [REAL ID](#)
- › [Save Our Water](#)
- › [Stormwater Education Campaign](#)
- › [Tenant and Landlord Resources](#)
- › [Unclaimed Property](#)

[Back to Top](#)

[Privacy Policy](#)

[Register to Vote](#)

[Accessibility](#)

[Conditions of Use](#)

[Home](#) [Programs](#) [Public Affairs](#) [Mile Marker](#)[Mile Marker: A Caltrans Performance Report, Spring 2020](#)[Partnership Program Pitches In With a Hitch](#)

Partnership Program Pitches In With a Hitch

Caltrans, CHP Oversee Freeway Service Patrol, Which Assisted Almost 700,000 Motorists in 2018-2019

A Caltrans partnership program that dispatches tow trucks during peak commuter hours to quickly remove disabled or stranded vehicles from congested urban freeways assisted more than 690,000 stranded



A tow-truck operator contracted by the Freeway Service Patrol assists a motorist in Los Angeles.

motorists in fiscal year 2018-2019, helping Caltrans meet its mobility goals by keeping traffic – and the California economy – moving.

The [Freeway Service Patrol](#) (FSP) is a joint program administered by Caltrans, the California Highway Patrol (CHP) and local transportation agencies.

Under the program, more than 300 tow trucks keep watch on more than 1,800 miles of freeways for travelers whose vehicles are in distress. Once a disabled or stranded motorist is spotted or reported, tow trucks contracted through the program respond to the scene, offering to change a tire, provide a gallon of gas, refill radiators or tape hoses, or jump-start dead batteries. Towing is provided free to a location approved by the CHP.

The trucks' drivers are trained, certified and supervised by the CHP.

Rapid removal of freeway obstructions not only saves motorists time, but also reduces fuel consumption and minimizes automobile emissions by reducing the time vehicles spend idling in stopped traffic.

Tow trucks used in the FSP are funded by hourly contracts. They are roving and their drivers do not accept any payment from motorists.

The FSP is a free service to motorists. State and local public funding pay for the program. State funding is apportioned to each FSP program through a funding formula based upon population, miles of freeway in the region, and a measurement of congestion. The local transportation agencies match the state funding allocation with a minimum of 25 percent of local funds.

The patrol received some much-needed assistance through the passage of the Road Repair and Accountability Act of 2017 (Senate Bill 1). The extra \$25 million a year in funding about doubled the program budget, stabilizing the delivery of services and allowing for a modest expansion.

The SB 1 funds have added 250 miles of coverage and more than 100,000 hours of tow service since July 2017. More expansion is happening throughout California, with two programs poised to begin in San Luis Obispo and Ventura counties.

The FSP operates in 23 urban counties: El Dorado, Fresno, Los Angeles, Monterey, Orange, Placer, Riverside, Sacramento, San Bernardino, San Diego, San Joaquin, Santa Barbara, Santa Cruz, Yolo and the nine counties of the San Francisco Bay Area.

Source: *Caltrans Division of Traffic Operations, California Highway Patrol*

- › [Director's Message](#)
- › [Mile Markers](#)
- › [COVID-19 Response](#)
- › [SB 1: Progress Made, Challenges Remain](#)
- › [Bridge, Other Inspections Taking to the Skies](#)
- › [Safety Plan Seeks to Protect Roadway Users](#)
- › [Report Maps Future Freight Strategy in State](#)
- › [Canyon Bridge Network Rebuilt After Slides](#)
- › [Caltrans Exceeds Small Business Goals](#)
- › [Busy Year at Capitol Yields New Transportation Laws](#)
- › [Mileposts](#)
- › [Pay-Per-Mile Remains Viable Alternative for Transportation Funding](#)
- › [Partnership Program Pitches In With a Hitch](#)

Statewide Campaigns

- › [ADA Access](#)
- › [Adopt-A-Highway](#)
- › [Amber Alert](#)
- › [Cal OES: Power Outage and Fire Recovery Resources](#)
- › [California Climate Investments](#)
- › [California Connected](#)

▶ [Be Work Zone Alert](#)

▶ [CAL FIRE](#)

▶ [Clean California](#)

▶ [Energy Upgrade](#)

▶ [Go Safely California](#)

▶ [HeatReadyCA.com](#)

▶ [Move Over Law](#)

▶ [California Transportation Plan 2050](#)

▶ [REAL ID](#)

▶ [Save Our Water](#)

▶ [Stormwater Education Campaign](#)

▶ [Tenant and Landlord Resources](#)

▶ [Unclaimed Property](#)

[Back to Top](#)

[Accessibility](#)

[Privacy Policy](#)

[Conditions of Use](#)

[Register to Vote](#)

[!\[\]\(919e27c59493ed5f0af31b9612a87443_img.jpg\) Facebook](#) [!\[\]\(a91ff3212b5e0a562afbf58a9cc231bd_img.jpg\) Twitter](#)

Copyright © 2024 State of California