

SB 1 Puts Strategic Vision in Motion

Caltrans 2-Year Plan Identifies Priorities, Charts Progress Ahead of New Law

Closing in on mid-point of its 2015-2020 Strategic Management Plan (SMP), Caltrans is well on the way toward meeting many of its ambitious goals.

A 2-Year Plan prepared by Caltrans — prior to the Road Repair and Accountability Act of 2017 (Senate Bill 1) becoming law — calls out 12 priority policy and program objectives that are representative of the Strategic Management Plan.

Topping the list of objectives, at that time, was the securing of a stabilized transportation revenue source that would fund significant repairs and improvements to the state's network of roads, bridges, public transit and other travel components.

The passage of SB 1 will deliver on that goal. The transportation funding package will raise, through higher fuel taxes and a transportation improvement fee, about \$54 billion in revenues during the next decade, of which Caltrans will receive roughly half — \$26 billion.

Other objectives in the 2-Year Plan are:

Accelerated Delivery Bridge Program

This program identifies high-volume corridor bridges in the state to repair or reconstruct. The report describes how key structural components of the bridges will be strengthened, and bridge decks repaired to extend service life, and how these fixes will allow the lifting of weight restrictions on some bridges along critical freight corridors. Thirty spans on Interstate 5 and I-80 have already been targeted for accelerated action under SB 1 (*page 8*), and 30 more will be coming. *Supports Stewardship and Efficiency*

Integrated Corridor Management (ICM)

Caltrans plans to put in place five more ICM operation systems on highway systems in heavily traveled urban areas. The ICM uses a network of high-tech traffic components and innovative prac-



Caltrans has a fleet of 133 zero-emission vehicles as part of its commitment to Gov. Brown's 2016 ZEV Action Plan.

tices to manage freeway, transit, arterial and parking elements within a transportation corridor as a single unit, rather than individual pieces. Caltrans expects to install ICM systems on selected Los Angeles County and Orange County corridors, and extend the system along I-80 in Alameda and Contra Costa counties. One other ICM system is operating on I-15 in San Diego County. *Supports Safety and Health, Stewardship and Efficiency*

ZEV Action Plan

Under Gov. Edmund G. Brown Jr.'s plan, Caltrans plans to install at least 30 public fast-charging stations at highway rest stops and other strategic locations, develop three hydrogen fuel stations, and increase workplace battery charging by 5 percent. Caltrans' fleet already includes 133 ZEVs. *Supports Sustainability, Livability, and Economy*

California Sustainable Freight Action Plan

The plan was crafted in 2016 based on the governor's executive order to improve the state freight

system that affects about one-third of the state's \$2.2 trillion economy. The plan calls for an increase in freight system efficiency by 25 percent, deploying more than 100,000 zero-emission freight vehicles, and maximizing the use of near-zero emission freight vehicles and equipment powered by renewable energy by 2030.

Those goals will be supported by the passage of SB 1, which will establish a Trade Corridor Enhancement Program to identify and fund high-priority freight transportation projects in the state. The program is scheduled to receive \$300 million annually from increased diesel fuel excise taxes. *Supports Sustainability, Livability, and Economy*

Complete Streets Implementation Plan

The SMP laid out goals to triple the amount of bicycling, and double pedestrian and transit trips in the state by 2020. To reach those targets, Caltrans now requires 39 percent of its projects incorporate complete streets features such as bike lanes and separated pathways, transit pullouts, better lighting, or improvements that assist pedestrians or the mobility-impaired. Caltrans' current rate of compliance is about 35 percent, and more projects will incorporate complete streets planning to achieve the 39 percent target by 2018.

SB 1 directs an additional \$100 million yearly into Caltrans' Active Transportation Program (ATP) that

finances complete streets projects and features — almost doubling current ATP funding levels. *Supports Sustainability, Livability, and Economy*

Tier 4 Construction Equipment Pilot Projects

Caltrans already awarded one construction pilot project requiring the contractor to use cleaner-burning Tier 4 diesel equipment in Kern County. A second contract is expected to be awarded this year in San Bernardino County. Caltrans plans to establish an ongoing program requiring Tier 4 diesel equipment on select construction projects in 2018.

Other Objectives

The 2-Year Plan includes other objectives that support the SMP, such as the development of a bicycle and pedestrian safety plan, testing of an “e-Construction” program that would supply construction staff in the field with tablet devices instead of working with paper documents, wrap-up of a road charge pilot program and an analysis of the results, and in-house programs to improve the Department. *Supports Sustainability, Livability, and Economy; Safety and Health* **MM**

Source: Caltrans Director's Office

2015-2020 Strategic Management Plan



Caltrans' 2015-2020 Strategic Management Plan laid out five goals to manage, protect and improve California's transportation network, and position the Department to meet future challenges:

Safety and Health: “Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.”

Stewardship and Efficiency: “Money counts. Responsibly manage California's transportation-related assets.”

Sustainability, Livability and Economy: “Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.”

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

Organizational Excellence: “Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.”