



Director's Message

There's little doubt that the [Road Repair and Accountability Act of 2017](#) (Senate Bill 1) will revitalize California's aging transportation network.

Caltrans is already hard at work on it. In many areas, pavement is already being improved. And we're moving ahead with major repair projects that would have waited years for lack of resources.

SB 1 not only allows the state to catch up on deferred maintenance, but it increases funding to cities and counties for improvements to their local streets and roads. It makes significant investments in transit, bicycle and pedestrian facilities. It will improve freight corridors and congested corridors throughout the state.

And there's another benefit to SB 1 that's not as obvious as filled-in potholes or smoother roads. SB 1 lays the ground rules for improved transparency and accountability while creating California's travel network of the future.

Communities will have a seat at the table. Drivers, cyclists and pedestrians will play key roles. The concept of stakeholder is expanding. This is all part of a healthy evolution in our understanding of the transportation network and a growing appreciation of our shared roles in solving the challenges ahead.

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Caltrans has always prided itself on the "hard skills" of designing and operating a world-class transportation system. Over the last several years, we have improved the "soft skills" of inclusion, transparency and communication.

So, along with the much-needed resources to catch up on long-delayed repairs, SB 1 brings a new level of collaborative community engagement, and the promise of a shared, equitable and sustainable transportation future.

That inclusive process is well underway at the Department in partnership with the California Transportation Commission, which is overseeing several of SB 1's

major transportation programs.

The Department and the Commission have been reaching out around the state, gathering feedback and setting guidelines for competitive programs created by SB 1 to improve critical freight routes, ease congestion on urban highways, and provide matching dollars for qualified local projects.

Judging by the level of input already, we are on the right track.

Malcolm Dougherty

Cover: The effort to clear snowbound Highway 108, Sonora Pass in the Central Sierra, shows the magnitude of last winter's massive storms. The photo was taken in May 2017. Caltrans works year-round to keep California's highway system open for motorists and commerce when the weather turns. Seasonal workers are added, and an array of equipment is fine-tuned and ready to go. See article, page 20. Photo by Chris Baker