2025/26 Performance Benchmark Report

June 2026

California Department of Transportation

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Prepared by the California Department of Transportation

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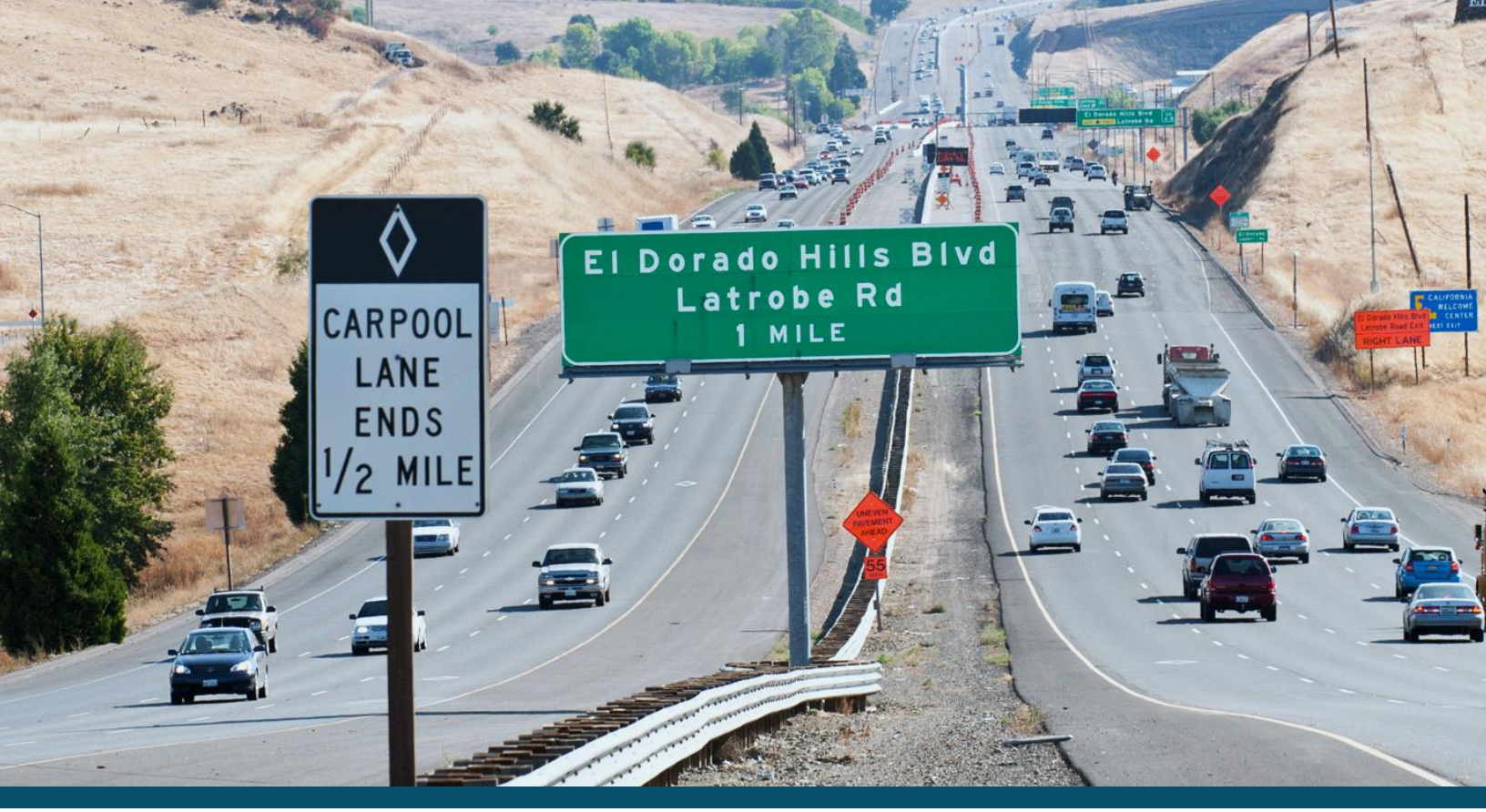


Introduction

This report presents Caltrans' efforts to date in reducing deferred maintenance through an assessment of current and projected performance accomplishments through 2027. In compliance with Federal and State requirements, Caltrans has prepared an assessment of progress against annual benchmarks associated with the four primary asset classes (pavement, bridge, transportation management systems, and drainage) for the 10-year period spanning 2018 through 2027.

The *California Transportation Asset Management Plan (TAMP)*[1] and Senate Bill 1 (SB1) each established 10-year performance targets for the State Highway Operation and Protection Program (SHOPP) primary asset classes. The California Transportation

[1] California Transportation Asset Management Plan, https://dot.ca.gov/programs/asset-management/california-transportation-asset-management-plan

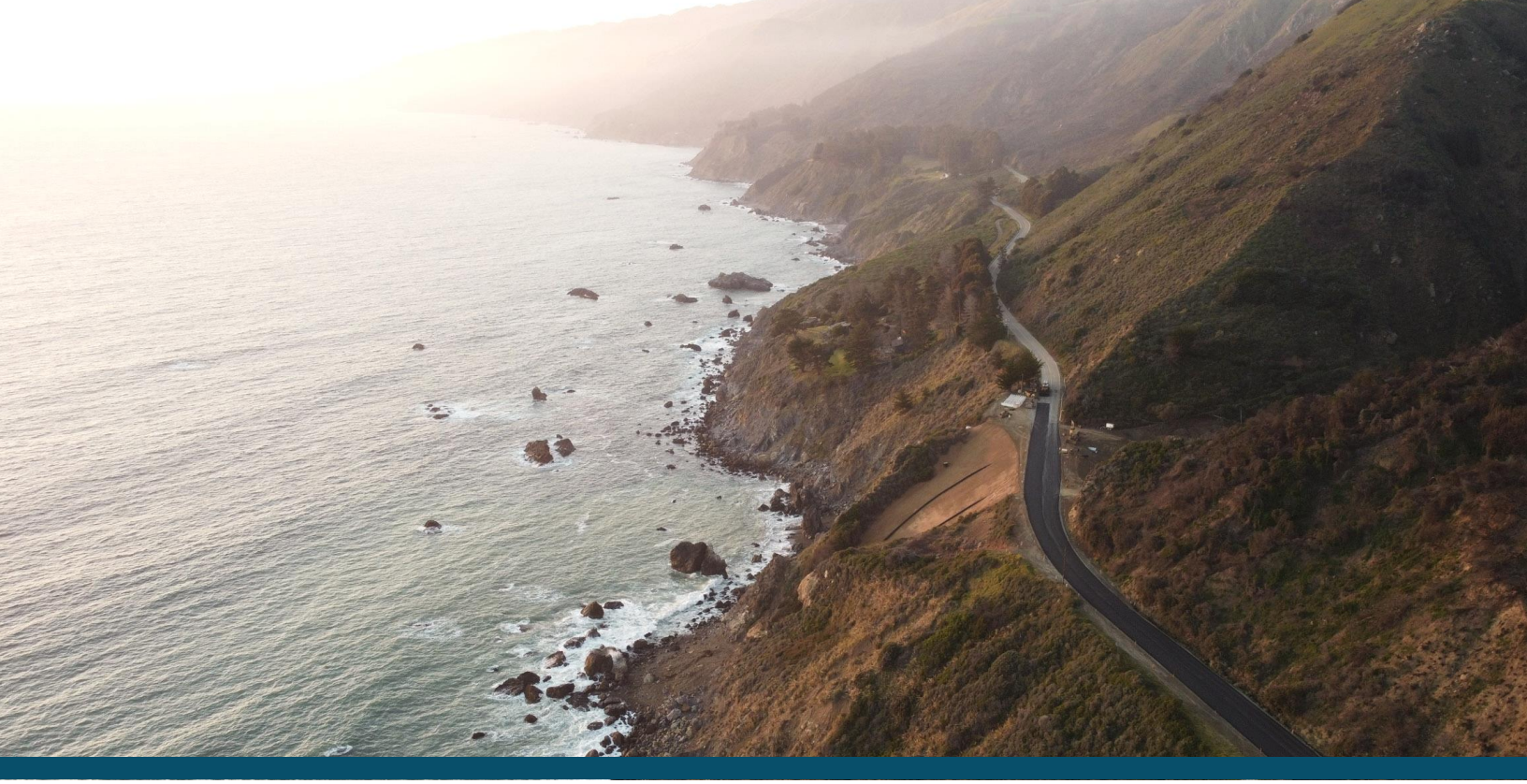
Commission (Commission) *SHOPP Guidelines*[2] require annual reporting to measure progress and develop projections toward meeting the defined performance targets for each of the four primary asset classes by 2027.

This report presents conditions to date in addition to updated condition projections relative to the March 2018 Commission adopted benchmarks. The updated progress reflects Commission actions through March 2026, updated condition information where available, accomplishments expected from projects in the *SHOPP Ten-Year Project Book*[3], and updated Highway Maintenance (HM) projections.

SB1 includes two additional performance objectives. For pavement, the Level of Service (LOS) is reported based on cracking and spalling. For bridges, the number of additional bridges fixed is reported by annual and cumulative count to date. These two metrics will be achieved through the same project accomplishments and maintenance strategies considered in the benchmark analysis for the core assets. The Department is committed to reporting progress made toward these specific performance measures so that the Commission can evaluate progress.

The annual benchmarks report also includes a summary of condition assessments for eight supplementary assets (drainage pump plants, highway lighting, office buildings, overhead sign structures, bicycle and pedestrian infrastructure, roadside rest facilities, transportation related facilities, and weigh-in-motion scales).

[2] California Transportation Commission SHOPP Guidelines, December 2024, https://catc.ca.gov/-/media/ctc-media/documents/programs/shopp/2024/2024-shopp-guidelines-a11y.pdf
[3] SHOPP Ten-Year Project Book, https://dot.ca.gov/programs/asset-management/caltrans-project-portal



Performance Summary

Caltrans continues to make progress in meeting performance targets set forth by SB1 and the TAMP. Since the passage of SB1 in 2017, Caltrans has delivered projects to address 21,948 lane miles of pavement, 843,272 linear feet of culverts[4], and 8,991 Transportation Management System (TMS) elements, in addition to fixing a total of 2,341 bridges (an additional 1,315 above the historic baseline).

The projections presented in this report indicate that the conditions of the four primary asset classes will continue to show improvement overall. Caltrans is currently meeting and is projected to exceed SB1 condition-based targets by 2027 for pavement, bridges, and culverts, and TMS as summarized in Table 1. The SB1 requirement to fix an additional 500 bridges was met in 2022, and the trend to fix additional bridges well beyond the SB1 requirement is expected to continue. The Pavement Level of Service

[4] A computational error was identified in a previous year's reported cumulative culvert quantity. However, this did not affect the reported drainage conditions and projections in that report. The cumulative total in this report has been corrected to account for the error.

(LOS) is currently exceeding the target and is projected to remain above the target through 2027.

Table 2 presents the status of progress towards achieving 2027 targets established by the Commission and set forth in the 2022 TAMP, coinciding with the SB1 timeframe. Caltrans is on track to meet or exceed TAMP targets by 2027 for Pavement Class I, Pavement Class III, Drainage, and TMS. Current projected conditions for two assets, Pavement Class II and Bridges and Tunnels, indicate that Caltrans will be approaching targets within expected uncertainty bounds by 2027. Caltrans will continue to proactively monitor progress toward these targets.

Table 1 – Progress Towards 2027 SB1 Targets

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

Table 2 – Progress Towards TAMP Targets

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

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

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Pavement Class I

Overview

Pavement Class I is comprised of route segments classified as interstate, other principal arterials, and urban freeways and expressways. It includes Freight Network Tier I and II, and the Strategic Highway Network (STRAHNET) routes. Examples of Class I routes include Sacramento 80, Ventura 101, San Diego 8, Los Angeles 210, and Alameda 580. There are 28,069 assessed lane miles of pavement on Class I roadways, representing over half of the 51,074 assessed lane miles of pavement on the State Highway System (SHS).

Note, a complete assessment of all 52,044 lane miles of pavement on the SHS[5] is not possible each cycle, as ongoing construction work with detours and lane deviations,

[5] Caltrans Facts, June 2025, https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/caltrans-fact-booklets/caltransfacts2025-p9-booklet-v6-a11y.pdf

emergency closures, and other unplanned disruptions on the system prevent the acquisition of measurements of pavement distresses in certain areas.

Changes in Asset Condition

Pavement conditions change over time because of construction activities, traffic loading, and environmental factors such as aging, temperature, and moisture variation. Table 3 summarizes the condition of the Pavement Class I asset inventory as assessed by the Automated Pavement Condition Survey (APCS) for the most recent year (2025 APCS) and the last available condition assessment (2023 APCS). Beginning in 2023, the APCS is conducted on an odd-year cycle only. As such, the pavement conditions and Level of Service (LOS) presented in this report do not include measured conditions for 2024.

Timing of the Condition Assessment

Reported annual pavement conditions and total lane miles are based on a phased data collection effort through the Automated Pavement Condition Survey (APCS) over an 11-month period, typically between January and November of the reporting year. Projects under construction will not be reflected in the condition assessment.

Conditions are presented in percentages of good, fair, and poor, by lane miles corresponding to conditions at the end of calendar year. Definitions of these condition states can be found in Appendix A.

Table 3 – Pavement Class I Condition Summary

Condition	2027 Target	2023 Year End	2025 Year End	Change in Condition
Good	60.0%	61.6%	60.9%	**-0.7%↓**
Fair	39.0%	37.0%	37.8%	**0.8%↑**
Poor	1.0%	1.4%	1.3%	**-0.1%↓**

Projected and Assessed Conditions

Pavement Class I benchmarks are presented in Figure 1 through Figure 3. These charts show projected year-end good, fair, and poor conditions as percentages of total lane miles from 2018 through 2027. The assessed conditions are presented in the charts with solid fill symbols. Unfilled symbols represent future projected conditions based on expected completion of projects.

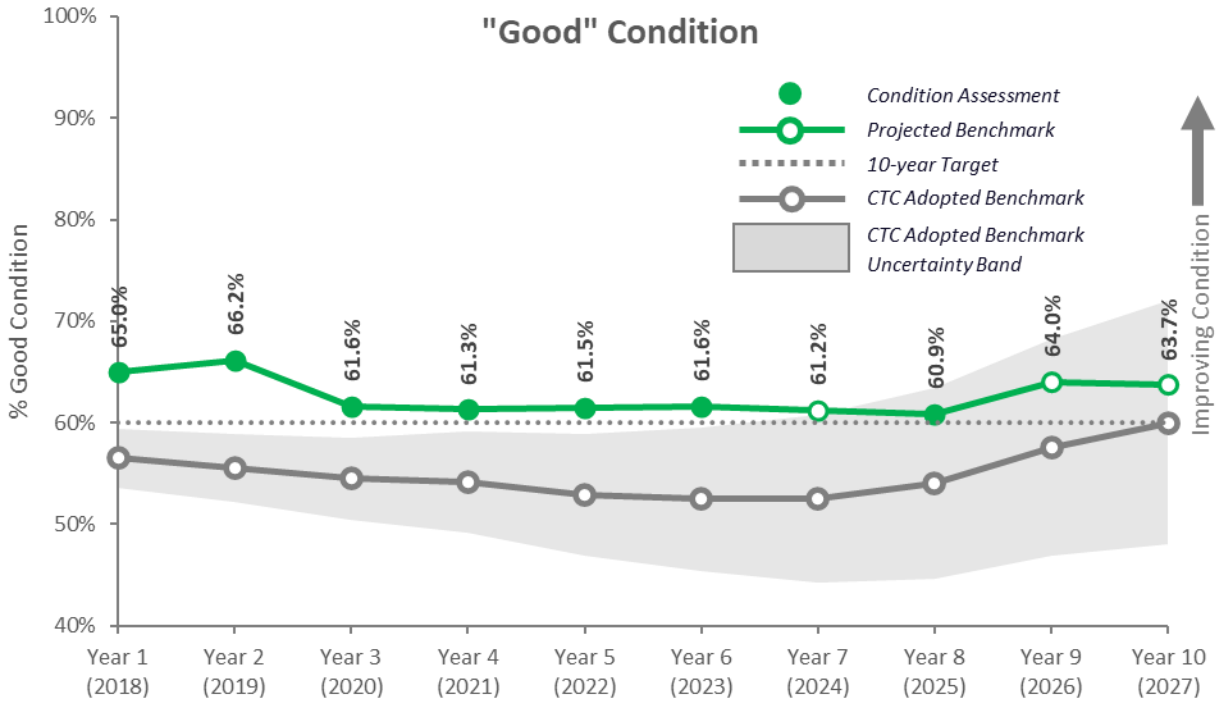

Figure 1 - Pavement Class I, Good

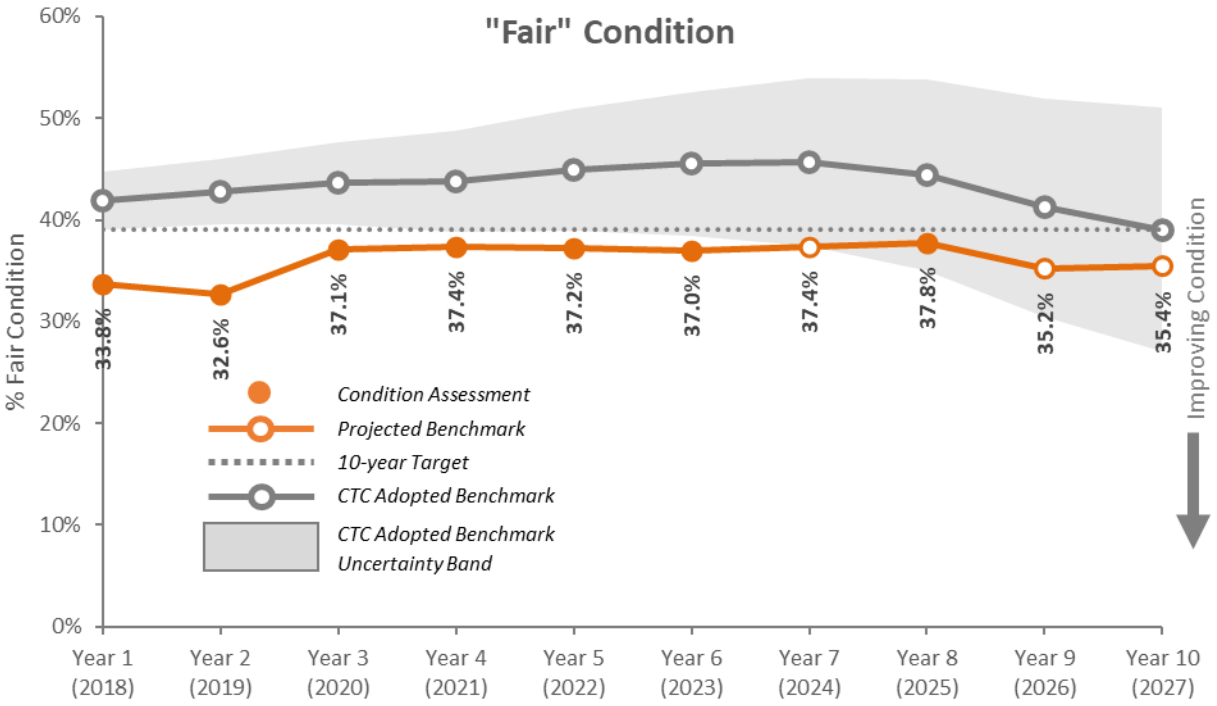

Figure 2 - Pavement Class I, Fair

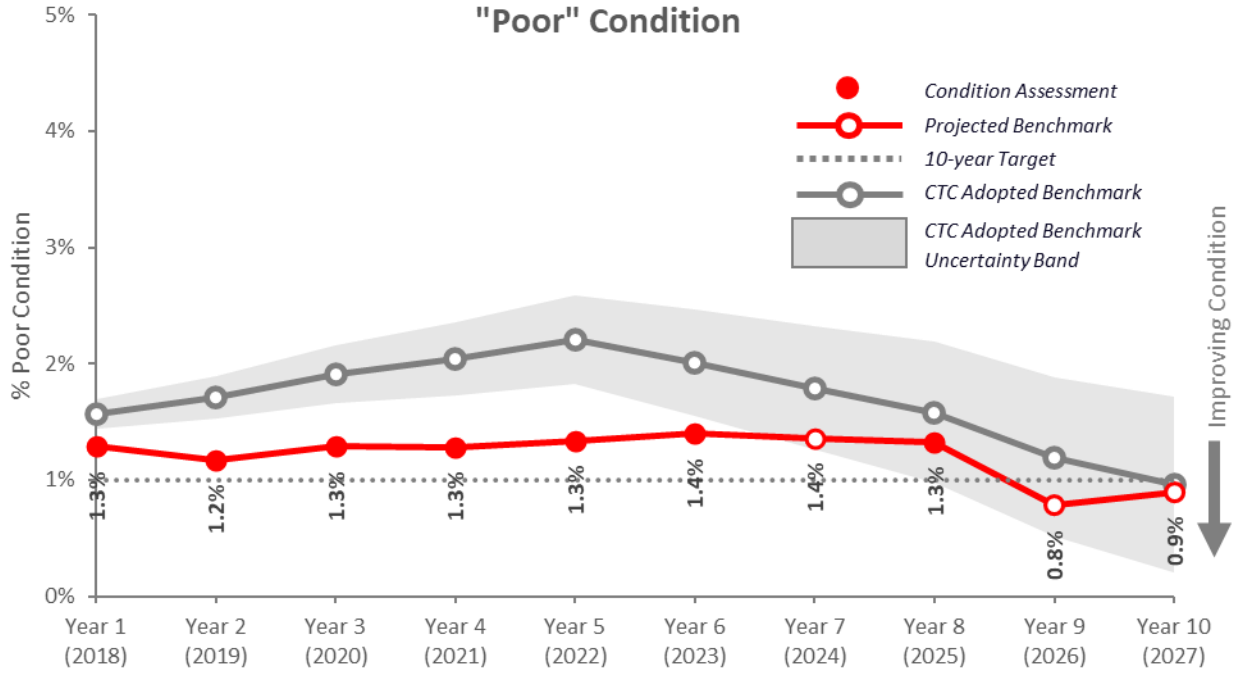

Figure 3 - Pavement Class I, Poor

Benchmark Observations

The 2025 APCS indicates that all SB1 targets are currently being met with over 98% of Pavement Class I lane miles in good or fair condition. Looking ahead, improvement in good condition is anticipated with a decrease in poor condition lane miles, meeting both SB1 and TAMP targets in 2027. The delivery of pavement projects supported by the initiation of SB1 funding has been a major contributing factor to these condition improvements.

Pavement Class II

Overview

Pavement Class II is comprised of route segments classified as non-interstate National Highway System and Interregional Road System (IRRS). It includes Freight Network Tier III. Examples of Class II routes include Mendocino 20, Napa 29, Monterey 1, Riverside 74, and Orange 73. There are 16,304 assessed lane miles of pavement on Class II roadways, representing approximately one-third of the 51,074 assessed lane miles of pavement on the State Highway System (SHS).

Changes in Asset Condition

Pavement conditions change over time because of construction activities, traffic loading, and environmental factors such as aging, temperature, and moisture variation. Table 4 summarizes the condition of the Pavement Class II asset inventory as assessed by the Automated Pavement Condition Survey (APCS) for the most recent year (2025 APCS) and the last available condition assessment (2023 APCS). Beginning in 2023, the APCS is conducted on an odd-year cycle only. As such, the pavement conditions and Level of Service (LOS) presented in this report do not include measured conditions for 2024.

Timing of the Condition Assessment

Reported annual pavement conditions and total lane miles are based on a phased data collection effort through the Automated Pavement Condition Survey (APCS) over an 11-month period, typically between January and November of the reporting year. Projects under construction will not be reflected in the condition assessment.

Conditions are presented in percentages of good, fair, and poor, by lane miles corresponding to conditions at the end of calendar year. Definitions of these condition states can be found in Appendix A.

Table 4 - Pavement Class II Condition Summary

Condition	2027 Target	2023 Year End	2025 Year End	Change in Condition
Good	55.0%	43.9%	44.2%	**0.4%↑**
Fair	43.0%	54.7%	54.1%	**-0.6%↓**
Poor	2.0%	1.5%	1.7%	**0.2%↑**

Projected and Assessed Conditions

Pavement Class II benchmarks are presented in Figure 4 through Figure 6. These charts show projected year-end good, fair, and poor conditions as percentages of total lane miles from 2018 through 2027. The assessed conditions are presented in the charts with solid fill symbols. Unfilled symbols represent future projected conditions based on expected completion of projects.

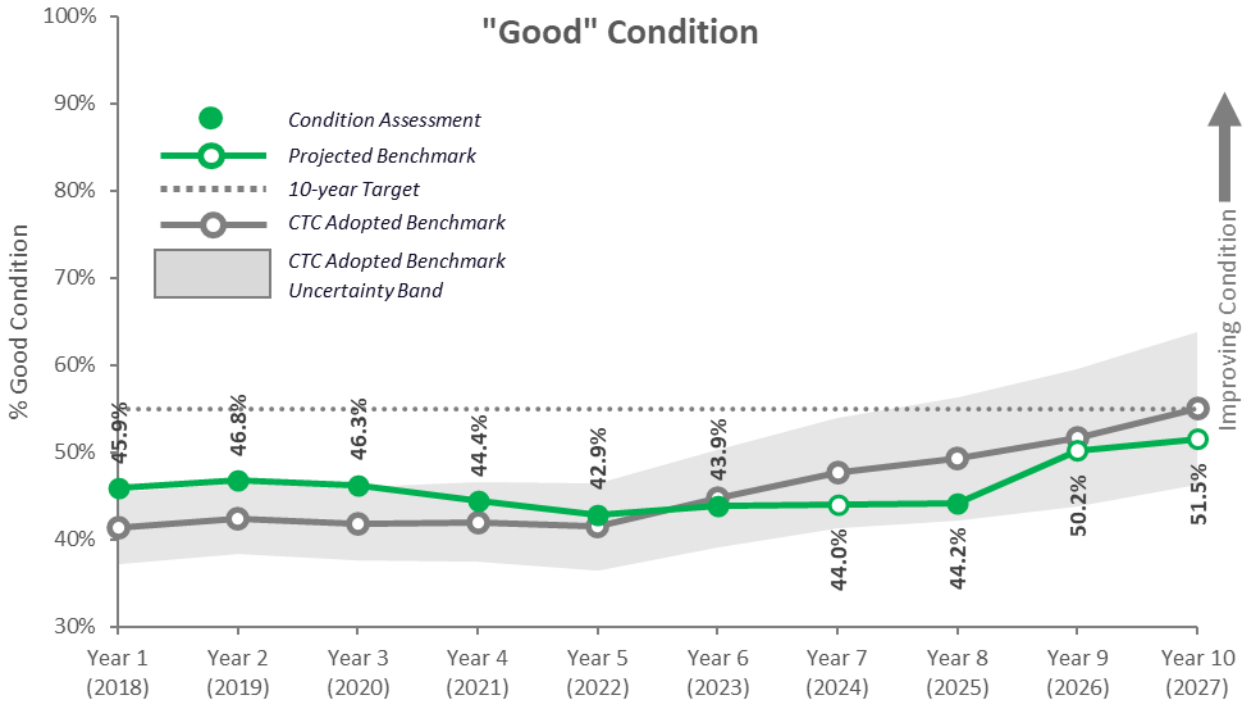

Figure 4 - Pavement Class II, Good

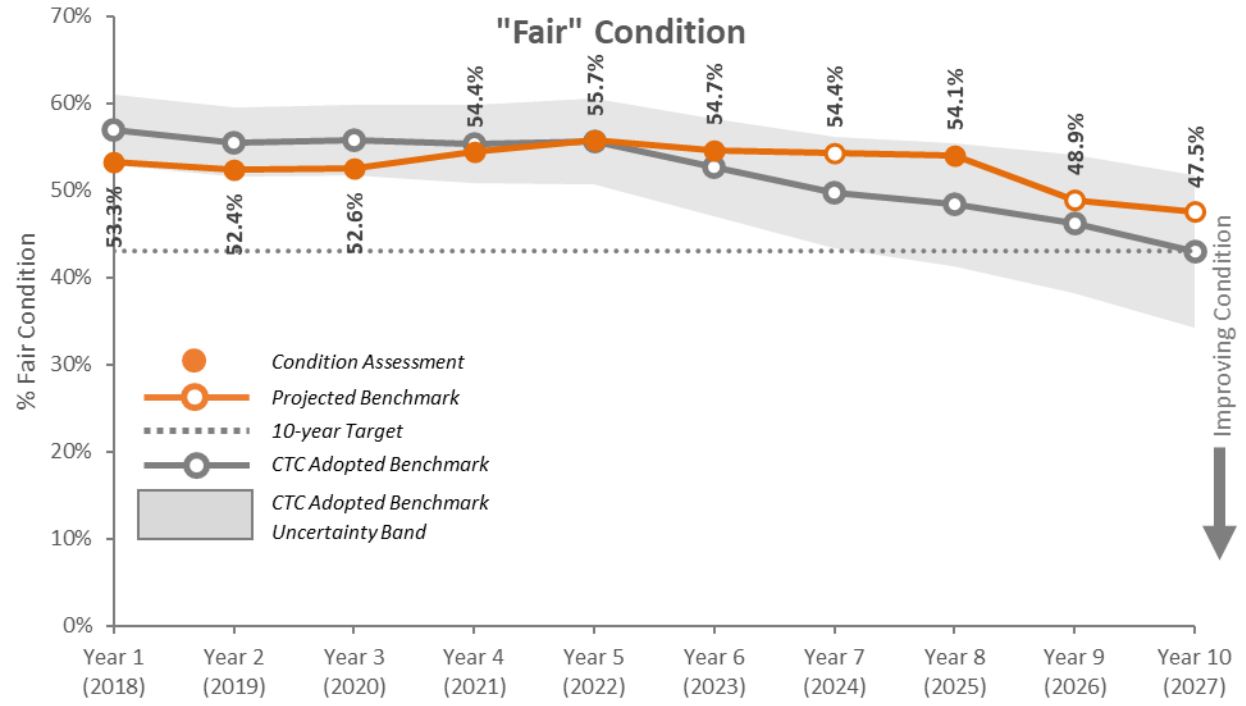

Figure 5 - Pavement Class II, Fair

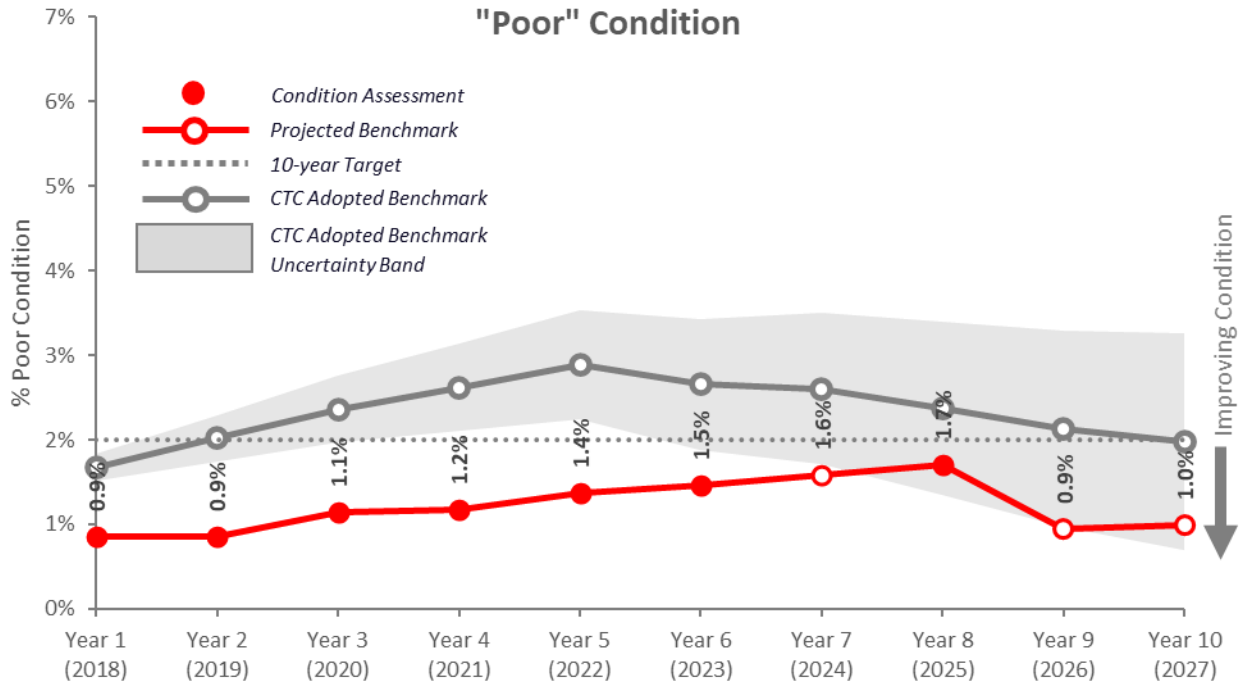

Figure 6 - Pavement Class II, Poor

Benchmark Observations

The 2025 APCS indicates that all SB1 targets are currently being met with over 98% of Pavement Class II lane miles in good or fair condition. Continued improvements are anticipated in future years with decreasing fair and poor lane miles and corresponding increase in good lane miles, approaching TAMP targets within expected uncertainty bounds by 2027. The delivery of pavement projects supported by the initiation of SB1 funding has been a major contributing factor to these condition improvements.

Pavement Class III

Overview

Pavement Class III is comprised of all other routes not included in Classes I and II. Examples of Class III routes: are Trinity 3, Humboldt 36, San Luis Obispo 58, and Mono 167. There are 6,701 assessed lane miles of pavement on Class III roadways, representing approximately 13% of the 51,074 assessed lane miles of pavement on the State Highway System (SHS).

Changes in Asset Condition

Pavement conditions change over time because of construction activities, traffic loading, and environmental factors such as aging, temperature, and moisture variation. Table 5 summarizes the condition of the Pavement Class III asset inventory as assessed by the Automated Pavement Condition Survey (APCS) for the most recent year (2025 APCS) and the last available condition assessment (2023 APCS). Beginning in 2023, the APCS is conducted on an odd-year cycle only. As such, the pavement conditions and Level of Service (LOS) presented in this report do not include measured conditions for 2024.

Timing of the Condition Assessment

Reported annual pavement conditions and total lane miles are based on a phased data collection effort through the Automated Pavement Condition Survey (APCS) over an 11-month period, typically between January and November of the reporting year. Projects under construction will not be reflected in the condition assessment.

Conditions are presented in percentages of good, fair, and poor, by lane miles corresponding to conditions at the end of calendar year. Definitions of these condition states can be found in Appendix A.

Table 5 - Pavement Class III Condition Summary

Condition	2027 Target	2023 Year End	2025 Year End	Change in Condition
Good	45.0%	42.1%	43.6%	**1.5%↑**
Fair	53.0%	56.5%	55.0%	**-1.5%↓**
Poor	2.0%	1.4%	1.4%	**0.0%↔**

Projected and Assessed Conditions

Pavement Class III benchmarks are presented in Figure 7 through Figure 9. These charts show projected year-end good, fair, and poor conditions as percentages of total lane miles from 2018 through 2027. The assessed conditions are presented in the charts with solid fill symbols. Unfilled symbols represent future projected conditions based on expected completion of projects.

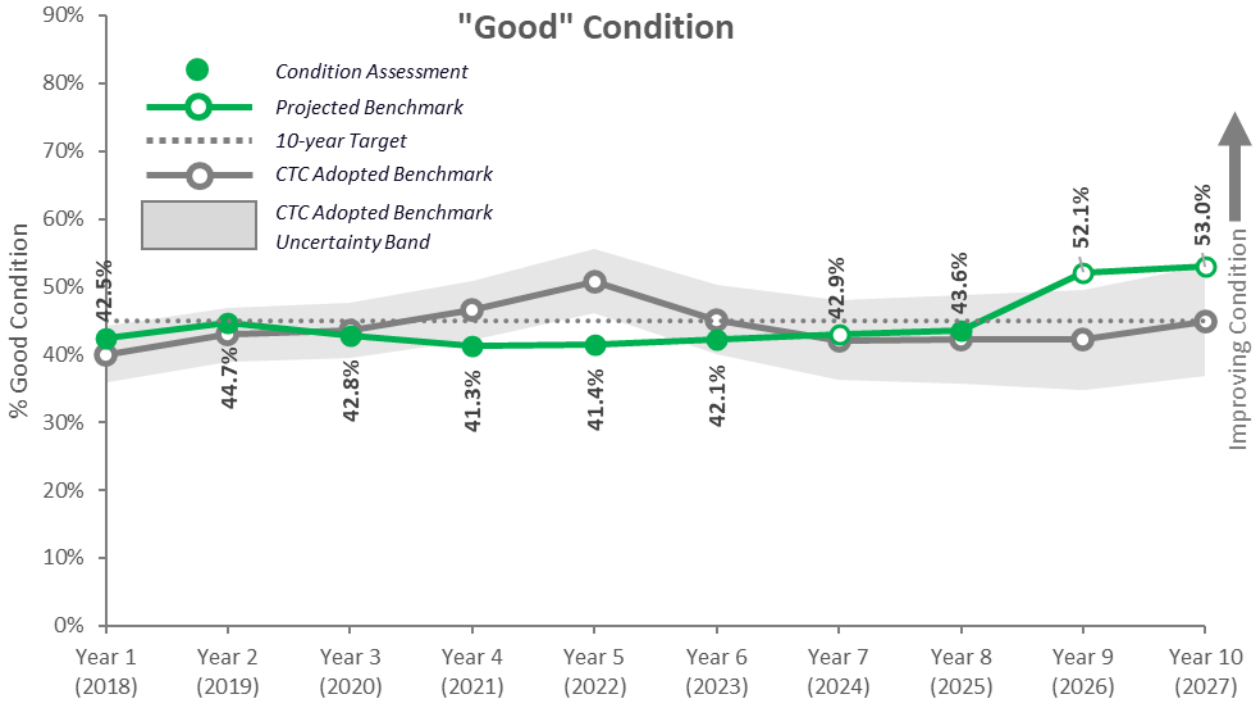

Figure 7 - Pavement Class III, Good

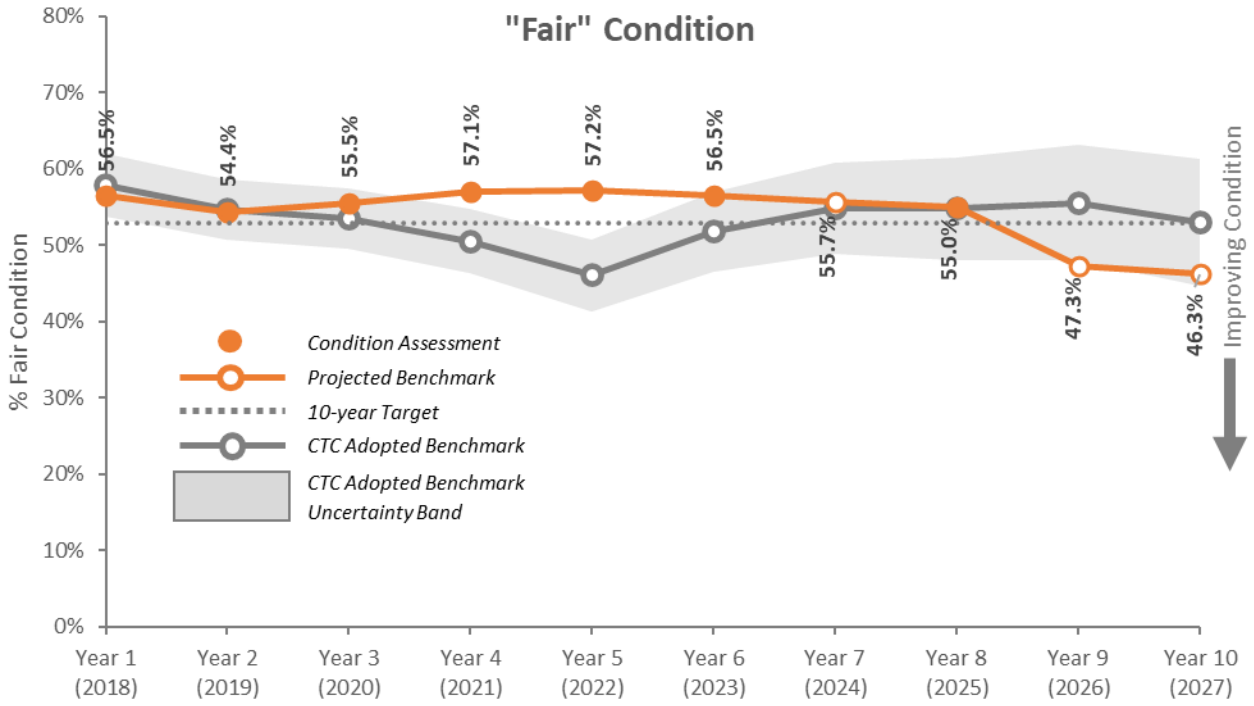

Figure 8 - Pavement Class III, Fair

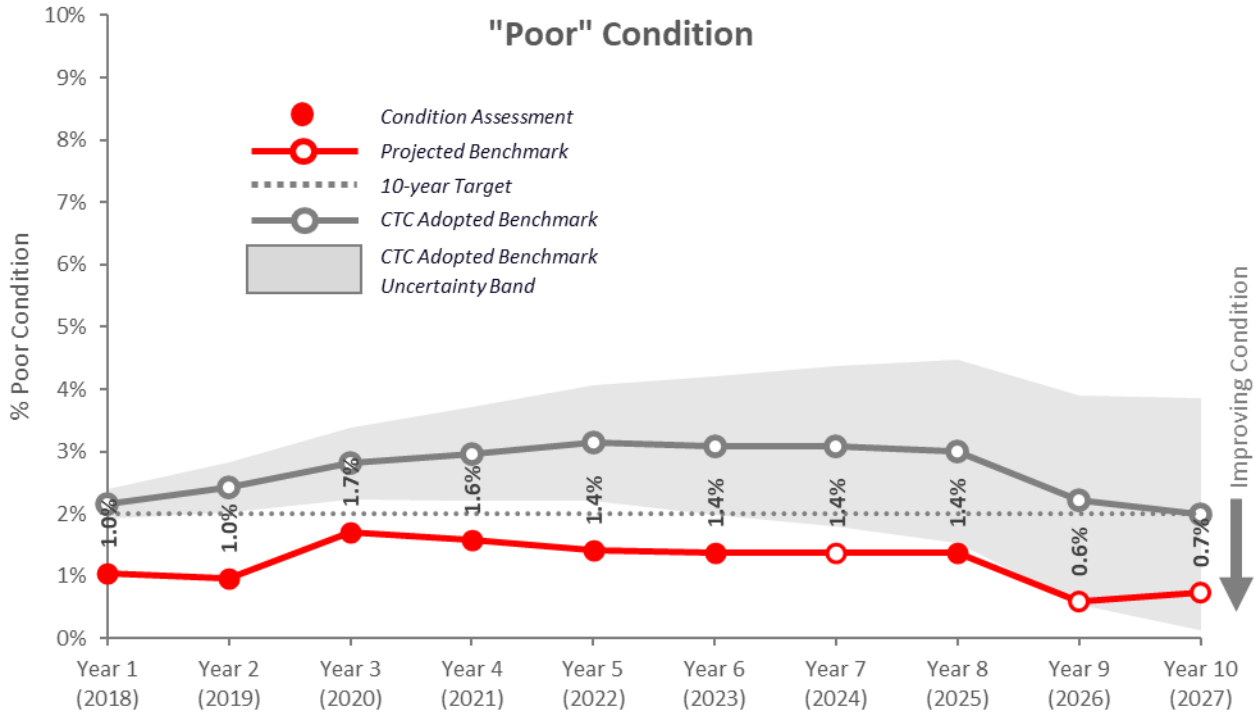

Figure 9 - Pavement Class III, Poor

Benchmark Observations

The 2025 APCS indicates that all SB1 targets are currently being met with over 98% of Pavement Class III lane miles in good or fair condition. Continued improvements are anticipated in future years with decreasing fair and poor lane miles and corresponding increase in good lane miles, meeting both SB1 and TAMP targets in 2027. The delivery of pavement projects supported by the initiation of SB1 funding has been a major contributing factor to these condition improvements.

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Bridge and Tunnel Health

Overview

Caltrans is responsible for the maintenance of 13,192 bridges on the State Highway System (SHS), totaling over 250 million square feet of bridge deck area. These bridges are on average 53 years old and at the point that typically results in increased maintenance needs. Caltrans also maintains 60 tunnels totaling approximately 5 million square feet of liner area.

Changes in Asset Condition

Under requirements established through the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act, the performance measure for bridge health is based on the condition relative to the total deck area, while tunnel health is based on the total structure's liner area. Both structure types are rated as good, fair, or poor condition.

Timing of the Condition Assessment

The reported annual bridge and tunnel health conditions are based on data collected over a multi-year inspection cycle. Most bridges are inspected every 2 years, with some bridges inspected every 4 years.

Table 6 summarizes the condition of the bridge and tunnel asset inventory for the most recent condition assessment and the prior year's condition assessment for a year-over-year comparison. Conditions are presented in percentages of good, fair, and poor, relative to total bridge deck or tunnel liner area. The conditions presented in these benchmarks are based on a data set consistent with the subset of bridges Caltrans submitted for the National Bridge Inventory (NBI) in March 2026. Definitions of these condition states can be found in Appendix A.

Table 6 – Bridge and Tunnel Health Condition Summary

Condition	2027 Target	2024 Year End	2025 Year End	Change in Condition
Good	48.5%	44.5%	46.2%	**1.7%↑**
Fair	50.0%	51.6%	50.5%	**-1.1%↓**
Poor	1.5%	3.9%	3.4%	**-0.5%↓**

Federal bridge inspection standards are utilized to assess good, fair, and poor conditions in all states. These standards establish a range of conditions that components of bridges are evaluated against. Per federal regulations, the overall condition reported for an individual bridge is the lowest of component ratings. A poor rating for a bridge *does not* mean that the bridge is unsafe for use. Any bridge determined to be unsafe for use would be immediately repaired or closed to traffic regardless of condition ratings.

Further information about federal bridge inspection standards can be found in Section 2.6 of the Commission-approved TAMP.

Projected and Assessed Conditions

Bridge and Tunnel Health benchmarks are presented in Figure 10 through Figure 12. These charts show projected year-end good, fair, and poor conditions as percentages of total bridge deck and tunnel liner area from 2018 through 2027. The assessed conditions through 2025 are presented in the charts with solid fill symbols. Unfilled symbols represent future projected conditions based on expected completion of projects.

Note that due to the change in the fair target, as approved by the Commission in March 2021[6], the projected bridge conditions and associated uncertainty bands (represented by the grey shaded zones) were adjusted and are only shown for years 2020 through 2027.

[6] Recommended Asset Management Target Changes, March 2021, California Transportation Commission, Ref. 430 Action Item, https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2021/2021-03/24-4-30-a11y.pdf

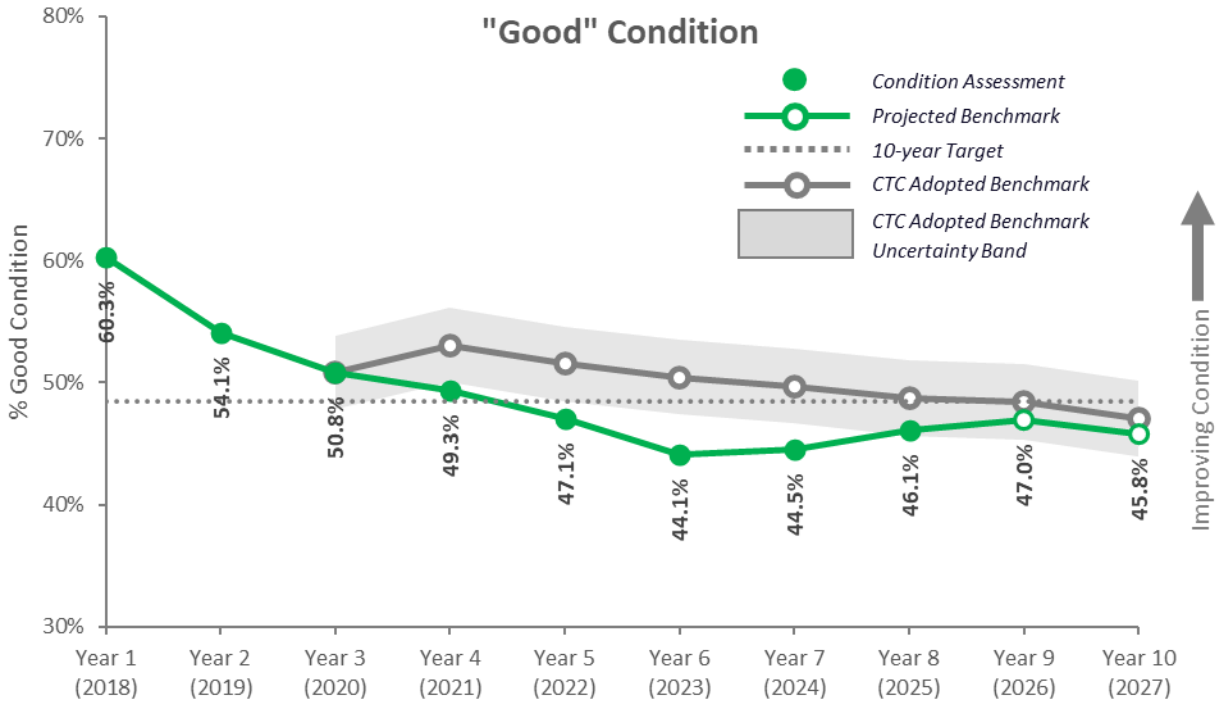


Figure 10 – Bridge and Tunnel Health, Good

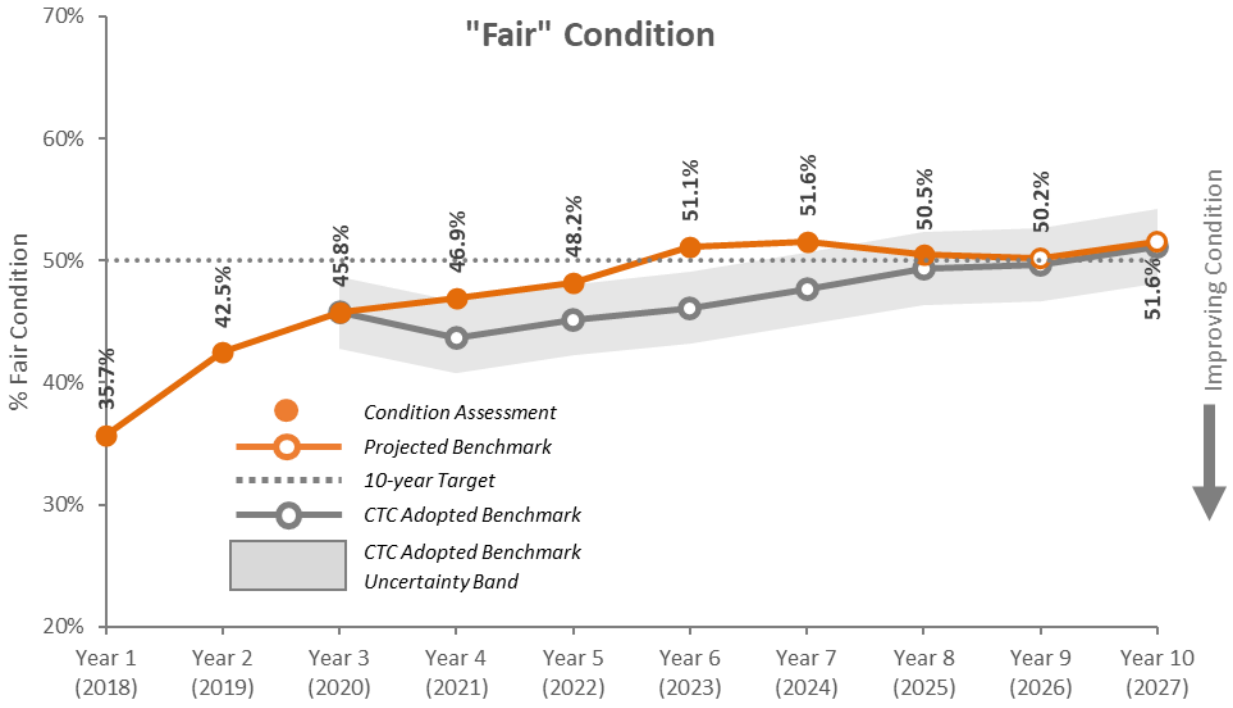


Figure 11 - Bridge and Tunnel Health, Fair

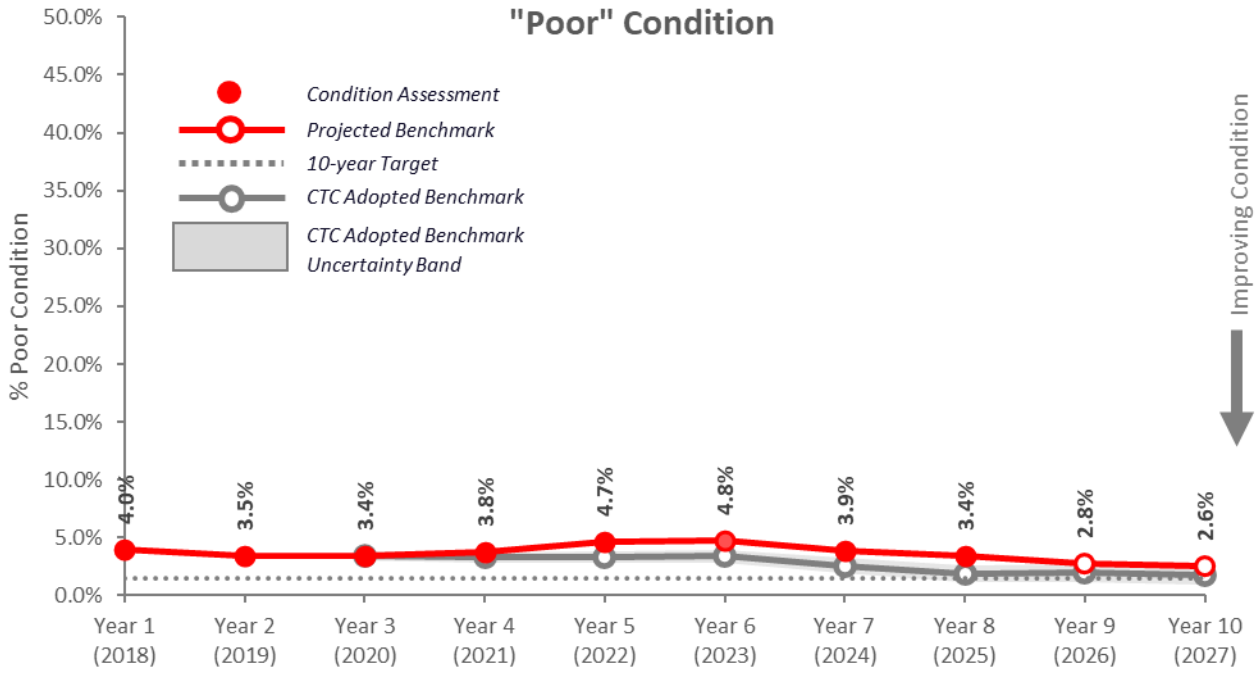


Figure 12 – Bridge and Tunnel Health, Poor

Benchmark Observations

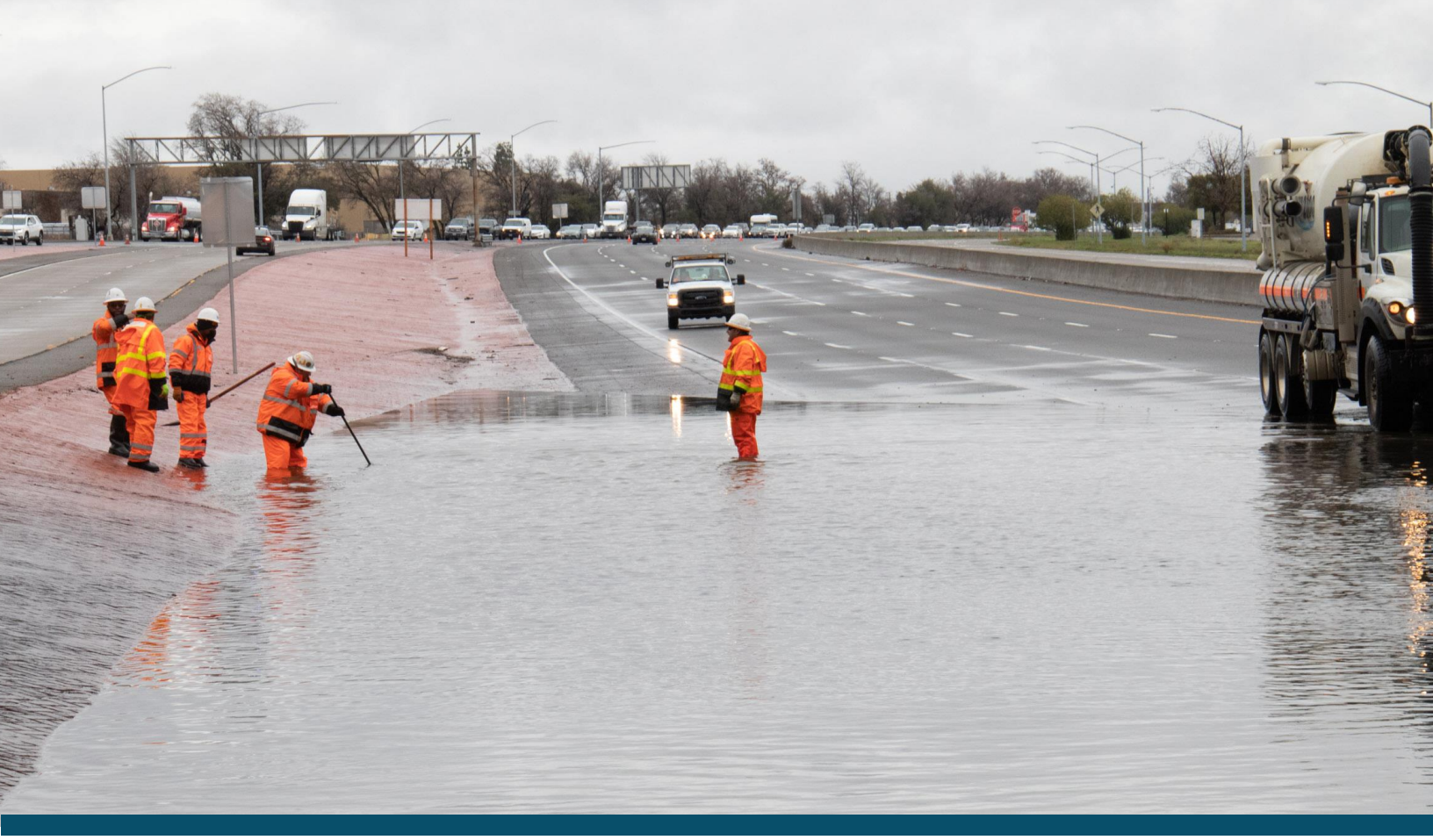
The condition of poor and fair bridges and tunnels has improved over the prior year. Poor projections indicate future reductions over the next several years. The fair projections are expected to increase slightly over the next few years, because of deterioration of an aging inventory and a few large bridges being fixed from poor to fair condition.

The projected improvement trends reflect the surge in bridge focused work from projects programmed in the 2018 SHOPP supported by SB1 funding. As these projects reach completion, condition improvements will be reflected in the biennial bridge inspections. Bridge focused initiatives are also expected to contribute to the condition improvements, including a special program established in 2021 targeting poor condition bridge decks. The additional bridge-specific funding from the federal Infrastructure Investment and Jobs Act (IIJA) has resulted in acceleration of work on poor bridges. Several large bridges and tunnels, including the Vincent Thomas Bridge in Los Angeles

and the addition of the Caldecott Tunnels in the Bay Area, comprise a significant portion of the current poor gap.

While Caltrans continues to aggressively target poor condition bridge work, current projections indicate that poor bridges will fall just short of the target. Longer project timelines for bridge and tunnel rehabilitation and replacement projects are limiting the degree of reduction in poor bridges and tunnels. As reported last year, Caltrans is closely monitoring progress on bridge work and will continue to pursue the following initiatives:

- Streamlining processes to immediately address bridges that become poor.
- Recommending continuous programming of poor bridges once identified.
- Continuing use of long lead programming, particularly for bridge replacements over waterways.
- Looking at all facets of project planning, design, and reinspection processes to reduce time between the identification of the need and measured condition improvement.



Drainage

Overview

Caltrans provides for the replacement or in-place rehabilitation of culverts and other highway drainage system elements that have lost serviceability because of age, wear, or degradation. Currently, the State Highway System (SHS) includes 284,277 inspected and rated culverts totaling over 26.3 million linear feet that drain rainwater, drainage channels, streams, and rivers away from highways in a controlled manner.

Changes in Asset Condition

The condition assessment of drainage assets is based on a visual inspection of five attributes: waterway adequacy, joints, materials, shape, and culvert alignment. Each attribute is scored, and culvert condition is calculated using a weighted average of attribute scores. Table 7 summarizes the condition of the drainage asset inventory for the most recent condition assessment (April 2026) as well as the prior year's condition assessment. Conditions are presented in percentages of good, fair, and poor, by linear feet of drainage systems, corresponding to the condition at the end of calendar year. Definitions of these condition states can be found in Appendix A.

Timing of the Condition Assessment

The reported annual drainage asset conditions are determined based on the initial inspection and the expected improvements to the condition state upon completion of the restoration work. This assessment is updated monthly based on the available data.

Table 7 - Drainage Condition Summary

Condition	2027 Target	2024 Year End	2025 Year End	Change in Condition
Good	70.0%	73.7%	73.8%	**0.1%↑**
Fair	20.0%	16.5%	16.0%	**-0.5%↓**
Poor	10.0%	9.9%	10.2%	**0.3%↑**

Projected and Assessed Conditions

Drainage benchmarks are presented in Figure 13 through Figure 15. These charts show projected year-end good, fair, and poor conditions as percentages of total linear feet from 2018 through 2027. The assessed conditions through 2025 are presented in the charts with solid fill symbols. Unfilled symbols represent future projected conditions based on expected completion of projects.

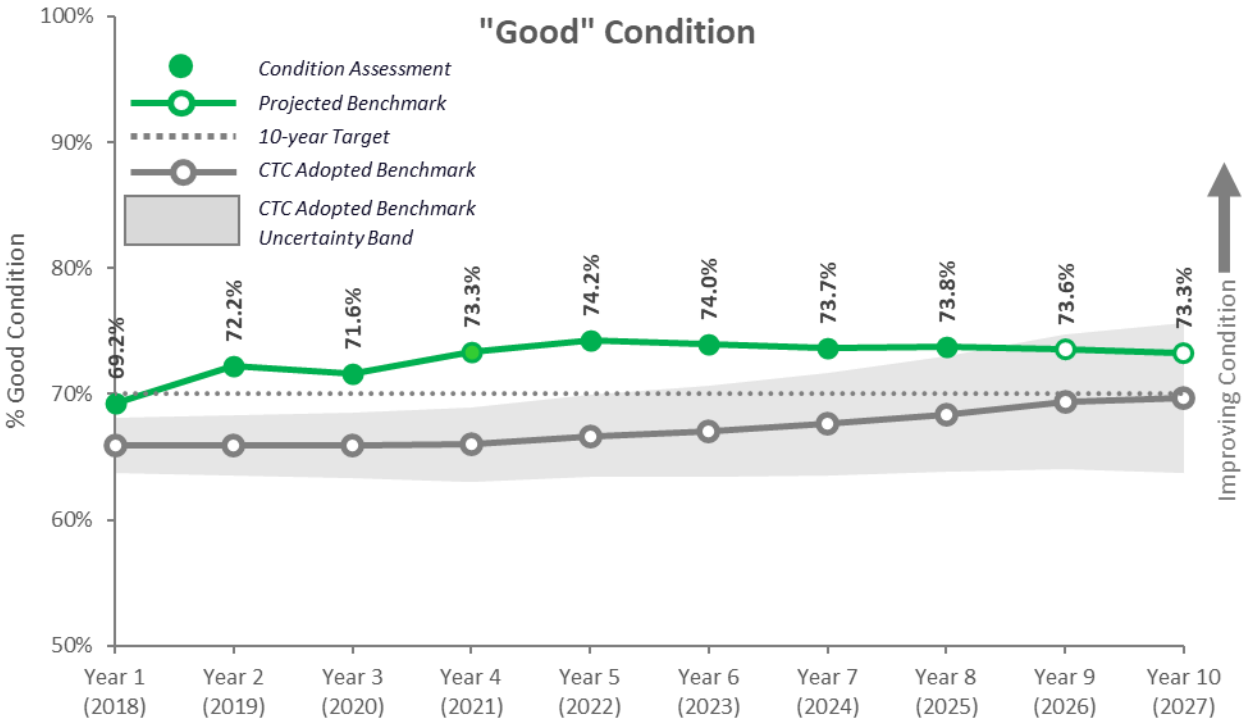


Figure 13 – Drainage, Good

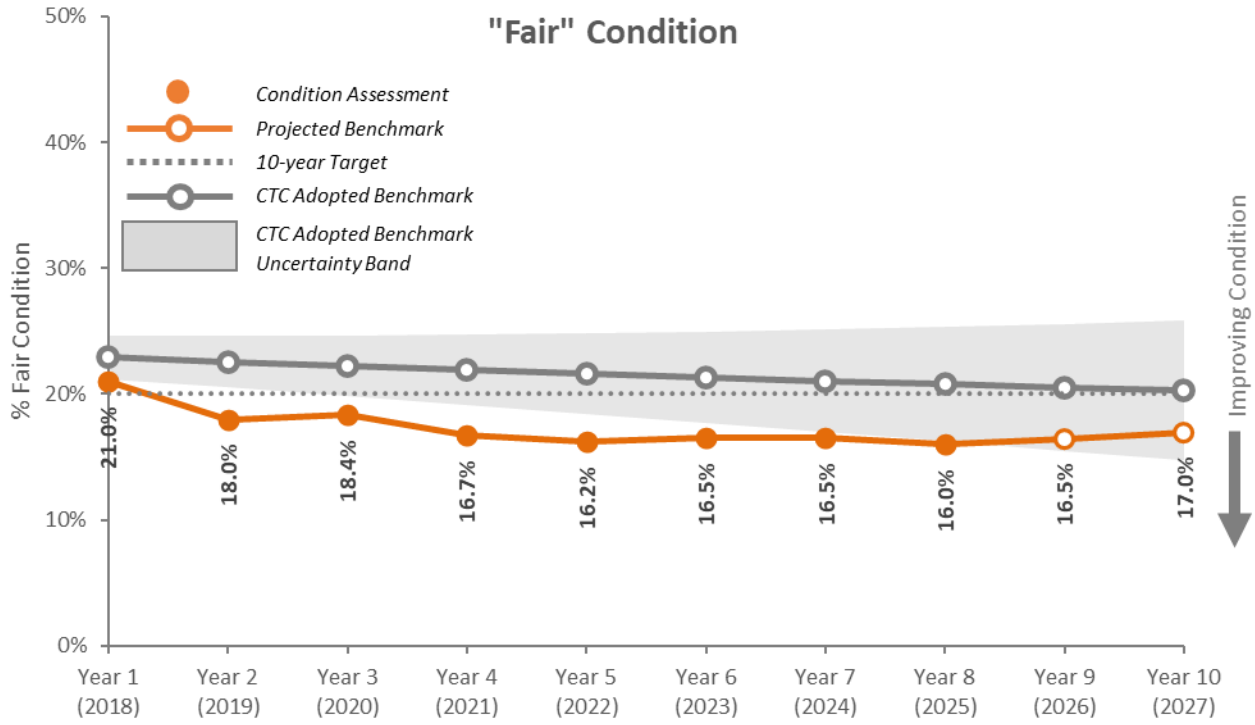


Figure 14 - Drainage, Fair

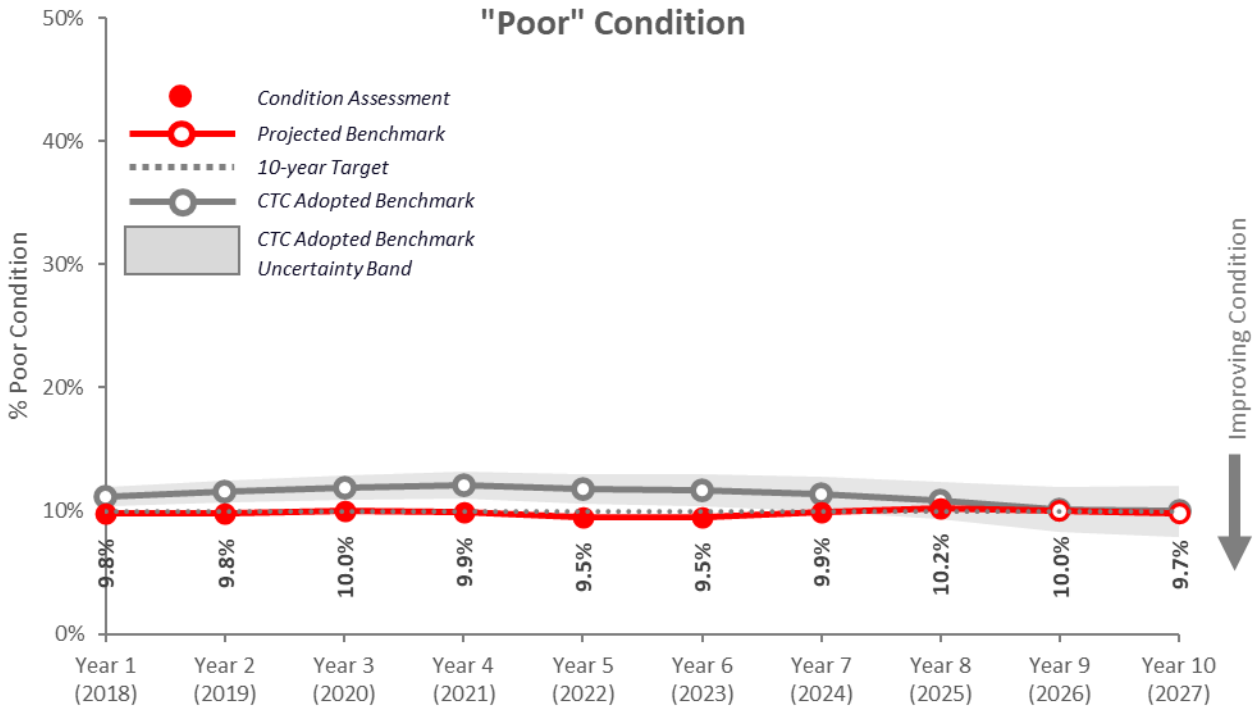


Figure 15 - Drainage, Poor

Benchmark Observations

The year-over-year assessed conditions for drainage continue to remain relatively consistent, with increase in good conditions. Projections for poor condition drainage show a gradual decrease over the next several years, while fair condition drainage is projected to gradually increase in future years. Conditions are projected to meet both SB1 and TAMP targets through 2027.

Transportation Management Systems

Overview

A Transportation Management System (TMS) is comprised of electrical/electronic TMS units that work together to reduce highway user delay, provide traveler information, and collect information on traffic behavior. There are over 20,000 TMS units on the State Highway System (SHS), comprised of closed-circuit televisions, changeable message signs, traffic monitoring detection stations, highway advisory radios, freeway ramp meters, roadway weather information systems, traffic signals, traffic census stations, and extinguishable message signs.

Changes in Asset Condition

TMS units are categorized as being in either good or poor condition. The condition of a TMS unit is based on the unit being within its expected life cycle and its functional availability. Table 8 summarizes the conditions of the TMS asset inventory for the most recent year's condition assessment as well as the prior year's condition assessment. Conditions are presented in percentages of good and poor by TMS units for the most recent condition assessment (March 2026) as well as the prior condition assessments. Definitions of these condition states can be found in Appendix A.

Timing of the Condition Assessment

The reported annual TMS asset conditions are determined based on the age of the TMS asset and an assessment of how the TMS asset is functioning. This assessment is currently being updated quarterly.

Table 8 - Transportation Management Systems Condition Summary

Condition	2027 Target	2024 Year End	2025 Year End	Change in Condition
Good	90.0%	78.8%	80.0%	**1.2%↑**
Poor	10.0%	21.2%	20.0%	**-1.2%↓**

Projected and Assessed Conditions

TMS benchmarks are presented in Figure 16 and Figure 17. These charts show projected year-end good and poor conditions as percentages of total TMS units from 2018 through 2027. The assessed conditions through 2025 are presented in the charts with solid fill symbols. Unfilled symbols represent future projected conditions based on expected completion of projects.

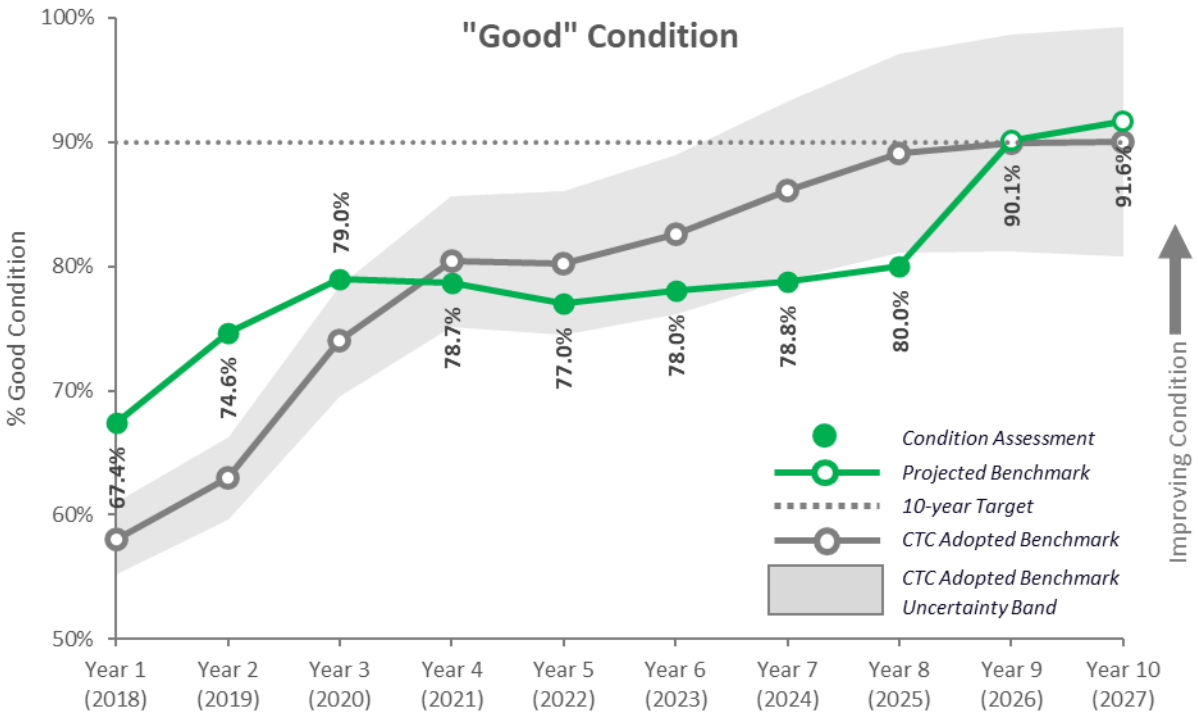


Figure 16 – Transportation Management Systems, Good

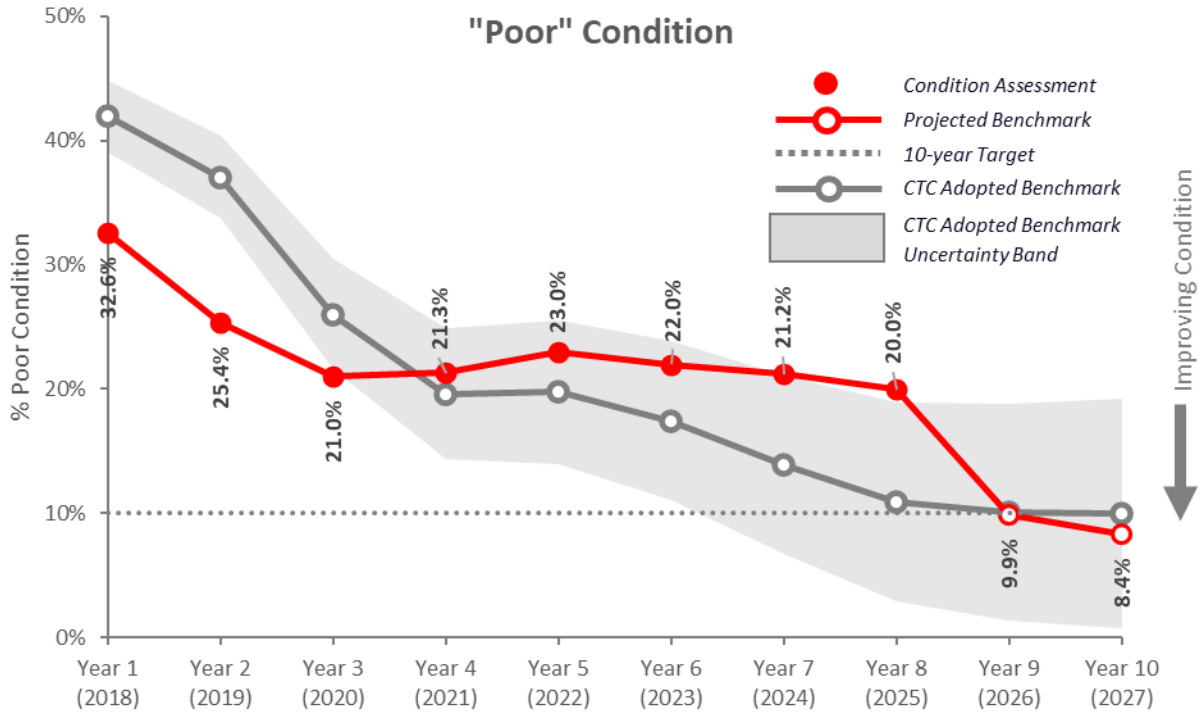


Figure 17 - Transportation Management Systems, Poor

Benchmark Observations

TMS conditions show an overall improvement over the prior year with a decrease in poor and a commensurate increase in good conditions. The projections indicate that TMS conditions are expected to continue to improve in subsequent years through to 2027 meeting SB1 and TAMP targets. Caltrans efforts to replace TMS components through the Highway Maintenance (HM) Program projects will be a significant factor in achieving targets.

Fix an Additional 500 Bridges

Overview

SB1 includes a performance requirement to fix not less than an additional 500 bridges over a 10-year period ending in 2027. Projects that improve the condition of the bridge from a lesser condition to a better condition, mitigate seismic or scour vulnerabilities, or address operational limitations are counted towards this goal. Prior to the passage of SB1, Caltrans was fixing an average of 114 bridges per year. For the purpose of counting towards the additional 500 bridges which should be fixed, Caltrans is reporting bridges fixed in excess of the annual baseline of 114 bridges between fiscal years 2017/18 and 2026/27.

Approach for Counting Fixed Bridges

The number of bridges fixed in the current and previous fiscal years is determined from an analysis of bridge project records and an estimate of when the work is effectively complete. For Major SHOPP projects, the *Expected Construction Work Complete (ECWC)* date is used, defined as the date when the primary construction work is largely

complete, the project limits are open to traffic, and benefits are realized by the traveling public. The ECWC date is estimated to be two-thirds the time between the Contract Award (CA) date and the Construction Contract Acceptance (CCA) date. For Highway Maintenance (HM) Program projects, bridges are counted as fixed in the year the contract is awarded, since the primary construction work is typically completed on average within a year of the CA date. Figure 18 presents the timeline for counting when bridges are considered fixed through the Major SHOPP and HM programs, represented by the green-filled symbols.

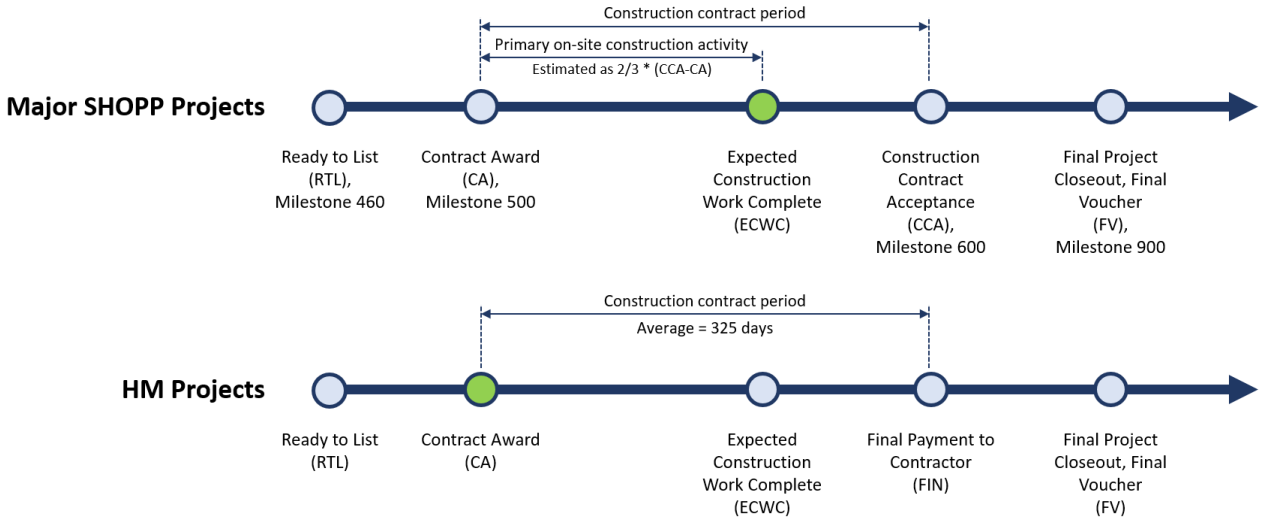


Figure 18 – Timeline for Counting When Bridges are Fixed

The use of different milestone dates between SHOPP and HM was adopted to support timely reporting of accomplishments using the most reliable project milestone data. Construction work on Major SHOPP projects typically span a period of 1 to 3 years, with the bridge portion of the work completed well before the formal closeout of the contract at CCA, especially on complex, multi-asset projects. Caltrans and the California Transportation Commission determined the ECWC date to be the most reasonable indicator of the date when the public would recognize the outcomes of the work.

For HM Program projects, the duration of the construction work period is much shorter than Major SHOPP projects, due to the types of treatments that can be applied in shorter durations. The time between CA and Final Payment (FIN) for these projects on

average is 325 days. Given the relatively short construction period, the CA date was used for HM projects. These HM projects will typically have a number of bridges included that have differing dates for when the improvements are experienced by the traveling public. In some cases, the improvements are done lane by lane over a period of multiple nights.

Current and Projected Number of Bridges Fixed

Table 9 presents the number of bridges fixed annually from Fiscal Year (FY) 2017/18 to 2025/26. The data shows that over the course of these past fiscal years, Caltrans has fixed a total of 2,341 bridges. This represents an additional 1,315 bridges fixed relative to the baseline of 114 fixed bridges per year (or 1,026 bridges over nine years), thereby meeting the SB1 requirement. Table 10 presents the breakdown of the counts of bridges in each fiscal year by the primary type of fix.

Table 9 – Fix an Additional 500 Bridges

Fix Bridges	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
Baseline	114	114	114	114	114	114	114	114	114	1,026
Additional	84	130	34	242	48	280	242	188	67	1,315
Total	**198**	**244**	**148**	**356**	**162**	**394**	**356**	**302**	**183**	**2,341**

Table 10 – Count of Bridges by Type of Fix

Fix Bridges	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
Health	194	234	133	323	142	325	321	267	160	2,099
Scour	1	6	3	8	8	43	27	16	9	121
Seismic	2	4	10	17	7	11	6	15	9	81
Goods Movement	1	0	2	8	5	15	2	4	3	40
Total	**198**	**244**	**148**	**356**	**162**	**394**	**356**	**302**	**181**	**2,341**

Note, the number of bridges reported fixed in prior fiscal years have been reduced by 2 bridges where the work ultimately did not fix the bridge as previously reported.

A 10-year summary of bridges fixed is presented in Figure 19. The chart shows the total number of bridges fixed, or anticipated to be fixed, each fiscal year through FY 2026/27. Bridges fixed through the SHOPP are based on projects defined in the *SHOPP Ten-Year Project Book*. For bridges fixed through the HM Program, the first nine years were based on projects that were in the approved HM workplan. For HM projects in the remaining years, the minimum of the first two years is used to conservatively estimate the number of bridges fixed in subsequent years, assuming consistent future HM funding.

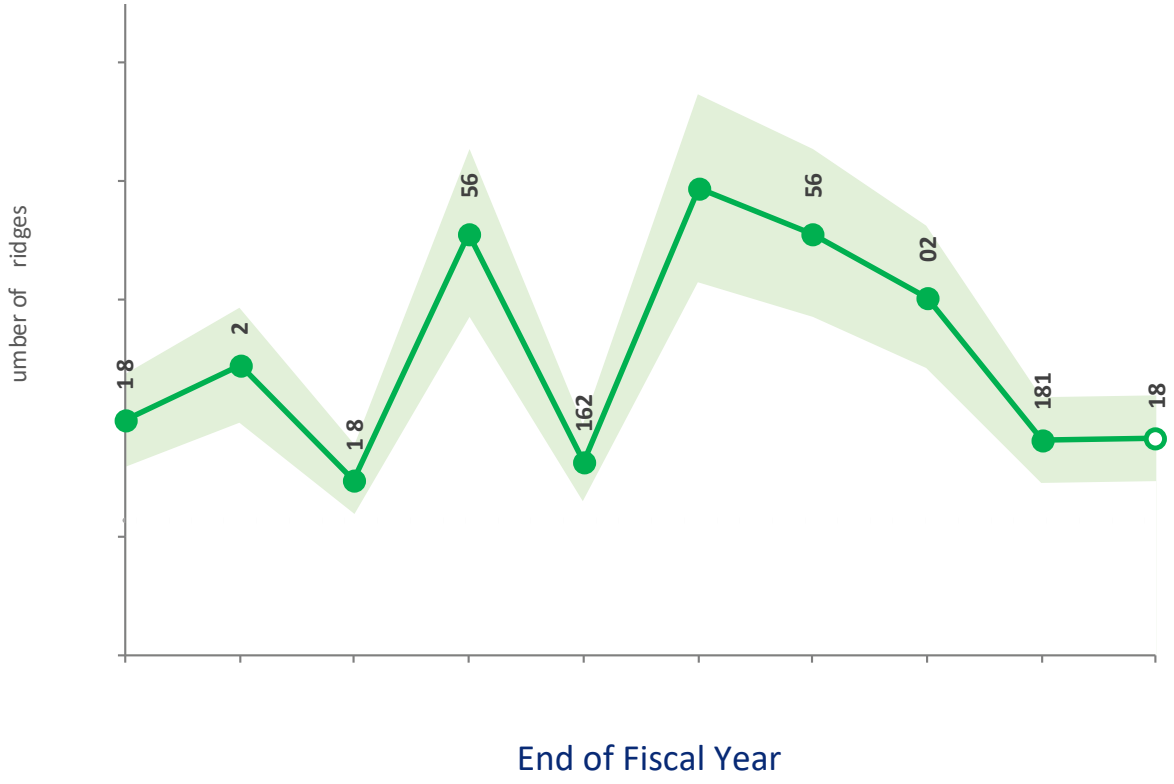


Figure 19 – Projected Number of Bridges Fixed Each Year

The bridges evaluated to be fixed in fiscal years through 2025/26 are presented in the chart with a solid fill symbol. The shaded area in the chart represents an upper and lower boundary, quantifying two primary uncertainties from assumptions used in the analysis. First, delays in delivery of bridge projects are difficult to predict and could account for a shift of up to 20% of the projected fixed bridges in any given year. Second, programming levels for HM work and fluctuations in annual HM funding can be a significant source of additional uncertainty.

Caltrans was expected to fix an additional 500 bridges beyond the established baseline of 114 bridges per year. Figure 20 presents the cumulative total number of bridges fixed to date, showing that an additional 1,315 bridges have been fixed since FY 2017/18, thereby meeting SB1 requirements.

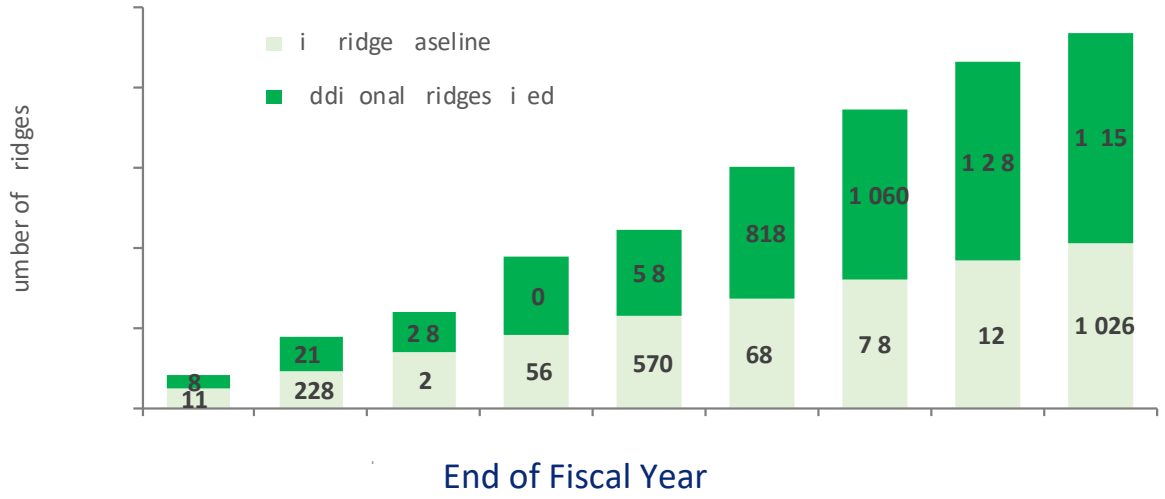


Figure 20 – Cumulative Total Number of Bridges Fixed to Date Above the Baseline

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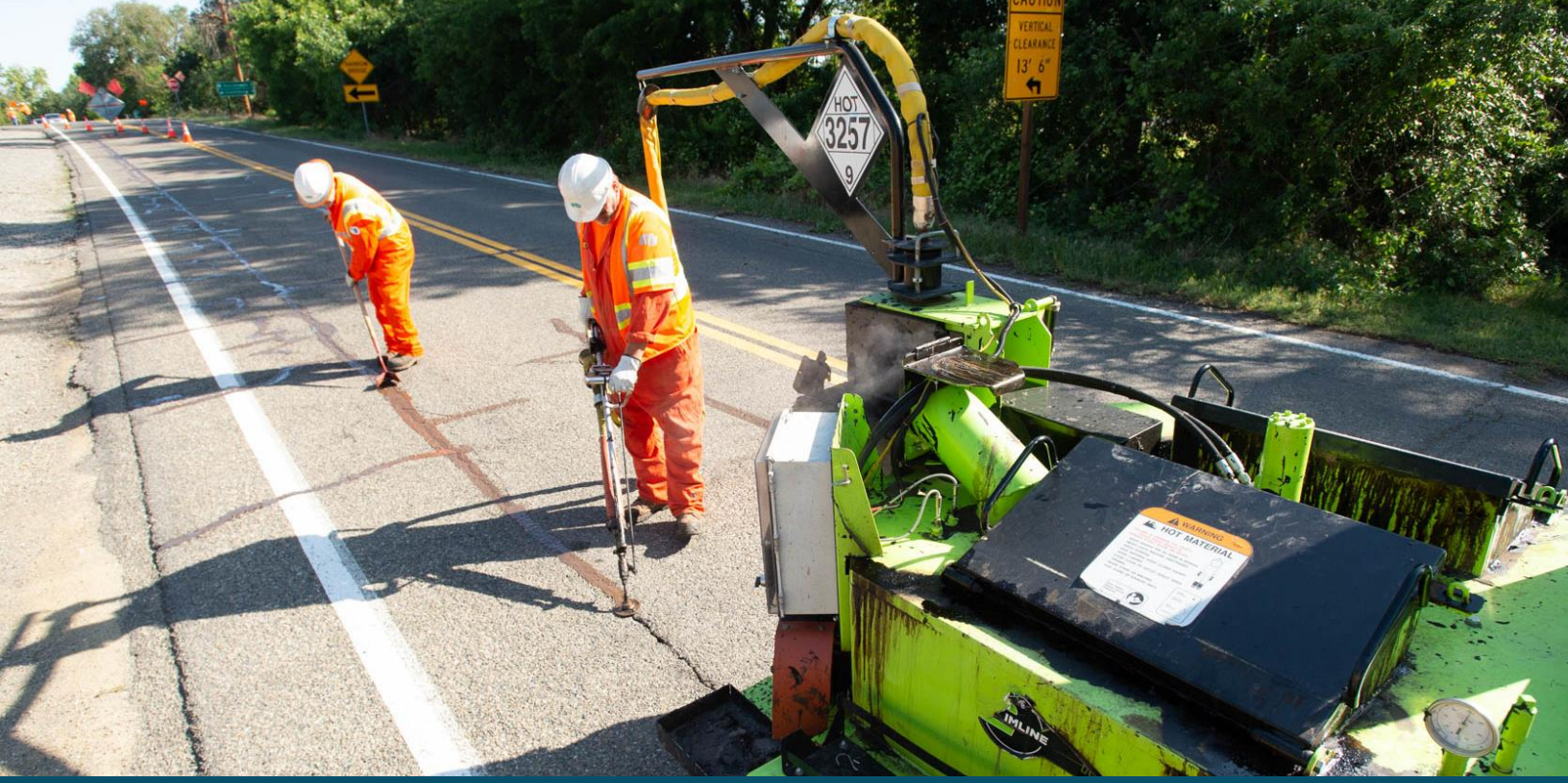

Level of Service (LOS)

Overview

SB 1 includes a performance requirement to achieve an LOS for pavement cracking, spalls, and potholes of no less than 90 by 2027. LOS is a measure of how well the State Highway System (SHS) is being maintained. In the March 2020 Commission meeting, the Department put forth, and the Commission adopted, an LOS criteria based on data captured in the Automated Pavement Condition Survey (APCS). APCS utilizes state of the art pavement condition assessment technology to capture pavement conditions on 100 percent of the SHS lanes. Pavement surveys are carried out every other year and serve as the basis for statewide pavement condition analysis, reporting, and planning. The technical criteria for determining LOS are detailed in Appendix B.

Pavement Condition Assessment for LOS

The current LOS score calculated from data collected in 2025 APCS and the prior year's LOS is presented in Table 11. Beginning in 2023, the APCS is only being conducted in odd years. As such, the conditions of pavement and LOS do not change in even years of reporting. The LOS score decreased slightly from the prior assessment but remains well above the SB1 target.

Table 11 – LOS Summary

SB1 Target	2023 Year End	2025 Year End	Change
90	94	93	-1 ↓

Supplementary Asset Classes

Overview

The California Transportation Commission established four primary asset classes and eight supplementary asset classes under the Transportation Asset Management Plan (TAMP) guidelines in June 2017 with a subsequent revision in 2021. Supplementary Assets include:

- Drainage Pump Plants
- Highway Lighting
- Office Buildings
- Overhead Sign Structures
- Bicycle and Pedestrian Infrastructure
- Roadside Rest Facilities
- Transportation Related Facilities
- Weigh-in-Motion Scales

Asset Conditions

Figure 21 through Figure 28 presents the trends in supplementary asset conditions, as assessed at the end of each calendar year and reported in the State Highway System Maintenance Plan (SHSMP). Conditions are shown for the 2016 end of calendar year (as reported in the 2017 SHSMP), 2018 (as reported in the 2019 SHSMP), 2020 (as reported in the 2021 SHSMP), 2022 (as reported in the 2023 SHSMP), and 2024 (as reported in the 2025 SHSMP). Condition assessments are not available for the intervening odd numbered years. Fair and poor target conditions are shown in the charts as grey dashed lines.

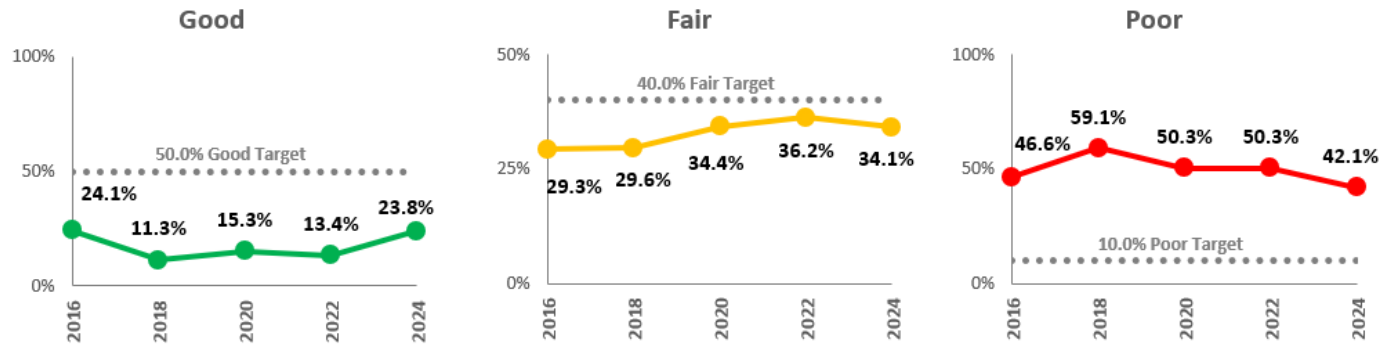

Figure 21 – Condition of Drainage Pump Plants

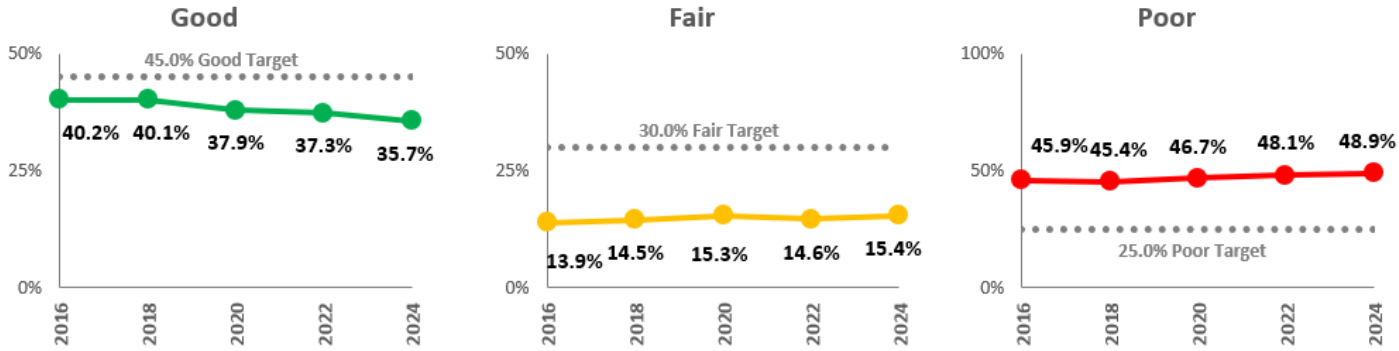

Figure 22 – Condition of Highway Lighting

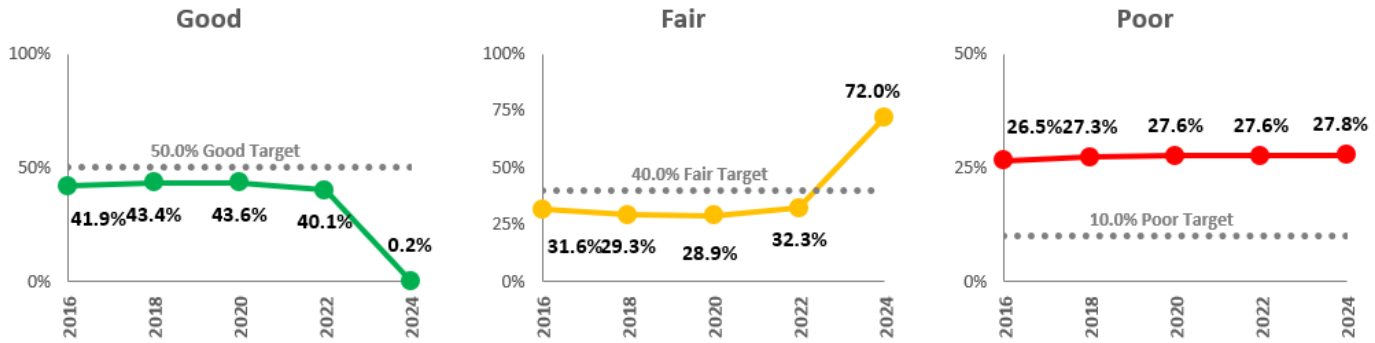

Figure 23 – Condition of Office Buildings

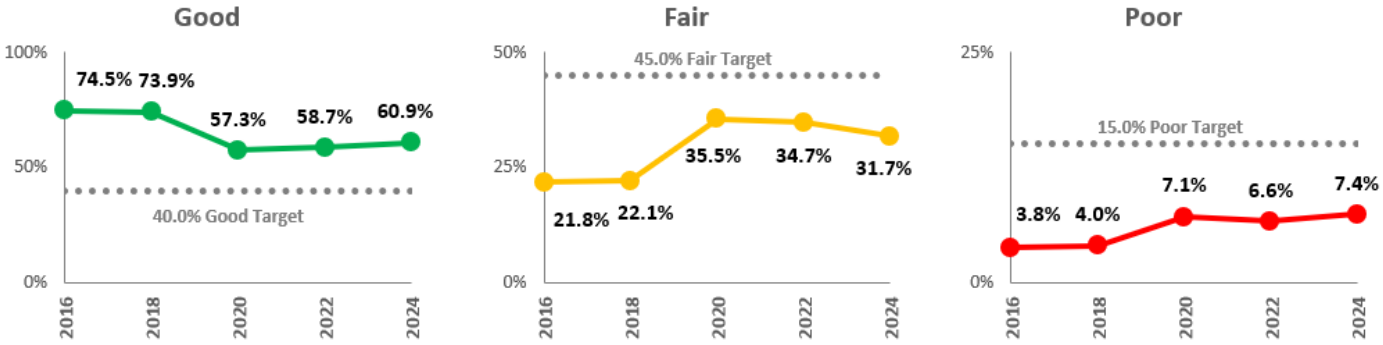

Figure 24 – Condition of Overhead Sign Structures

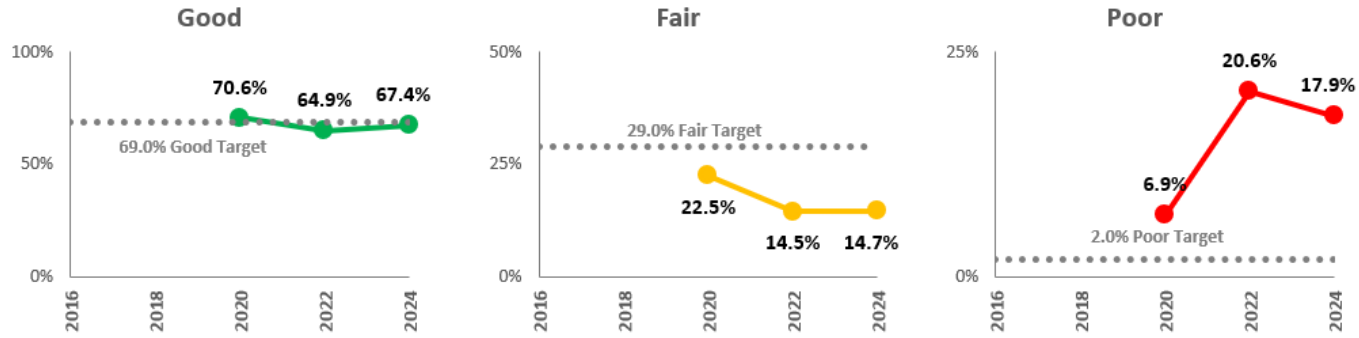

Figure 25 – Condition of Bicycle and Pedestrian Infrastructure

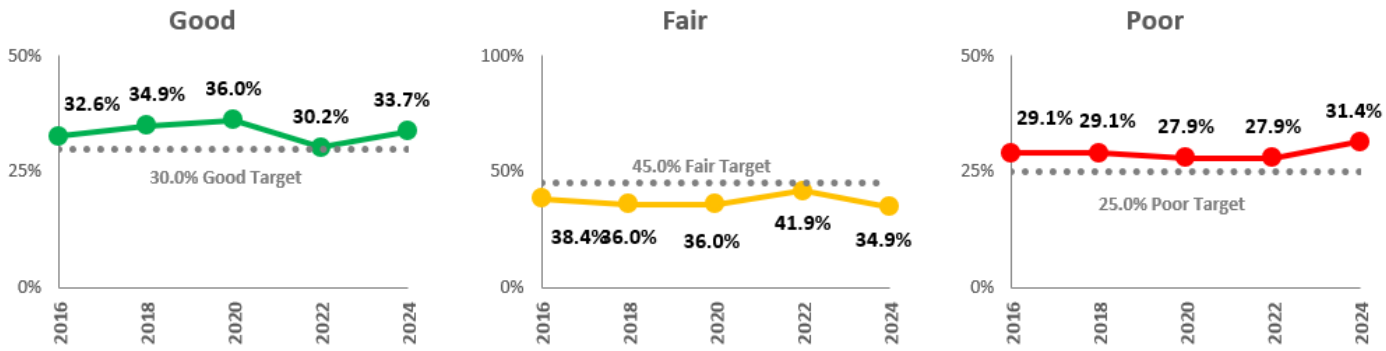

Figure 26 – Condition of Roadside Rest Facilities

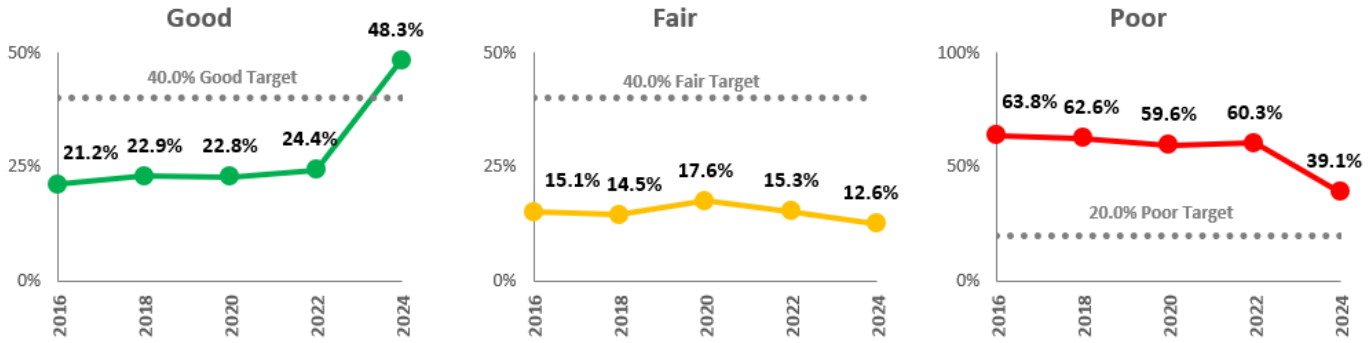

Figure 27 – Condition of Transportation Related Facilities

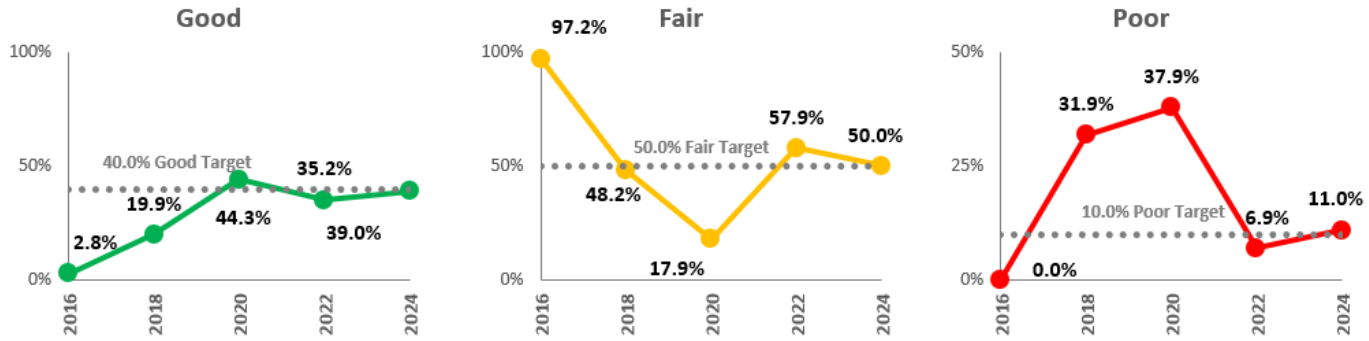

Figure 28 – Condition of Weigh-in-Motion Scales

Observations

Significant condition improvements were observed in the Drainage Pump Plant and Bicycle and Pedestrian Infrastructure inventories. Office Buildings had a notable shift primarily due to age-based condition changes from good to fair for District 7 and 8 Office Buildings. Condition changes in Transportation Related Facilities is attributed to the implementation of the Facility Condition Index (FCI) as the condition metric. The FCI designates building conditions based on inspections and replaces the age-based condition metrics used in the past. For all other supplementary assets, modest plan over plan changes were observed with conditions remaining relatively level.

While funding to fully close performance gaps for supplementary assets has not been available to date, Caltrans continues to make investments towards maintaining and improving conditions.

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Appendix A: Definition of Good, Fair, and Poor Performance Metrics

Performance metric definitions for the four primary asset classes are presented in this section. These definitions are from the 2021 State Highway System Management Plan (SHSMP).

Pavement Class I, II, and III Metrics

Pavement condition is assessed based on the final rule of the Federal MAP-21 performance measures as of January 2017. Cracking, Rutting, and International Roughness Index (IRI) metrics are used to assess the condition of asphalt pavement; while cracking, faulting and IRI metrics are used to assess the condition of jointed plain concrete pavement (JPCP). For each of these metrics, the Federal Highway Administration (FHWA) has established thresholds, as presented in Table 12.

Table 12 – Pavement Performance Metrics

Metrics		Good	Fair	Poor
IRI (inches/mile)		<95	95-170	>170
Cracking (%)	Asphalt	<5	5-20	>20
	Jointed Concrete	<5	5-15	>15
	Continuously Reinforced Concrete	<5	5-10	>10
Rutting (inches)		<0.20	0.20-0.40	>0.40
Faulting (inches)		<0.10	0.10-0.15	>0.15

For each tenth-mile long section, condition is rated good if all three metrics for this section are rated good; poor if two or more metrics are rated poor; and fair, otherwise.

Lane miles in good, fair, and poor condition are tabulated for all sections to determine the overall percentage of pavement in good, fair, and poor condition.

Bridge and Tunnel Health Metrics

Caltrans and local agencies follow FHWA National Bridge Inventory (NBI) and National Tunnel Inspection (NTI) standards for inspecting all California bridges and tunnels. Inventory condition data is based on the most recent Bridge Inspection Reports (bridge and tunnel inspections are typically scheduled every two years) that document condition states of each individual structural element per these federal guidelines. The condition state of appropriate individual elements is then mathematically converted to a condition state (good, fair, or poor) of three categories for bridges (deck, superstructure, and substructure) and a single condition state for either tunnels or culverts.

Good, fair, and poor NBI ratings for bridge condition span the range from 0-9. A calculated value of 7 or greater is classified as being in good condition; 5 or 6 is classified as being in fair condition; and 4 or less is classified as being in poor condition. A bridge in poor condition is considered structurally deficient (SD) by federal guidelines. Thus, if any major component is classified as being in poor condition, the bridge will be considered SD. Being classified as SD does not imply a bridge is unsafe, just that deficiencies have been identified that require maintenance, rehabilitation, or replacement.

As a bridge is assigned a condition state for the deck, superstructure, and substructure individually, the lowest of the three ratings determines the overall rating of the bridge. Caltrans maintains all data in the Structures Maintenance and Investigations (SM&I) bridge management system databases. Table 13 and Table 14 describe the performance metrics that define the criteria for determining condition for good, fair, and poor Bridge and Tunnel Health.

Table 13 – Bridge Health Performance Metrics

Condition	Criteria
Good	Deck, superstructure, and substructure ratings are all Good, or the culvert rating is Good
Fair	The lowest of the three ratings for deck, superstructure, and substructure is Fair, or the culvert rating is Fair
Poor	The lowest of the three ratings for deck, superstructure, and substructure is Poor, or the culvert rating is Poor

Table 14 – Tunnel Health Performance Metrics

Condition	Criteria
Good	Less than 20% of the elements are classified as deteriorated
Fair	More than 20% of the elements are classified with minor deterioration
Poor	More than 20% of the elements are classified with significant deterioration

Drainage Metrics

The health condition assessment of Drainage Restoration assets is based on a visual inspection of five attributes: waterway adequacy, joints, materials, shape, and culvert alignment. Each attribute is scored, and culvert condition is calculated using a weighted average of attribute scores. Table 15 describes the performance metrics for determining condition for good, fair, and poor Drainage Restoration.

Table 15 – Drainage Performance Metrics

Condition	Criteria
Good	Overall health score between 80 to 100
Fair	Overall health score between 50 to 79
Poor	Overall health score between 0 to 49

Transportation Management System Metrics

TMS units are categorized as being in either good or poor condition. The condition of a TMS unit is based on the unit being within its expected life cycle and its functional availability. Table 16 describes the performance metrics for determining good, fair, and poor Transportation Management Systems.

Table 16 – TMS Performance Metrics

Condition	Criteria
Good	Within expected lifecycle and consistent functional availability
Fair	N/A
Poor	Beyond expected life cycle or is not meeting functional availability because of chronic down time

Appendix B: Criteria for Pavement Level of Service (LOS)

The Department recommends the Commission's adoption of the following S pavement LOS criteria, which segregate State Highway System (SHS) lanes into segments that are each approximately 528 feet long and approximately 12 feet wide. Each segment will be evaluated for cracking and spalls or potholes depending on the material in accordance with the technical criteria below. Each segment will be deemed as passing or failing. The calculation used to determine the pavement LOS is a weighted average of the scores for asphalt and concrete segments.

The SB1 Pavement LOS is calculated using the following formula:

$$SB1\ Pavement\ LOS = (FPS*W_F + RPS*W_R) \ / \ Total\ number\ of\ segments$$

where the Flexible Pavement Score (FPS) is defined as:

$$FPS = [Percent\ Passing\ Cracking + Percent\ Passing\ Potholes] / 2$$

the Rigid Pavement Score (RPS) is defined as:

$$RPS = [Percent\ Passing\ Cracking + Percent\ Passing\ Spalling] / 2$$

and the Weighting (W) is defined as:

$$W = Total\ number\ of\ flexible\ or\ rigid\ pavement\ segments$$

The technical criteria for determining if a segment passes or fails is shown in Table 17:

Table 17 – Pavement LOS Criteria

Attribute	Failure Criteria	Description
Cracking	cracking ≥ ½ inch	Any single crack at its widest point
Potholes	> 1 each pothole	Any potholes greater than 36 square inches in area
Spalling	≥ sq. ft.	Cumulative area of spalling

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