

# Performance Targets

The Road Repair and Accountability Act of 2017 requires Caltrans to show significant improvement in the condition of the state highway system over the next decade, and relies on the federal “good-fair-poor” rating system to measure results.

The new law sets specific performance targets for pavement; culverts; bridges; and the sensors, ramp meters, signals and electronic signs that make up the California’s traffic management system.

For pavement — the highway system’s most-noticeable feature — the law lays out an expectation that no more than 2 percent should be rated poor by 2027. Reaching that goal will require work on an estimated 17,000 lane miles.

For the highway system’s water-channeling culverts, which protect roadbeds from erosion and surrounding areas from flooding, SB-1 requires that by 2027 not less than 90 percent of them be in good or fair condition. Caltrans estimates that will require work on 55,000 culverts.

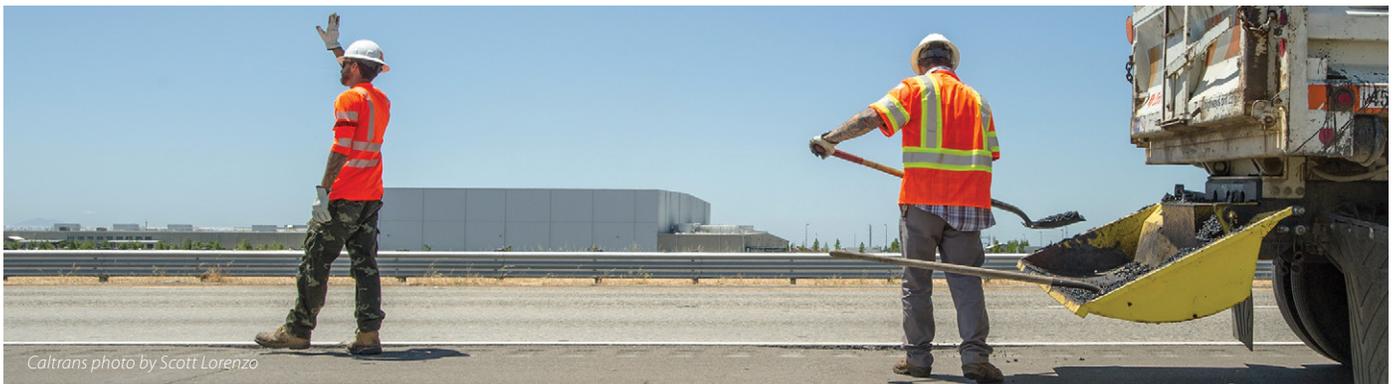
Similarly, 90 percent of transportation management systems are to be in good or fair condition after 10 years of effort, which is expected to involve installation or repair of 7,700 signals, signs, sensors and cameras.

Determining precisely what work needs to be done and in what order will involve implementation of an As-

set Management System required by state and federal law and will promote efficiency and reduce costs. Caltrans already has begun adopting asset management practices, and is moving toward full implementation by 2020. The 2017 State Highway System Management Plan (SHSMP) — revised to reflect the new resources and performance goals in SB-1, is a significant step toward a complete Asset Management System.

The SHSMP integrates maintenance, rehabilitation and highway operations into a single management plan that meets targets while fully aligning with Caltrans’ Strategic Management Plan. It also takes into account factors such as funding for the Americans with Disabilities Act (ADA), system performance and environmental stewardship. For more on Caltrans’ SHSMP, visit the [December 2016 issue](#) of the *Mile Marker*. **MM**

*Source:* Michael B. Johnson, State Asset Management Engineer



Caltrans photo by Scott Lorenzo

A Caltrans Maintenance crew repairs pavement on State Route 113 near Davis in Yolo County. The Road Repair and Accountability Act makes Caltrans responsible for upgrading an estimated 17,000 miles of pavement along the state highway system to good or fair condition by 2027.