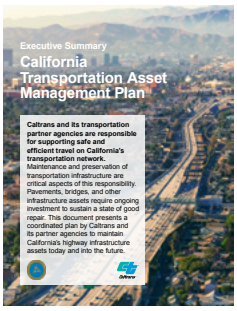
Mileposts

The Mileposts section is new feature of the Mile Marker that provides a summary of transportation issues affecting Caltrans and California.

MILE 1 Caltrans' Guiding Planning Document Finalized, Sets Long-Term Spending Strategies for Highway System



Caltrans' comprehensive plan that inventories and grades California highway "assets," and sets ambitious performance goals for their restoration, is now officially the Department's guiding planning document. The Transportation Asset Management Plan (TAMP) has been approved by the California Transportation Commission, and certified by the Federal Highway Administration (FHWA) — two years ahead of schedule. All state transportation departments must submit TAMPs to the federal government for project planning and funding purposes, and California's document was the first certified by the FHWA.

The TAMP establishes 10-year performance benchmarks to guide long-range investments for California's highway infrastructure, financed in large part by revenues from the Road Repair and Accountability Act of 2017 (Senate Bill 1). The "state of good repair" objectives apply to the critical components that make up the state and federal transportation network — the interlocking system of pavements, bridges, drainages, traffic management systems, and other infrastructure.

The plan also emphasizes Caltrans' "fix-it first" philosophy, using preventive maintenance to improve or preserve the condition of existing assets, not expand highway capacity.

The TAMP will be updated every other year. Its priorities will help guide preparation of State Highway Operations and Protection Program, which funds repair and preservation of the State Highway System.

MILE 2 Highway congestion study cites truck traffic impacts

Trucks disproportionately contribute to congestion on freeways and major arterials, according to a study that identified locations in California where freight-carrying vehicles caused bottlenecks and delays.

A grant from the National Center for Sustainable Transportation funded "Managing the Impacts of Freight in California," which Caltrans supported through its University Transportation Centers program and Office of Freight Planning.

In Southern California, those areas included portions of most major freeways, including State Routes 60 and 91 and Interstates 5, 710, 210, 10 and 405. Most major highways in the San Francisco Bay Area were identified in the report. Other high-ranking freight-impact areas were in Sacramento and San Diego, and along Highway 99 between Manteca and Modesto, and just north of Fresno.

MILE 3 Report details state bike/pedestrian pathway growth

Caltrans has directed more than a billion dollars in federal and state funds toward bicycle and pedestrian projects over the last two decades. The effort has paid off: California comes in as the third most bike-friendly state in the nation, an impressive jump from 19th in 2013, according to the League of American Bicyclists.

The 2016-17 Non-Motorized Transportation Facilities Report details the progress that has been made improving and enlarging California's pedestrian/bicycle route network. The annual report, sent to the Legislature, also notes that additional revenues from the Road Repair and Accountability Act of 2017 (Senate Bill 1) will finance even more bike- and pedestrian-friendly projects.

MILE 4 Caltrans updates bond-financed solar facility portfolio

Caltrans maintains 70 photovoltaic solar installations that supply power to its buildings from one end of the state to the other, with most of them (55) maintenance or equipment facilities, according to the Clean Renewable Energy Bonds Program 2018 Annual Report to the Legislature.

The Energy Bonds program, authorized as part of the federal Tax Incentives Act of 1995, aligns with Caltrans' environmental sustainability objectives in its 2015-2020 Strategic Management Plan. The program also helps the Department comply with Governor Edmund G. Brown Jr.'s 2012 executive order for state agencies to reduce grid-based energy purchases by at least 20 percent by 2018.

The original cost to purchase and install the solar systems, and bond financing, was $22.8 million. Since that time, the bond debt service has been winnowed to $12.4 million. For the life of the system, it is projected that Caltrans will save approximately $2.8 million.