



## Director's Message

It's been a little more than a year since Senate Bill 1 (SB 1), the landmark transportation funding law, allowed Caltrans and other agencies to begin working on a long pipeline of projects to turn around a road network in crisis.

Although a year is a very short time in which to judge the effectiveness of a program — after all, many Caltrans highway projects take multiple years to complete — I think that we are indeed delivering on SB 1's "Rebuilding California" promise to travelers and taxpayers.

We have been hard at work since the Road Repair and Accountability Act of 2017 was passed — starting *and finishing* numerous projects that were originally planned for years down the line.

As another construction season nears, Caltrans has completed more than 50 highway projects, awarded or begun construction on about 100, and has started work on nearly 400 more being wholly or partially funded by SB 1 dollars.

That's just for work connected to the State Highway System. We're seeing the same level of commitment from local governments and transportation agencies that receive about half the total revenues generated by SB 1, as they upgrade their road and transit systems.

The flurry of activity has been only a start. The California Transportation Commission and our partner agencies have recently added more than 100 projects to the SB 1 master construction list. (See stories on pages 30-31 and 32-33.)

Not only has Caltrans embarked on an ambitious repair and rehabilitation schedule, we're also becoming more efficient — and saving millions. SB 1 requires that we find ways to slash operational costs by at least \$100 million a year, and reinvest that money back into highway repair and rehabilitation.

I'm proud to report that Caltrans didn't just meet that target in SB 1's first year, but exceeded it by an impressive amount. According to our Annual Efficiency Report, recently presented to the CTC, we achieved \$133 million in savings through a variety of methods. (See story on page 31.)

It also should be remembered that we are just beginning to tap SB 1 revenues to make our streets, highways, bikeways, sidewalks and public transportation safer, more reliable, and sustainable.

That means SB 1 will be a major economic boost to the state of California for the foreseeable future. The transportation improvements and repairs undertaken by Caltrans and other agencies are creating jobs and investing in our communities' well-being. Every \$1 billion spent on infrastructure projects creates more than 13,000 jobs, according to the federal government. With SB 1 projected to raise \$54 billion for transportation purposes over the next decade, that translates to a lot of Californians working in high-paying jobs over the next decade.

It's easy to track SB 1-financed projects through the Rebuilding California website, with an interactive map showing the type of work, status and region. You can stay updated by signing up for the [Rebuilding California](#) newsletter distributed via email.

The most populated and geographically diverse state in the union, and the fifth-largest economy in the world, deserves a transportation foundation second to none. Caltrans will deliver on the commitments set forth in SB 1 and strive for much more.

Laurie Berman  
Director of Caltrans

**Cover:** A Caltrans snowblower shaves back walls of snowpack building up along Interstate 80 in the Sierra Nevada after a series of cold storms in early February. The blower, an integral part of Caltrans's snow removal fleet, uses a spinning reel of sharp blades that grind through the thick layers, which are fed into a powerful fan and blown well off the roadway. Photo by Scott Lorenzo, Caltrans senior photographer