



A \$55.2 million pavement replacement project is improving 104 lane miles of Interstate 880 in Alameda County from north of Fremont Boulevard overcrossing to the High Street separation and overhead. Construction began in May of last year and is due to be completed in January 2020.

Heading in the Right Direction

In SB 1's First Year, Hundreds of Highway Projects Under Way, and More Coming

A new slate of highway improvement projects for the coming years, funded in whole or part by the Road Repair and Accountability Act of 2017 (Senate Bill 1), were approved in October by the California Transportation Commission.

Meeting in Stockton, the Commission allocated \$669 million for more than 100 projects around the state. The funding will allow Caltrans to improve, repair or replace an additional 80 bridges, 200 drainage systems and more than 340 lane miles within California's highway network.

More than 50 of the projects will bring goods to market faster, help relieve traffic in the state's most congested cities, and provide additional funding on transportation investments that counties have made in their own communities.

The allocations represent the latest investment in the state highway network using SB 1 funds. In the past year, since approval of the new law, Caltrans crews on state highways have repaired more than 2,900 potholes, replaced or repaired more than 740 lane miles of pavement, repaired more than 37,500 feet of guardrail, replaced or repaired nearly 950 highway lights and traffic

signals, restriped more than 2,000 miles of highway to improve visibility and safety, and fixed 800 roadway signs.

To date, 53 projects have been completed. Caltrans has awarded or started construction on 90 projects and has begun work, including design and environmental clearance, on 357 projects. It's expected that the number of projects completed with SB 1 revenues will reach 100 by the end of 2018.

Among the projects approved:

- **Bridge Project on State Routes 57 & 91 in Orange County:** \$4.3 million bridge preservation project will revamp bridges on State Route 57 at various locations from I-5/SR-57 Interchange in the city of Orange to Nutwood Avenue in Fullerton, and on SR-91 at various locations from the SR-91/I-5 Interchange in Buena Park to Harbor Boulevard in Anaheim.
- **Bridge Replacement Project on State Route 44 in Shasta County:** Bridge project will replace the Hat Creek Bridge on State Route 44 in the town of Old Station. This bridge replacement project was allocated almost \$1.2 million of its \$9.8 million total cost; \$598,000 in funding was provided by SB 1.

- **Pavement Project on State Route 168 in Fresno County:** \$8.1 million pavement preservation project will upgrade barrier railing and improve 14.6 lane miles of State Route 168 from Sample Road to Oak Creek Road near Prather. This project was allocated \$1.2 million in SB 1 funds.
- **Traffic Management System Project on State Route 1 in San Francisco County:** \$6.6 million traffic management systems project will improve the flow of traffic by upgrading and interconnecting traffic signals on State Route 1 from Junipero Serra Boulevard to Lake Street in San Francisco. This project was allocated almost \$6.4 million; \$730,000 is coming from SB 1.

Many of the projects receiving allocations are part of the State Highway Operations and Protection Program (SHOPP), which is the state highway system’s “fix-it-first” program that funds safety improvements, emergency repairs, highway preservation and some operational highway improvements. While funding for this program is a mixture of federal and state funds, a significant portion comes from SB 1.

In another SB 1-related action, commissioners voted to commit more than \$72 million in new revenue

from the transportation funding law to dozens of local transportation improvement projects across the state.

The Commission approved 33 projects for paving, road rehabilitation, public transit expansion, pedestrian improvements and much more.

The 2019 Local Partnership Formulaic Program adopted by the Commission is the second cycle of SB 1 funding awarded to eligible cities and counties with voter-approved taxes, tolls and fees dedicated solely to transportation. In January, the Commission approved the first round of formula funding, dedicating \$176.5 million to 69 projects through fiscal year 2018-19.

The Local Partnership Program provides eligible self-help cities and counties with new revenue generated by SB 1 each year to fund a wide range of transportation improvement projects. Half of the funds are distributed by formula, while the other half are awarded through a competitive program. **MM**

Source: *Caltrans Division of Public Affairs; California Transportation Commission*

Caltrans Squeezes \$133 Million in Savings From Operations

Caltrans saved more than \$130 million in the 2017-18 fiscal year in its highway project delivery process, exceeding an annual efficiency target required as part of the Road Repair and Accountability Act of 2017 (Senate Bill 1).

Caltrans delivered its Annual Efficiencies Report to the California Transportation Commission at its October meeting.

In addition to directing half of its total revenues toward rehabilitating the State Highway System, SB 1 also requires Caltrans to find at least \$100 million in savings in its operations yearly that will go back into road repair and maintenance.

Caltrans identified how it saved \$133 million in the last fiscal year, which ended July 2018 — about \$129 million through cost avoidance measures, and \$4 million in cost reductions.

Caltrans credited these money-saving approaches:

- **Value Analysis studies.** A Caltrans team of subject matter experts not directly connected to the planning or design of a project are called on to analyze its function and cost. In 2017-18, nine major projects were assessed using the Value Analysis method. Studies on six of the projects yielded efficiencies valued at almost \$62 million, while three studies did not find less expensive alternatives to original plans.
- **Construction Manager/General Contractor program.** This process brings in a contractor much earlier than



Money was saved on the implosion of the old Bay Bridge footings.

the traditional design-bid-build method of developing highway improvement projects, where the contractor is hired after the design plans and specifications have been finalized. Caltrans saved an estimated \$44.5 million using this process for specified projects in 2017-18.

- **Streamlining environmental reviews.** By acting as the lead review agency for specified projects, Caltrans saved an estimated \$13.4 million in the fiscal year.
- **Accelerated projects.** There were 17 projects that were moved up in the delivery schedule, resulting in an estimated \$9.2 million in cost-escalation savings.
- **Highway LED lighting retrofit program.** Total annual savings were pegged at \$4.3 million.