



Director's Message

We're on it.

Caltrans has already begun the extensive effort to make improvements required by Senate Bill 1 (SB 1) — the Road Repair and Accountability Act of 2017.

The Act is expected to raise about \$54 billion over the next decade to fix roads, freeways and bridges. It also promises transformative investments in transit, rail, freight, and all components of a sustainable and integrated multimodal system.

SB 1 is, of course, much more than a funding package. It establishes high expectations for improvement over the next 10 years. The job is enormous. It will require every tool in our box. That will include bolstering our workforce. So we are holding career fairs across the state to recruit qualified workers to help us deliver on SB 1 commitments.

We are expediting more than \$285 million in pavement projects, months before revenue from SB 1 even starts to accrue this November. In many cases, construction crews are already on the job.

Along with the road surface improvements, you also will see hundreds of miles of new road striping. The striping we put on that pavement will be wider and brighter thanks to upgraded standards, and material quality and reflectivity. *(Details on page 27.)*

You can track our progress on our new website “Rebuilding California” that explains the many aspects of SB 1 and features an interactive map of projects that SB 1 makes possible.

This work is just the start — more than \$1.4 billion in major highway repairs and upgrades are lined up in the project queue.

We also will expedite the retrofit or replacement of 60 bridges along several of California's most important freight corridors — including I-5 and I-80 — as required by SB 1. *(Details on page 17.)*

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To bring our highway system up to the performance standards in SB 1, Caltrans will fix more than 17,000 lane miles of pavement, 500 bridges, and 55,000 culverts by 2027. We will also fix 7,700 traffic operating systems, such as ramp meters, traffic cameras and electric highway message boards.

Investing and improving California's infrastructure is too important to delay, and that's why we've already started. As I said, we're on it.

Malcolm Dougherty

Cover: Interstate 5 travelers north of Redding now have a new passage across a section of Shasta Lake. Antlers Bridge, curving gracefully over the Sacramento River arm of the lake, opened to traffic in September 2016 after a 6.5-year build. It replaced a steel deck truss bridge, seen in background, that was retired after 74 years of service. That span is being demolished now, the final part of the \$131 million contract. Photo by Scott Lorenzo.