

# Master Plans to Improve Roads Approved

## SB 1 Funding Key as State Commission Adds Nearly 1,000 Projects to Priority List

Caltrans has added nearly 1,000 projects to its fix-it list for needed state highway repairs, funded in large part by revenue from the Road Repair and Accountability Act of 2017 (Senate Bill 1).

The California Transportation Commission (CTC) approved the [2018 State Highway Operations and Protection Program](#) (SHOPP) worth \$18 billion, an increase of more than \$7 billion from the 2016 SHOPP.

The SHOPP, which is updated every two years, funds the repair and preservation of the state highway system, safety upgrades, emergency repairs, and some highway operational improvements over a five-year period.

The 2018 SHOPP covers work planned in fiscal years 2018-2019 through 2021-2022. The new projects have been added to the list of thousands of other state and local projects already planned, under construction or completed statewide under the first five-year SHOPP funding cycle adopted in 2016.

The SHOPP, funded by federal and state sources, will for the first time see significant revenue inflows from SB 1 that raised California fuel taxes and vehicle registration fees. Caltrans has committed to repairing and rehabilitating the State Highway System under the new law, which also created an independent Inspector General and gave additional oversight powers to the CTC to monitor SB 1 spending and programs.

The CTC adopted the 2018 SHOPP and the [State Transportation Improvement Program](#) (STIP) at its March meeting in Orange County. The STIP is dedicated to improving highway, intercity rail and transit systems in California, including projects that add transportation capacity. Approximately 75 percent of STIP funds go to local and regional agencies, while the remaining 25 percent finances interregional projects that improve highways.

The 2018 STIP contains \$3.28 billion for projects over the next five years. As with the SHOPP that funds highway maintenance and repair, the STIP has been replenished by SB 1 revenues. More than \$2 billion of the STIP is newly available money.



*On US 101 in Del Norte County, crews perform repairs on the highway at what's known as Last Chance Grade south of Crescent City.*

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Prior to the passage of SB 1 in 2017, the CTC had to cut and delay \$1.5 billion in already planned projects from the 2016 STIP due to a steady loss of gas tax revenue. With new funds from SB 1, Caltrans is now reversing a long period of deterioration and decay on state roadways.

SB 1 provides an ongoing funding increase of approximately \$1.8 billion annually for the maintenance and rehabilitation of the State Highway System. With the money, Caltrans has pledged to fix more than 17,000 lane miles of pavement, 500 bridges and 55,000 culverts by 2027. Caltrans also will repair or replace 7,700 traffic operating systems vital to highway operations. **MM**

**Sources:** Public information officers Angela DaPrato and Vanessa Wiseman, Caltrans HQ