



FACT SHEET

Independent Office of Audits and Investigations

Laurie Berman, Director

Eraina Ortega, Inspector General

Baseline for Senate Bill 1 Performance Outcomes Audit

BACKGROUND

As required by the Streets and Highway Code section 164.6, Caltrans performed a needs assessment in 2016 for the State Highway System Management Plan that was issued in June 2017. This plan identified that over a ten year period, \$96 billion is needed to maintain and improve deteriorated road conditions. To address the transportation funding needs, Senate Bill (SB) 1, the Road Repair and Accountability Act, was approved by the California Legislature and Governor Brown in April 2017 and is expected to provide Caltrans an additional \$26 billion to fix culverts, freeways and bridges across California over the next ten years. The act requires Caltrans meet the five performance objectives:

- Not less than 98 percent of pavement in good or fair condition
- Not less than 90 percent level of service achieved for maintenance of potholes, spalls, and cracks
- Not less than 90 percent of culverts in good or fair condition
- Not less than 90 percent of transportation management system (TMS) units in good condition
- Fix not less than an additional 500 bridges

KEY FINDINGS

The audit determined that Caltrans Asset Programs are making progress towards the development of processes and procedures to achieve SB1 performance outcomes. It also identified areas where improvement can be made as follows:

- Adopt policies and procedures to comply with level of service performance outcomes
- Complete inventory of culverts and establish an ongoing re-inspection program
- Maintain an accurate inventory of the transportation management system elements

KEY RECOMMENDATIONS

The audit resulted in several recommendations including:

- Level of Service Program should develop and implement a plan to monitor progress toward achieving SB1 performance targets
- Culvert Inspection Program should implement the plan to complete the inventory and monitor the progress in meeting the SB1 requirements
- Traffic Operations should develop policies and procedures to clearly define TMS elements and expected life cycle and require districts to consistently update the asset inventory system
- Traffic Operations should perform a new needs assessment after updating the inventory system

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