

# 2021 State Highway System Management Plan



Michael Johnson P.E.

State Asset Management Engineer  
California Department of Transportation

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Tab 77



395 at Route 58 - Kramer Junction

# Comment Summary

- Received 300+ total comments
- Including 90+ external partner comments
- 17 comments from the CTC
  
- Public comments and responses are included in the SHSMP Appendix
  
- Majority of public comments were related to the new sea level rise and complete streets objectives.



# Media References

- Though no formal comments were received by media outlets, several did reference the draft SHSMP in articles.
- Two themes in the reporting that I would like to address
  - The transportation needs continue to grow despite fuel tax increase; implying the additional funding is not having an impact.
  - Implication that Caltrans was less cost effective than peer states

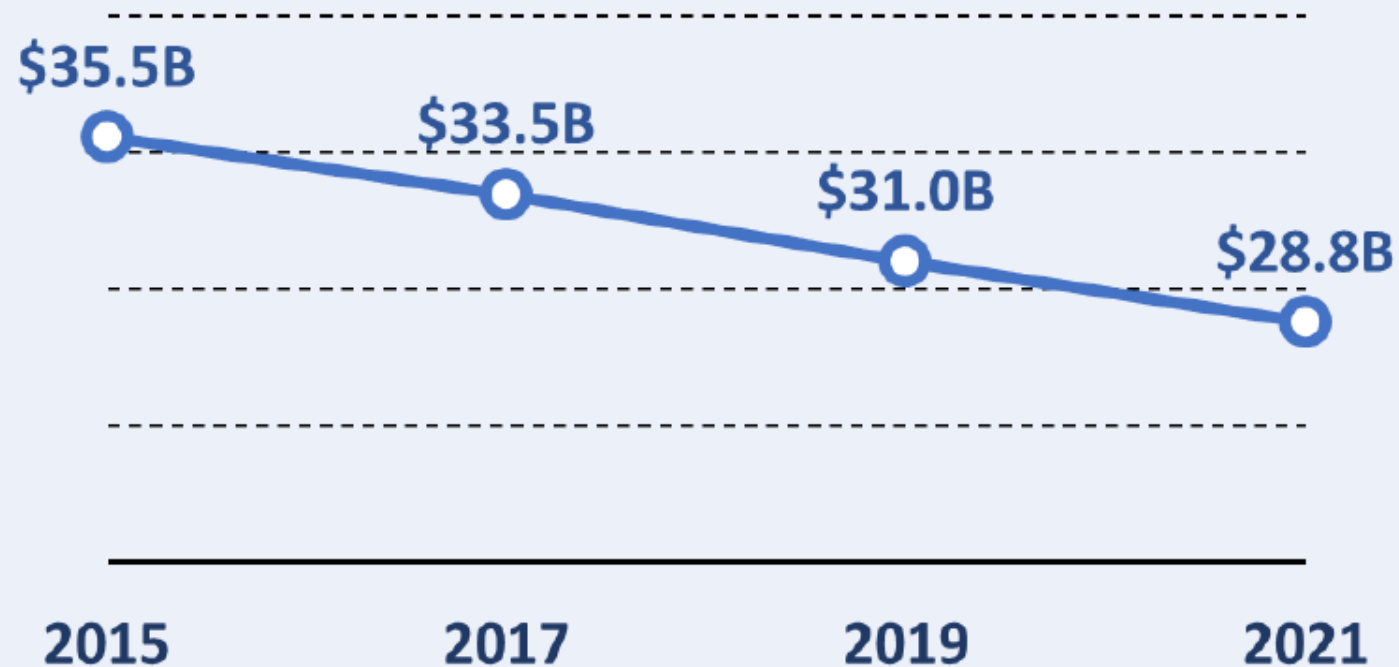


# Mischaracterization of Unconstrained Needs



# Primary Assets Needs Dropping

## Primary Asset Needs Over Time (\$Billions)



Pavement, bridge, culvert, and transportation management system needs, as reported in prior SHSMP or 10-year SHOPP Plan documents.



# Cost Efficiency

- Media reports referenced a published report that compared peer State DOT's expenditures

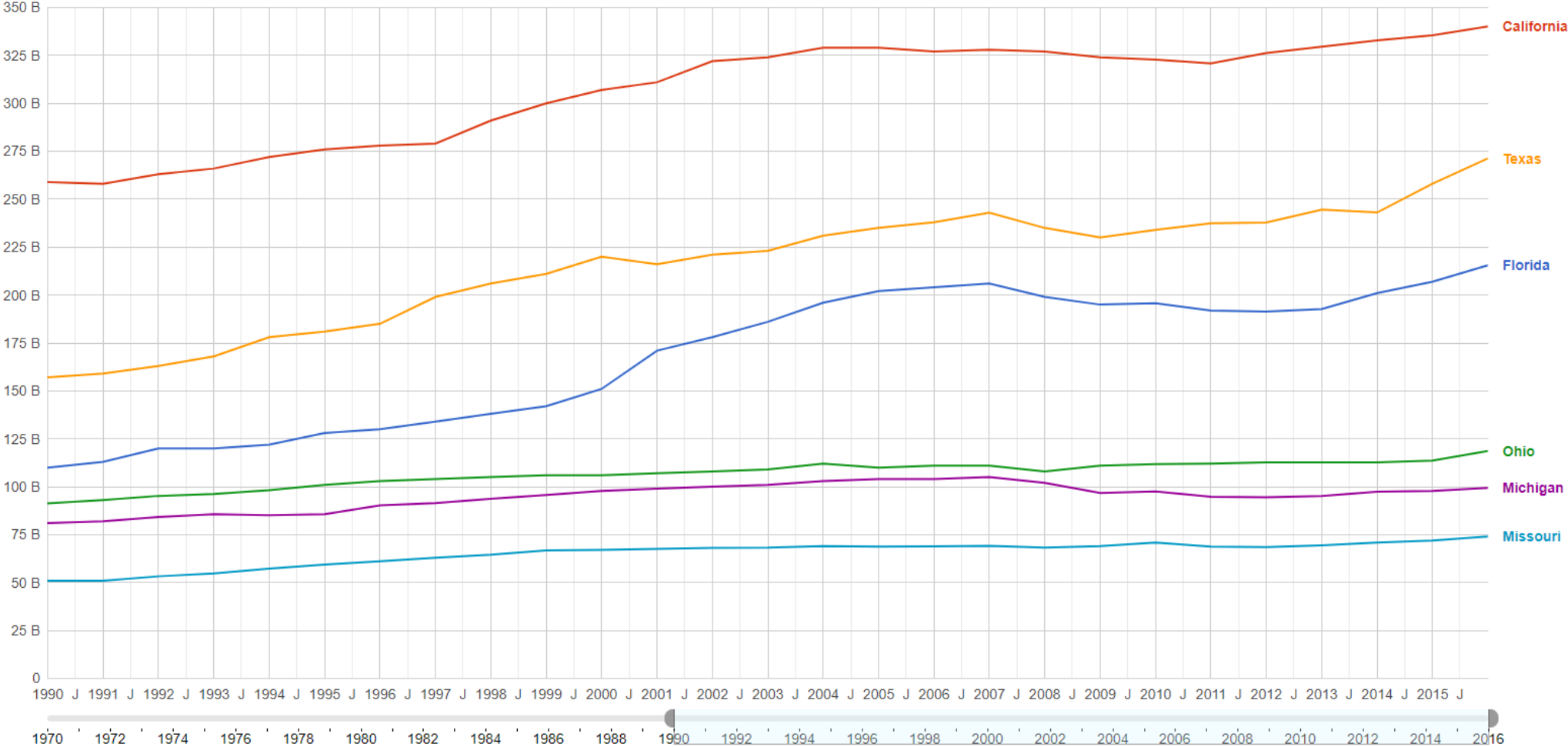
State	System Size (Total Lane Miles)	Expenditures (\$ per lane mile)
Texas	196,528	\$44,550
Missouri	77,708	\$11,780
California	52,264	\$82,650
Ohio	49,636	\$39,920
Florida	44,425	\$149,300
Michigan	27,444	\$44,790



# Highway Usage – Peer State Comparison

Vehicle Miles Traveled ?

📉
📊
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Data from Office of Highway Policy Information, FHWA Last updated: Jun 29, 2018



# Cost Efficiency – Need to consider usage

- System costs are influenced by size, environment and **USAGE**

State	System Size* (Lane Miles)	Expenditures* (\$ per lane mile)	Average Usage (VMT per LM)
Texas	196,528	\$44,550	1,452,865
Missouri	77,708	\$11,780	952,283
California	52,264	\$82,650	6,505,434
Ohio	49,636	\$39,920	2,397,453
Florida	44,425	\$149,300	4,862,127
Michigan	27,444	\$44,790	3,607,346

- California expenditures are in line with the usage of our transportation system





# Conclusion

- Caltrans would like to thank all that commented on the 2021 SHSMP and would be happy to answer any questions

