

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 13-14, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.33 Informational Item

Prepared By: Bruce De Terra, Chief  
Division of Transportation Programming

Subject: **OVERVIEW OF THE PROPOSED 2020 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)**

### **SUMMARY:**

The Department of Transportation (Department) will be presenting to the California Transportation Commission (Commission) its 2020 State Highway Operation and Protection Program (SHOPP) at May 2020 meeting, in accordance with Senate Bill 486 and the Road Maintenance and Rehabilitation Program component of Senate Bill 1, which require the Commission to adopt the four-year portfolio of SHOPP projects.

The Department presented its proposed 2020 SHOPP to the Commission at its January 2020 meeting. In accordance with the statutory deadline of January 31, 2018, the Department submitted the proposed 2020 SHOPP to Commission staff for review and comment and as well as posted the Draft 2020 SHOPP to the Internet for public review and comment.

On March 25, 2020, the Northern and Southern Hearing for the 2020 SHOPP was held in Sacramento. Comments received from both Commission staff and the public have been reviewed and considered by the Department and have been include in the attached book item.

The Department is now ready to present the final 2020 SHOPP to the Commission for adoption, in accordance with Government Code Section 14526.5, as modified by Senate Bill 486, which requires the Commission to adopt and submit the SHOPP to the Legislature and the Governor.

All additional comments from the Commission, Commission staff, and the public that were received after the SHOPP Hearings will be addressed in a supplementary handout to this book item prior to the meeting.

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”*

**BACKGROUND:**

In each even-numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. The Department's proposed 2020 SHOPP was prepared in accordance with Government Code Section 14526.5, Streets and Highways Code Section 164.6, and the strategies outlined in the Department's Policy for Management of the SHOPP and is consistent with the State Transportation Asset Management Plan (TAMP).

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CTC Meeting: May 13-14, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.33, Information Item

Prepared By: Michael Johnson  
State Asset Management Engineer

Subject: **2020 SHOPP PERFORMANCE AND COMPLETE STREETS**

### **ISSUE:**

The California Department of Transportation's (Department) will present a summary of the expected accomplishments from the 2020 State Highway Operation and Protection Program (SHOPP) including discussion of the proposed reservation for Complete Streets.

### **BACKGROUND:**

The 2020 SHOPP includes approximately 900 projects scheduled for advertisement from July 1, 2020 through June 30, 2024. The four-year SHOPP is updated every two years, with two years of new projects being introduced. For the 2020 SHOPP, approximately one third are new projects and two thirds are carrying forward from the 2018 SHOPP. The total value of the 2020 SHOPP is approximately \$20 billion over the four year period. A fiscal breakdown of the 2020 SHOPP is shown below:

Anchor Objective	Percent of SHOPP
Pavement	46%
Bridges	16%
Culverts	5%
TMS	7%
Damage Restoration	5%
Safety	8%
All Others	13%
Grand Total	100%

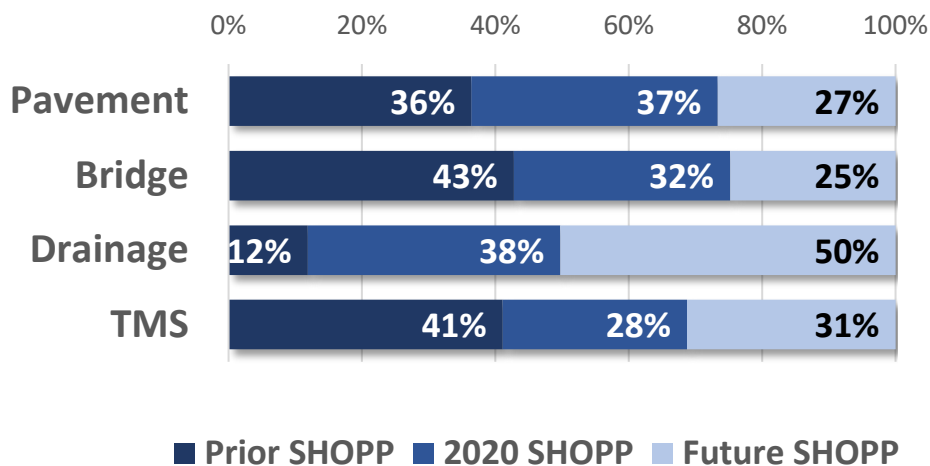
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The 2020 SHOPP is the first program built completely using a performance driven asset management approach. Projects included in the SHOPP were deliberately selected to achieve specific performance objectives in more than thirty categories. The projects collectively improve the condition of assets, safety of the transportation system, system performance, expand modal choice and address transportation related environmental impacts.

2020 SHOPP projects are projected to achieve the following accomplishments related to the commitments established in Senate Bill 1:

Asset Class	Expected Accomplishments
<b>Pavement</b>	Fix over 5,500 lane miles of pavement
<b>Bridges</b>	Fix approximately 220 bridges
<b>Culverts</b>	Fix over 4,000 culverts
<b>Transportation Management Systems (TMS)</b>	Repair nearly 3,500 TMS elements

These project level accomplishments contribute to cumulative progress being made in the SHOPP toward achieving the 2027 performance goals established in Senate Bill 1.



Caltrans is working on a number of initiatives that will enhance stakeholder engagement, improve bicycle and pedestrian design resources, establish a new Complete Streets Program organization, establish an inventory of key Complete Streets facilities, develop comprehensive active transportation plans for each district, and identify funding opportunities for bicycle and pedestrian improvements. Collectively, these activities will enhance modal choice and help reduce vehicle emissions through healthy active transportation options.

To this end, the 2020 SHOPP includes a proposed \$100 million reservation to expand bicycle and pedestrian facilities in the SHOPP. The 2020 SHOPP includes many Complete Streets elements, however feedback from stakeholders on the Draft SHOPP identified the need to do even more. This reservation will provide the department the opportunity to further engage with our local partners to identify the most beneficial locations for active transportation facility improvements on projects currently proposed in the 2020 SHOPP.

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The Department has developed an initial listing of candidate bicycle and pedestrian augmentations to 2020 SHOPP projects (Attachment) to start the conversation. The emphasis of this reservation will be to identify projects that improve connectivity to transit, provide benefits to disadvantaged communities, and fill critical gaps in the existing bicycle and pedestrian system in California.

Funding for the proposed Complete Streets reservation was made possible by closely evaluating the delivery schedules and scope of carry-over permanent restoration projects. Projects at significant risk for delivery within the 2020 SHOPP timeframe or had lower cost solutions were identified. In total, 7 projects were identified that could be delayed or rescope. The majority of these projects will continue development in the SHOPP with funding for environmental and design phases. As a result, the proposed investment in improving our highway assets will not be reduced. In addition, the reservation for Complete Streets investments will not impact the Department's ability to meet the SHOPP asset management performance targets.

The Complete Streets reservation is a means for the Department to seek additional feedback and engagement with stakeholders on proposed Complete Streets elements. Such engagement that will help to verify the need and importance to the communities. After engagement with stakeholders, the Department will amend Complete Streets components into 2020 SHOPP projects in future fiscal years.

Attachments

Proposed Permanent Restoration Project Changes

<u>Dist</u>	<u>County</u>	<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>EA</u>	<u>Unallocated Project Costs</u>	<u>Comments</u>
1	Humboldt	36	25.4/26.0	Near Bridgeville, from Caltrans Maintenance Station to 0.6 mile east of Caltrans Maintenance Station. Construct soldier pile ground anchor wall to address the slide below the roadway. (Long Lead Project)	0G921	\$12,376	Long Lead
2	Trinity	299	13.4/13.7	Near Burnt Ranch, from east of China Slide Road to Mill Creek Road. Stabilize the slope by constructing a retaining wall, reconstructing roadway, and modifying drainage systems.	4H040	\$16,980	Long Lead
4	Sonoma	101	R38.3/R41.4	Near Healdsburg, from south of Lytton Springs Road to South Geyserville Avenue. Rehabilitate or replace damaged drainage systems at two locations.	2K330	\$6,726	UNPAR - Scope in another project
5	Monterey	1	27.5/27.7	Near Lucia, from 0.6 mile to 0.8 mile south of Big Creek Bridge. Construct tieback wall, restore roadway and drainage facilities, and install permanent erosion control measures.	1K010	\$12,195	Long Lead
7	Ventura	1	4.5/4.6	Near Point Mugu State Park, at Big Sycamore Creek No. 52-0011. Shoreline embankment restoration by replacing Rock Slope Protection (RSP), constructing seawalls and secant retaining wall, and upgrade guardrail.	33350	\$20,632	UNPAR - Scope in another project
7	Ventura	118	12.0/13.2	Near Moorpark, from Sand Canyon Road to Balcom Canyon Road. Permanent restoration of slope damage by constructing retaining wall, paving shoulder, and placing Rock Slope Protection (RSP).	34290	\$11,681	UNPAR - Scope in another project
7	Los Angeles	1	8.7	In Los Angeles County near Carson, at Texaco Railroad Overhead Bridge No. 53-2152. Construct soldier pile retaining walls to replace existing deteriorated crib walls.	34380	\$14,479	UNPAR - Scope in another project

Initial Listing of 2020 SHOPP Complete Streets Project Augmentations								
District	Title	EA	County	Route	Disadvantaged Community - DAC (Y/N)	Gap Closure (Y/N)	Connect to Transit (Y/N)	Narrative
1	Fort Bragg ADA	0B220	MEN	1	Y	Y	Y	Original project proposes to replace/install curb ramps, sidewalks, driveways and crosswalk markings on SR 1 from PM 59.8 to 62.1. Additional elements proposed are 950 LF sidewalk to connect a low-income mobile home community to the Boatyard Shopping Center, where a grocery store and transit transfer stop are located.
2	Susanville 139 CAPM	4H070	LAS	139	Y	Y	Y	The proposed Complete Streets Element are construction of contiguous 8' shoulders from 0.74 to PM 1.87. Connecting from Chestnut Road at PM 0.74 to Skyline Road at PM 1.25, the Community College at PM 1.42 and Banner Lassen Hospital at PM 1.87.
2	Almanor West Rehab	3H690	PLU	89	Y	Y	Y	Proposed additional improvements include separated multi-use path parallel to SR 89 in Plumas that would connect on the north end just east of the intersection of SR36/89; would be constructed in State R/W and provide connection between the town of Chester and Lake Almanor; proposed trail has been community priority for over a decade and was prioritized in Plumas County Active Transportation Plan; would provide direct link to a larger network
2	Lake Blvd Pavement	4H050	SHA	299	Y	Y	Y	Proposed improvements are to rehab/construct paved Multi Use Path that is in poor condition, lacks connectivity, and has driveway conflicts to fill a much needed gap in existing system; through 3 years of ongoing planning and outreach need for this project has been well documented; project is regionally significant connecting the west side of Redding to the east, which has two large churches, two colleges, transit connections, residential areas, proposed development of 200 homes and large school that will have 10,000 students; the east side of the project has Shasta Community College.
3	Wheatland Donut Hole	0H370	YUB	65	Y	Y	N	SR 65 serves as a main thoroughfare through the City of Wheatland and is surrounded by residential, commercial and agricultural land uses; three schools are located within the project limits: (1) Wheatland Elementary School, (2) Bear River Middle School, and (3) Wheatland Union High School; The City of Wheatland has identified the project area as a priority bicycle gap in the City of Wheatland Bikeway Master Plan and proposed Class II and Class III facilities to improve connectivity within the city.
4	Pavement CAPM	1Q230	MRN	131	N	Y	Y	CAPM proposes to add Class II bike lanes between Knoll Rd. (near US 101 interchange) and Blackies Pasture in Tiburon; between Greenwood Cove Dr and Strawberry Dr, trail users must ride along SR 131 with traffic due to lack of parallel facilities; to close this gap a two-way bikeway is proposed on south side of SR 131 for 1000 ft stretch; in order to build facility roadway will need to be widened at least 2 ft and culverts replaced with minor intersection modifications
5	Pismo Beach CAPM	1G980	SLO	1	Y	Y	Y	Expanding pavement project scope of work to include shoulders on SR 1 between Pismo and Oceano; highly-traveled tourist corridor that functions as a main street; part of Pacific Coast Bicycle Route and is accessible to bike/ped; posted speed is 45 MPH which makes riding in the lane challenging; project team will need to complete supplemental project report for widening.
Project Details								
District	Title	EA	County	Route	Disadvantaged Community - DAC (Y/N)	Gap Closure (Y/N)	Connect to Transit (Y/N)	Narrative
6	Morning Dr 3R Rehab	0U430	KER	184	Y	Y	Y	Project proposes to add additional asphalt concrete pedestrian path from Watergrass Road to Bedford Green Drive. The path would provide pedestrian access to and from a residential area southwest of the Paul L. Cato Middle School. The path would encourage more walking and provide a paved cycling path, thus promoting bicycling among the residents. This also may eventually connect to sidewalks and walking paths within the community as this area continues to develop in the future.

6	Downtown Madera CAPM	0Y180	MAD	145	Y	N	Y	City officials have developed a Master Plan for the City of Madera to reimagine the main street of SR 145 (Yosemite Ave); the goal of the plan is to transform the corridor into a safer and more attractive destination to walk, bike, shop and visit. The Master Plan details a number of potential improvements to the corridor; the District's proposed additions include a potential road diet to accommodate bike lanes as well as other bike/ped elements, which are included in the City's plan.
6	Weedpatch Hwy 3R Rehab	0U290	KER	184	Y	Y	Y	New sidewalk along Main Street (SR 184) would eliminate gap b/t residential community and town of Lamont, enhancing ped connectivity for the residents; hybrid beacons would allow for safer crossings, especially for schoolchildren near Lamont Elementary as this area has high jaywalking incidents; currently 12 Kern Area Transit (KAT) rural/dirt bus stops are prone to flooding; adding concrete bus turnouts with sidewalk backing at these locations will increase safety and comfort for transit riders
7	Cold Plan and Overlay AC	33360	LA	2	Y	N	Y	SR 2 is congested roadway that is major west-east thoroughfare in LA; passes through number of neighborhoods with dense mixed use development, commercial, and transit uses; original project proposes ADA improvements; proposed additional improvements are bike/ped elements, in addition to a \$750K shared bus/bike lane (not included in cost currently).
7	CAPM/ADA Curb Ramps	32160	LA	1	Y	Y	Y	Proposed addition includes a number of improvements to SR 1 (Pacific Coast Highway (PCH) corridor from OC/LA line to Redondo Beach; PCH is a key route for accessing the beach, ports, coastal communities and large institutions such as LA Harbor College and CS Long Beach; Long Beach identified bike lanes along PCH between Lakewood and western city limits as a key gap closure within Bike Master Plan process
7	SR 213 Upgrade Curb Ramps	30661	LA	213	Y	Y	Y	These proposed elements have the potential to close a gap in the ped/bike system along SR 213; Class II bike lanes will greatly improve connectivity with existing bike lanes at the following locations: W. 25th St., W. 19th St., W. 9th St., W. Summerland Ave., W. Capitol Dr, Westmont Dr, Lomita Blvd, and W. Carson St., facilitating access b/t east and west sides of the SR; would also align and connect with future proposed bicycle facilities outlined in the LA City Mobility Plan.
8	SR-66 Minor Pavement Rehab & ADA Curb Ramps	1G660	SBD	66	Y	Y	Y	SR 66 is major route traversing many cities and states and a popular road trip route with historic landmarks and destinations along corridor; most of route was relinquished to local jurisdictions with the exception of small stretch (Foothill Blvd to 5th St) in the city of San Bernardino; route located in DAC where many residents do not have access to a car and rely on walking and biking; adjacent to the route are a number of schools, community centers, parks, churches, senior housing, businesses and housing; SR 66 is a main corridor, but also a barrier to schoolchildren attending schools nearby who must cross, walk or bike along SR 66 to reach their schools that are located across city boundaries, often encountering narrow bridges without sidewalks; other challenges include parked vehicles, narrow travel lanes and sidewalk gaps, with the entire route lacking bicycle infrastructure altogether; proposed additional elements will close key sidewalk gaps along to route to facilitate better connectivity
<b>Project Details</b>								
District	Title	EA	County	Route	Disadvantaged Community - DAC (Y/N)	Gap Closure (Y/N)	Connect to Transit (Y/N)	Narrative
9	Bishop Pavement	37470	INY	395	Y	Y	Y	This proposal is to close a one-mile gap in sidewalks that connect disadvantaged communities to the City of Bishop; currently residents walk on a dirt shoulder to get to vital services; construction of new sidewalk will provide a well-defined path and increase access for pedestrians; this project provides increased connectivity along the Main Street of Bishop to the Paiute Reservation; an extensive public engagement process informed the addition of these elements.
9	Lone Pine Sidewalks	37450	INY	395	Y	Y	Y	Project proposes to provide continuous sidewalk through Lone Pine to connect the Tribal Reservation to the downtown area and schools in area where SR 395 serves acts as the Main Street; extensive community outreach has shown desire for these improvements
10	ADA Curb Ramps	1H700	CAL	49	N	Y	Y	This section of SR49 serves as a Main Street and encompasses a historic downtown; this project was identified as a priority in the City of Angels Camp Main Street Plan; extending the sidewalk and adding Class II facilities would help to close a gap between northern business District and Utica Park



10	SR 88 Pavement Anchor	27920	SJ	88	N	Y	N	SR-88 is a two-lane highway that serves as the Main Street for the town of Lockeford running through downtown and residential areas; sidewalks are limited to the center of downtown and intermittent outside downtown; street parking is permitted with no designated bike lanes; existing project (10- 27920) is already proposing to construct 4,100 LF of sidewalk through the main section of downtown but mainly on one side of the road due to high costs; with additional funding, project could build continuous walking path on both sides of SR-88 by adding additional 3,000 LF of sidewalk to close all the gaps; Class II bikeways on both sides of the street throughout downtown Lockeford will help enhance safety and encourage more users to the facility; elements were identified in an approved Main Street plan
11	Pavement Rehabilitation	43023	SD	805	Y	Y	Y	The proposed elements will provide a separated bike path and bridge over the Otay River where there is limited access to cross for bike/peds; bicyclists can currently ride on the shoulders of I-805 due to lack of crossing infrastructure, project will take those cyclists off the freeway
12	PCH Laguna Beach Upgrade ADA	0P690	ORA	1	N	N	Y	Proposes many additional CS elements including refuge islands, bike box, bus turnout, Class III bikeway, enhanced crosswalks, bulb-outs and bike signals; this portion of PCH is heavily used by bicyclists, pedestrians and transit riders, and is adjacent to a number of communities, hospitals, residential, commercial buildings proposed bicycle elements would help connect to an adjacent Class I facility and provide safer facilities for the high pedestrian volume on this segment; additional transit improvements to first-last-mile connection
12	Multi-Asset Project	0R320	ORA	55	Y	Y	Y	Proposes many additional CS elements including bike box, bus turnout, Class II and III bikeway, enhanced crosswalks, curb extensions, transit stop improvements, bicycle signals and others; these elements are proposed on a two-mile stretch through the City of Costa Mesa where SR 55 serves as the main street and primary shopping and social center; area has a high amount of pedestrian traffic and transit systems are widely used; these proposed elements would fill in missing gaps in the bicycle and pedestrian network and provide increased comfort to transit users in areas that lack transit amenities such as signage, shelters and bus turnouts.
12	Resurface and Rehab SR1 in Seal Beach	0P590	ORA	1	N	Y	Y	This stretch of PCH runs through Seal Beach and Huntington Beach and provides both local and regional connectivity to OC and LA; there are existing Class II bike lanes within the northern portion of this project but several gaps in connectivity. Between 5th Street and Seal Beach Blvd, there is room to stripe Class II bike lanes in the painted shoulder. South of project limit is Class I bike trail that runs adjacent to the beach all the way through Newport; proposed Class II bike lanes planned for future on PCH. Making bicycle improvements would help close the gap and improve safety and mobility along this corridor.