

Caltrans Responses to the Commissions Comments **On the Proposed 2020 SHOPP**

Existing law requires the California Department of Transportation (Caltrans) to prepare and transmit to the California Transportation Commission (Commission), by January 31 of each even year, a four-year State Highway Operation and Protection Program (SHOPP).

The following comments were received by Caltrans, from the Commission, on the Proposed 2020 SHOPP. Based on the Commission's adopted SHOPP Guidelines, the conditionally approved Transportation Asset Management Plan (TAMP), and the adopted 2020 Fund Estimate, Caltrans has prepared these responses to the Commission's comments:

Comment #1: *California Streets and Highways Code (SHC) Section 2032.5 has a requirement that completed projects report on the estimated useful life. To allow for better investment decisions, that information should be readily available at the time of Programming. For projects addressing one of the four primary assets, please provide information regarding the estimated useful life of the primary project output.*

Caltrans Response: The continuing expansion of Asset Management implementation includes the development of tools to provide life-cycle planning capabilities for SHOPP projects. Project life cycle planning considers the expected treatment schedules of Caltrans' assets to guide long-term strategic decision making. The process includes identifying typical treatments for each of the primary asset classes and defining the expectations of a given typical treatment life in years. When paired with costs over time, the analysis helps determine the most cost-effective long-term actions.

A listing of the common treatments that are utilized for pavement, bridges, culverts and Transportation Management System (TMS) elements and their respective useful life ranges will be included in the adopted version of the 2020 SHOPP document.

Comment #2: *Government Code Section 14526.5(d) requires Caltrans to share the proposed SHOPP with regional transportation agencies for review and comment prior to its submittal to the Commission on January 31, of each even numbered year. Under the Asset Management framework, this is very late to be incorporating significant scope changes into proposed SHOPP projects. What is Caltrans doing to engage stakeholders earlier to solicit meaningful input on proposed SHOPP projects?*

Caltrans Response: Caltrans stakeholder engagement takes several forms depending on the stage of project development. Effective engagement begins with awareness of

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planned future projects. To raise project awareness, Caltrans began publishing a 10 year Project Book in 2018, that lists the SHOPP projects that Caltrans intends to pursue for the coming 10 year period. The Project Book is updated quarterly to reflect the changes that occur throughout regular Commission Meetings. To provide additional transparency and project level details, each Caltrans District maintains a project web page. In 2018, Caltrans developed the Project Portal accessible from the main Caltrans web page (www.dot.ca.gov). This Project Portal provides a single page with links to the Project Book, SHOPP, advertised projects, on-going construction and links to all the District project pages. This transparency of projects allows stakeholders to understand what Caltrans is planning and provides an opportunity to engage with Caltrans on these projects.

There are three distinct project development stages captured in the 10-year timeframe:

- Current Year through Year 4 represent programmed projects that are in the design process,
- Years 5 and 6 are projects that are in formal planning and
- Years 7 through 10 are conceptual projects.

Engagement can happen throughout the development of a project, but it is most effective prior to and during formal planning efforts. In terms of the 10 Year Project Book this is Years 5 through 10. Once projects complete formal planning and are programmed by the Commission their scope and costs have already been determined.

All Caltrans projects are initiated from our 12 District Offices throughout the State. Projects that are about to enter formal planning, or informal planning, and are at the stage of development where stakeholder input is most beneficial. At this stage, Districts work with stakeholders in the areas of each project and explain the proposed project and listen to input from the local community on the scope of the proposed work. Stakeholder input received prior to the completion of formal planning, can be identified in planning documents and built into project cost estimates, where feasible. Projects completing formal planning, form the basis for future SHOPP's.

Caltrans is committed to building great relationships with our stakeholders by initiating broad, inclusive conversations and by leveraging the expertise of our business partners. The Department will continue to explore ways to improve transparency and engagement efforts to ensure all voices are heard and contribute to the development of proposed SHOPP Projects.

Comment #3: *Page 14, Paragraph 2 says "Construction related emissions are typically estimated at the PA&ED phase and measures to reduce those emissions are required to be included for all projects." To help demonstrate compliance with SHC Section 2030 (e), please provide some specific examples of measures that are used to reduce construction related emissions.*

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Caltrans Response: The following are some items utilized by Caltrans as Green House Gas (GHG) reduction measures:

- Use of alternative fuels, such as renewable diesel, for construction equipment operations.
- Implementing measures to limit idling to 5 minutes for delivery, dump trucks, and other diesel-powered equipment.
- Scheduling truck trips outside of peak morning and evening commute hours as a mitigation measure.
- Reduce construction waste and consumption of raw materials by the re-using of materials on jobsites or by utilizing recycled construction and demolition waste as measures that also reduce landfill waste and encourage cost savings.
- Reduce construction water consumption of potable water by utilizing recycled water for construction operations.
- Improve construction equipment fuel efficiency with the following measures:
 - Maintaining equipment in proper working condition;
 - Utilizing the right-size equipment for the work to be accomplished;
 - Utilizing equipment with new efficiency technologies.
- Provide construction environmental training to construction personnel to enable them to identify environmental issues and best practice methods and minimize impacts to the human and natural environment; including, information regarding methods to reduce GHG emissions related to construction. See link for additional information:

<https://www.sustainablehighways.org/122/project-development.html>

Comment #4: *Page 6, Table 2, what is the reason for the \$3 billion difference between the total for the 2020 SHOPP (\$17 billion) and the total for the 40% of 10-year Constrained 2019 SHSMP (\$20 billion)?*

Caltrans Response: Caltrans initially used the 2019 State Highway System Maintenance Plan (SHSMP) in error. However, the 2017 SHSMP targets should have been used in Table 2. Therefore, the correction has been made to reflect the 2020 SHOPP Programming and the 2017 SHSMP targets.

Comment #5: *Please provide an updated Exhibit A incorporating all changes since the draft was originally submitted to the Commission.*

Caltrans Response: Caltrans provided an updated “Exhibit A” to CTC Staff, prior to the May 2020 meeting which incorporated all changes since the draft was originally submitted to the Commission in January 2020.

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Comment #6: *District 7 has over \$300 million in Storm Water Mitigation projects. Why is District 7's quantity and dollar amount of Storm Water Mitigation projects so much higher than other districts?*

Caltrans Response: The 2004 settlement with the Natural Resources Defense Council (NRDC) et al. requires Caltrans to develop a Best Management Practice (BMP) Retrofit Pilot Program in Caltrans' District 7 and District 11. Consequently, District 7 has received a majority of the Storm Water Mitigation Program funding (up to 70% in certain SHOPP cycles) since the 2004 SHOPP cycle. The percentage has reduced with the implementation of Asset Management. In the 2017 SHSMP, District 7 was 43% of the statewide Storm Water Mitigation Program total. That amount reduced to 39% in the 2019 SHSMP.

Comment #7: *The following high capital cost paving projects are rehabilitating mostly "good" pavement: 04-2K700, 06-0X270, 06-0W790, 08-1C083, 08-1C081, 08-1J290, 10-1C050. For each project, please explain the reason for spending so much money on mostly good pavement?*

Caltrans Response: The following is a list of responses for the projects listed above:

EA	Response
04-2K700	<p>The need and purpose of the project is to preserve the pavement and upgrade multiple secondary assets:</p> <ul style="list-style-type: none">• The last resurfacing within the project limits was in 2002 and will be 20 years old by the planned 2022 construction year. Because a 15-mile segment of similar age, immediately north of the project, has already experienced pavement 'raveling' conditions and is currently being repaved (EA 04-4H0854), Caltrans anticipates the pavement within the limits of this project, which is near this point and deteriorating, will be accelerated through the next two winter seasons.• In addition to the mainline, the project also resurfaces 2 million square feet of ramps (11 interchanges) which are mostly in worse condition than the mainline but have no performance target.• The project addresses several secondary assets, which include ADA curb ramp upgrade, crosswalk safety enhancements, resurfacing of maintenance pullouts and gore areas, guard rail upgrade (4300 linear feet) and vegetation control (1.8 acres). <p>Consistent with Caltrans practices, 2016 Automated Pavement Condition Survey (APCS) data was used for programming. However, additional technical measures are used when making decisions about</p>

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	<p>pavement conditions and the appropriate treatment measures. These measures recommended the resulting pavement treatment as a combination of preservation and capital maintenance (CAPM) strategies to treat all the lane miles while controlling costs: (1) remove and replace 0.10' Open Graded Friction Course (OGFC) for 56 lane miles and (2) the full CapM strategy of 0.25' (OGFC + RHMA) for 34 lane miles (OGFC is considered a preservation strategy and is commonly applied to Good/Fair pavement to keep their condition for a longer period of time).</p>
06-0X270	<p>The Automated Pavement Condition Survey (APCS) data reports much of the existing pavement in "good" condition. However, Caltrans has completed two Highway Maintenance (HM) projects and three Emergency Contracts within the project limits since 2014 that are covering over significant pavement distress found under the thin blanket overlays. These overlays are misrepresenting the data being reported by the APCS.</p>
06-0W790	<p>The project location consists of 19-year-old pavement that is at the limit of its life span. In 2016, a thin overlay was placed on this section but is currently showing surface damage with signs of pavement 'raveling'. Furthermore, early signs of distress can be seen caused by the older failing pavement below. It is anticipated that extensive failure will be occurring by the planned project delivery date, with high maintenance costs and worker exposure required to keep the roadway open.</p> <p>The proposed project includes a combination of two pavement treatment strategies. Continuously Reinforced Concrete Pavement (CRCP) will be used for both lanes in both directions within the city limits of Delano, Earlimart and Pixely, at higher initial cost and longer anticipated service life. A standard asphalt rehabilitation strategy will be used on the remaining sections. Furthermore, the proposed construction staging calls for splitting traffic at the roadway low points with resulting higher project complexity.</p>
08-1C083 08-1C081	<p>For both projects 08-1C083 (Riv 10, PM R134.0/R156.5) and 1C081 (Riv 10, PM R60.9/R74.0) recent analysis shows that the pavement condition was downgraded from "good" to mostly "fair." Per the May CTC meeting amendment, the pavement performance measures were revised to better reflect the field conditions, showing a reduction of "good" pavement and an increase in "fair." Caltrans determined that there were apparent errors in the analytical software that resulted in "fair" pavement being graded as "good" pavement. Field conditions exhibit distressed pavement and is expected that by the start of construction in year 2023, the pavement will deteriorate further to 0-miles of "good" to all "fair."</p>

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EA	Response
08-1J290	<p>Field conditions show a discrepancy between the reporting generated in 2017 by Caltrans' Pavem system and the progression of the actual deterioration of the pavement conditions observed today. Pavem analysis used for the 2017 Project Initiation Document (PID) indicated 14.9 lane miles of "good" and 16.8 lane miles of "fair" condition. An in-depth analysis and a subsequent confirmation analysis performed by Caltrans indicates the pavement is exhibiting increased distresses that is inconsistent with the original Pavem model from the 2017 calculation. Although this is not the sole reason for the discrepancy, the "Alligator A" type cracks were also not fully captured in the original Pavem analysis. With an updated analysis that included the "Alligator A" cracking in the Pavem scenario modeling, the pavement condition at the 2024 RTL year no longer contains any "good pavement". There is 100% "fair" pavement compared to the original 47% "good" and 53% "fair" from 2017.</p>
10-1C050	<p>This project proposes to repair localized areas of severe pavement failure and then place an asphalt overlay throughout the project limits. The project will also rehabilitate culverts, remove and replace bridge rail and guardrail, and upgrade sidewalks and curb ramps to Americans with Disabilities Act (ADA) standards.</p> <p>In addition, the performance measure included in the January Proposed 2020 SHOPP document used the incorrect Automated Pavement Condition Survey report. Caltrans has corrected this error in the most recent version of the 2020 SHOPP. The corrected values report substantially less pavement in good condition and are listed on the change list with the following corrected values:</p> <p>Existing Condition: 4.8-Good, 44.1-Fair, 1.9-Poor; 50.8 Total Post Condition: 50.8 Good</p>

Comment #8: *Why is Caltrans proposing a new Zero Emission Vehicle charging station project (08-1J580)? Please explain how a Zero Emission Vehicle charging station project is SHOPP eligible and why it is a priority.*

Caltrans Response: The 2017 SHSMP listed the Caltrans District 8 target at five Zero Emission Vehicles (ZEV) stations total, but the district was able to develop this additional project and still remain within its budget commitments. In addressing the needs along Route 10, the project team considered the logical termini along the route and project limits, as well as Dynamic Truck Parking Signage that is included as part of the project. Route 10 is a high priority route for freight and interstate travel. The route and Safety Roadside Rest Areas (SRRAs) are included in a multistate grant for Dynamic Truck Parking Signage (CA Freight Sustainability Plan). In addition, ZEVs

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were identified and communicated with our partners. Planning for infrastructure and services at our SRRA's during this time and in the future is considered very important.

Senate Bill 1 amended California Streets and Highway Code Section 167.030 to include certain priorities and activity eligibility for Road Maintenance and Rehabilitation Act (RMRA) funds:

(d) To the extent possible and cost effective, and where feasible, the department and cities and counties receiving funds under the program shall use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies that may include, but are not necessarily limited to, charging or fueling opportunities for zero-emission vehicles, and provision of infrastructure-to-vehicle communications for transition or full autonomous vehicle systems.

As stated in Executive Order (EO) B-16-12, California has set ambitious targets for reducing greenhouse gas (GHG) emissions, from the transportation sector, at 80% less than 1990 levels by 2050. State law calls for gradually reducing these emissions over the coming decades through a series of actions. One of those actions involves expanding the use of ZEVs. The EO also directs State government to help accelerate the market for ZEVs in California and calls for 1.5 million ZEVs in California by 2025 and as well as easy access to ZEV infrastructure. The Governor's 2016 ZEV Action Plan identifies actions that each State agency would take to meet the milestones of the executive order, which include:

- Raising consumer awareness and education about ZEVs;
- Ensuring ZEVs are accessible to a broad range of Californians;
- Making ZEV technologies commercially viable in applications that target medium-duty, heavy-duty and freight sectors; and
- Aiding the ZEV market growth beyond California.

Comment #9: *Project 03-0H160 (Yub-70) is currently a fully programmed project in the 2018 SHOPP. In the proposed 2020 SHOPP, construction support and construction capital are not programmed. Please explain how this change will be presented to and approved by the Commission. All programming changes that do not come as amendments should be listed on the 2020 SHOPP change list.*

Caltrans Response: All changes not included as an amendment to the Commission are included in the 2020 SHOPP change list.

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Comment #10: *While the Commission appreciates the effort to include complete street elements into paving projects, we noticed a significant number of projects where the complete street elements were only addressing Americans with Disabilities Act (ADA) curb ramp upgrades. Moving forward does Caltrans intend to broaden the scope of projects to include other complete street elements?*

Caltrans Response: Caltrans evaluates projects for an inclusion of Complete Streets needs on a case-by-case basis, that includes elements where appropriate and as funding allows, while also balancing the commitment to deliver other asset requirements.

Furthermore, Caltrans is currently evaluating 2020 SHOPP projects to include additional Complete Streets facilities, which would be in addition to those already included. A proposed \$100 million Complete Streets reservation will be used to fund these additional facilities.

For all SHOPP projects, Caltrans is enhancing the Complete Streets evaluation and documentation process to facilitate expanded incorporation of meaningful Complete Streets strategies. In addition, Caltrans is currently developing Performance Targets that will incorporate multiple elements as part of an overall Complete Streets Strategy.

Comment #11: *Please explain the higher than expected support estimates for the following projects: 04-2Q530, 07-32550, 07-34790, 08-1C083, 08-H990, 12-0P690.*

Caltrans Response: The following is a list of responses for the projects listed above:

EA	Response
04-2Q530	This project is located in a highly environmentally sensitive area on Marin Highway (Route 1) from PM 13.1 to PM 44.9 (from the Stinson Beach community, adjacent to Bolinas Lagoon, to Tomales Bay). The project will replace 29 culverts at locations where multiple biological and historical resource surveys are required. Resource agencies involved with the project include US Fish and Wildlife Service, National Marine Fisheries Service, the Regional Water Quality Board, California Coastal Commission, and US Army Corps of Engineers (404 permit). This project also involves multiple stakeholders including the Golden Gate National Recreation Area, National Park Service, Point Reyes National Seashore, California State Parks, County of Marin, and local community activists and politicians including County Supervisor Rodoni and Senator McGuire. The current environmental document level is an IS/CE; which will take more than 2 years to complete during PA&ED, with a minimum of 10 technical studies. The project also has complex right of way requirements.

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EA	Response
07-32550	The project was programmed with the assumption that complex design and right of way acquisition would be required for ramp widening work. When it was later determined, during the PS&E phase, that the widening could be accomplished within existing right of way, the phase had already been allocated at the higher amount.
07-34790	This 10-mile long project involves the replacement of pavement in a heavily congested freeway corridor; which requires complex traffic handling during construction. The scope involves other assets, including drainage system restoration, bridge rehabilitation, sign panel and sign structure upgrades, traffic management system improvements, and ADA infrastructure.
08-1C083	An amendment at the January Commission meeting reduced the programmed amount for PS&E by \$11 million. Therefore, the overall support costs reduced from \$59.1 to \$48.1 million. The construction support costs remain unchanged at \$29 million; which takes into consideration several factors associated with construction along 22-miles of Route 10. These considerations include three seasons of construction work in the remote location of Blythe, rehabilitation of culverts spaced throughout the 22-mile length of the project, widen 22 bridges, and maintain 44-miles of roadway detour for construction staging. The construction support cost reflects the amount of effort needed to perform all contract administration, inspection work, materials testing, source inspection of materials, and other activities. The overall support (\$48 million) to capital (\$207 million) ratio of 23% is typical for a project of this complexity and size.
08-1H990	The Project Initiation Document (PID) estimated over 5000 locations throughout Riverside and San Bernardino Counties. Many of the locations are in remote areas that will require extensive driving time for construction staff and some locations may also require Environmental staff to provide environmental monitoring. Because the locations are spread throughout such a large geographical area, slower construction progress is anticipated along with high travel times and per diem charges. All of these factors have resulted in higher construction support costs than the average.
12-0P690.	This project has a financial contribution from the City of Laguna Beach. The City's construction capital contribution for this project is \$7.1 million, making the total project construction capital budget approximately \$9.0 million. The support costs reflect development of this higher capital scope.

SHOPP Change List

Attachment

Source	Dist	County	Route	EA	Project ID	PPNO	Comments
Carryover	01	Humboldt	36	0C500	0112000292	2363	New Contingency.
Carryover	01	Humboldt	96	0G140	0116000129	2449	New Contingency.
Carryover	01	Mendocino	1	0E111	0115000109	4588B	New Contingency.
Carryover	02	Shasta	299	1H570	0216000036	3618	Performance measure update.
Carryover	02	Siskiyou	3	1H520	0217000009	3643	New Contingency and Performance measure update.
Carryover	02	Siskiyou	5	1H480	0216000019	3614	New Contingency.
Carryover	02	Siskiyou	5	3H320	0217000097	3685	Performance measure update.
Carryover	03	Sacramento	12	1H130	0316000059	5960	New Contingency.
Carryover	03	Sacramento	51	3F070	0312000054	6402	Location/Description revision.
Carryover	03	Yolo	80	4F650	0314000233	8784	New Contingency.
Carryover	03	Yuba	70	0H160	0315000082	9820	New Contingency.
Carryover	04	Alameda	61	2Q140	0418000404	2804F	Project identifier change.
Carryover	04	Alameda	580	0K680	0416000125	1495F	Milestone update.
Carryover	04	Alameda	880	2K700	0417000010	1454G	New Contingency.
Carryover	04	Contra Costa	4	2K720	0417000014	1462R	New Contingency.
Carryover	04	Marin	1	1J960	0414000403	1480A	New Contingency.
Carryover	04	Napa	29	2K150	0416000375	1462K	Performance measure update.
Carryover	04	San Mateo	101	2J730	0415000004	1483C	New Contingency.
Carryover	04	San Mateo	280	2A970	0412000161	0732J	New Contingency.
Carryover	04	Santa Clara	82	4J890	0416000023	1498F	New Contingency.
Carryover	04	Santa Clara	87	4J910	0416000010	1492C	New Contingency.
Carryover	04	Solano	12	0J630	0414000020	0480P	Location/Description revision.
Carryover	04	Solano	84	4H060	0413000081	0480D	New Contingency.
Carryover	04	Sonoma	12	0K520	0416000098	1493M	New Contingency.
Carryover	05	Monterey	101	0F970	0513000017	9700	New Contingency.
Carryover	05	San Luis Obispo	101	1J780	0518000052	2766	FY phase update.
Carryover	05	Santa Barbara	101	1H430	0516000073	2649	New Contingency.
Carryover	05	Santa Barbara	101	1H860	0517000002	2700	Location/Description revision.
Carryover	05	Santa Barbara	154	1H310	0516000060	2674	FY phase update.
Carryover	05	Santa Barbara	217	1C360	0512000134	2386	New Contingency.
Carryover	05	Santa Cruz	9	1H470	0516000078	2655	New Contingency.
Carryover	06	Fresno	5	0X270	0618000048	6970	New Contingency.
Carryover	06	Fresno	99	0W800	0617000306	6949	New Contingency and Location/Description revision.
Carryover	06	Kern	166	0S050	0615000047	6726	New Contingency.
Carryover	06	Kings	41	0V110	0616000208	6873	New Contingency.
Carryover	06	Madera	99	0V120	0616000207	6857	New Contingency.
Carryover	06	Tulare	216	0W900	0618000012	6696	FY phase update.
Carryover	07	Los Angeles	1	32160	0716000049	4998	New Contingency.
Carryover	07	Los Angeles	1	32580	0716000090	5034	New Contingency.
Carryover	07	Los Angeles	2	33360	0716000313	5184	New Contingency.
Carryover	07	Los Angeles	27	32290	0716000059	5007	New Contingency.
Carryover	07	Los Angeles	39	32620	0716000113	5035	New Contingency.
Carryover	07	Los Angeles	91	30160	0714000024	4704	New Contingency.
Carryover	07	Los Angeles	103	32250	0716000056	5004	New Contingency.
Carryover	07	Los Angeles	405	20490	0717000022	2681	Location/Description revision.
Carryover	07	Los Angeles	405	32100	0716000044	4984	New Contingency.
Carryover	07	Ventura	1	31820	0715000286	4930	Location/Description revision.
Carryover	08	Riverside	10	1H200	0816000177	3008N	New Contingency.
Carryover	08	San Bernardino	40	1G830	0816000079	3008K	New Contingency.
Carryover	10	Mariposa	140	0Y780	1016000025	3167	New Contingency.
Carryover	10	San Joaquin	5	1F400	1016000053	3250	New Contingency.
Carryover	11	San Diego	8	42710	1116000154	1227	FY phase update.
Carryover	11	San Diego	8	43043	1118000197	1339	New Contingency.
Carryover	11	San Diego	52	43025	1118000079	1302	New Contingency.
Carryover	11	San Diego	125	42380	1116000061	1257	New Contingency.
Carryover	11	San Diego	125	43024	1118000033	1310	New Contingency.

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Source	Dist	County	Route	EA	Project ID	PPNO	Comments
Carryover	11	San Diego	805	42900	1117000045	1248	FY phase update.
Carryover	12	Orange	5	0R200	1218000065	2530N	New Contingency.
Carryover	12	Orange	Var	0Q930	1217000128	1204	New Contingency.
Carryover	12	Orange	Var	0R560	1218000117	3959	New Contingency.
New	01	Mendocino	1	40141	0120000111	4753	New project added.
New	01	Mendocino	1	43484	0117000133	4682	New project added.
New	02	Plumas	89	3H690	0218000010	3700	New Contingency.
New	02	Shasta	299	4H050	0218000080	2711	Location/Description revision.
New	02	Tehama	99	3H770	0218000039	3707	New Contingency.
New	03	Placer	80	3H590	0318000017	5131	New Contingency.
New	04	Alameda	580	0K530	0416000099	1493N	New Contingency.
New	04	Alameda	880	0Q170	0418000047	2020R	Cost change.
New	04	Alameda	880	2Q740	0419000044	2027J	New Contingency.
New	04	Contra Costa	680	1Q720	0418000321	2025C	New Contingency.
New	04	Marin	37	2Q500	0419000019	0332C	New Contingency.
New	04	Napa	29	0P730	0417000512	1464H	Location/Description revision.
New	04	San Francisco	101	0Q020	0418000036	2021K	New Contingency.
New	04	San Francisco	101	1Q820	0418000341	2025D	New Contingency.
New	04	San Francisco	280	0Q120	0418000045	2022B	New Contingency.
New	04	San Mateo	1	0Q130	0418000053	2022C	New Contingency.
New	04	San Mateo	101	1Q580	0418000301	2024D	New Contingency.
New	04	Solano	80	0Q190	0418000049	2026G	Location/Description revision.
New	04	Solano		2Q660	0419000035	2030D	Cost change.
New	05	Monterey	101	1K440	0518000208	2900	New Contingency.
New	05	San Luis Obispo	101	1J860	0518000081	2778	New Contingency.
New	05	San Luis Obispo		1K680	0518000234	2920	New Contingency.
New	06	Fresno	5	0X280	0618000049	6971	Performance measure update.
New	06	Kern	166	0X380	0618000060	6896	Performance measure update.
New	06	Kern	223	0R190	0614000057	6758	New project added.
New	06	Tulare	99	0W910	0618000011	6944	New Contingency.
New	06	Tulare	99	0X250	0618000044	6967	Performance measure update.
New	06	Tulare	198	0X260	0618000045	7015	Performance measure update.
New	07	Los Angeles	1	34610	0718000071	5364	New Contingency.
New	07	Los Angeles	2	34900	0718000155	5397	Performance measure update.
New	07	Los Angeles	2	35030	0718000179	5413	New Contingency.
New	07	Los Angeles	2	35540	0719000010	5509	Location/Description revision and Performance measure update.
New	07	Los Angeles	5	35230	0718000220	5440	Performance measure update.
New	07	Los Angeles	10	35840	0719000111	5547	Performance measure update.
New	07	Los Angeles	118	35500	0719000004	5506	Performance measure update.
New	07	Los Angeles	210	34870	0718000144	5393	FY phase update.
New	07	Los Angeles	210	35610	0719000020	5516	Performance measure update.
New	07	Los Angeles	405	35320	0718000253	5484	New Contingency.
New	07	Los Angeles	605	35660	0719000026	5521	New Contingency.
New	07	Los Angeles	710	34700	0718000092	5374	Performance measure update.
New	07	Ventura	23	34620	0718000072	5365	New Contingency.
New	07	Ventura	34	35590	0719000019	5515	New Contingency.
New	08	Riverside	15	1H850	0817000142	3008T	Performance measure update.
New	08	Riverside	15	1J670	0818000090	3012C	Performance measure update.
New	08	Riverside	60	1J230	0818000002	3011A	Milestone update and Performance measure update.
New	08	Riverside	215	1J290	0818000015	3011H	New Contingency.
New	08	Riverside	215	1J610	0818000102	3011Y	New Contingency.
New	08	San Bernardino	18	1J310	0818000018	3011K	Performance measure update.
New	08	San Bernardino	40	1J720	0818000099	3012K	New Contingency.
New	08	San Bernardino	40	1K490	0819000050	3013K	Performance measure update.
New	08	San Bernardino	83	1J280	0818000013	3011G	New Contingency.
New	09	Inyo	395	37900	0919000004	2671	New Contingency.

SHOPP Change List

Attachment

Source	Dist	County	Route	EA	Project ID	PPNO	Comments
New	09	Inyo	395	37910	0919000005	2667	New Contingency.
New	10	Alpine	4	0J720	1018000271	1044	New Contingency.
New	10	Alpine	88	1G020	1018000275	3436	New Contingency, FY phase update and Performance measure update.
New	10	Calaveras	4	1G620	1017000181	3409	FY phase update and Performance measure update.
New	10	Calaveras	12	0X740	1013000008	3288	FY phase update and Performance measure update.
New	10	Calaveras	49	1H700	1018000277	3429	FY phase update and Performance measure update.
New	10	San Joaquin	4	1C050	1017000178	3277	New Contingency and Performance measure update.
New	10	San Joaquin	88	27920	1000020021	7546	New Contingency.
New	10	San Joaquin	99	1E74U	1018000159	3126A	Location/Description revision.
New	11	San Diego	94	43026	1118000083	1306	New Contingency.
New	11	San Diego	94	43034	1118000104	1303	New Contingency.
New	11	San Diego	805	43023	1118000029	1311	New Contingency.
New	11	San Diego	805	43032	1118000102	1309	New Contingency.
New	12	Orange	55	0R320	1218000078	3402B	New Contingency.
New	12	Orange	91	0R310	1218000080	4506F	New Contingency and Project deleted.
New	12	Orange	91	0R311	1220000021	4506F	New Contingency and New project added.
New	12	Orange	91	0R312	1220000022	4506G	New Contingency and New project added.
New	12	Orange	91	0R313	1220000025	4506H	New Contingency and New project added.
New	12	Orange	91	0R314	1220000026	4506I	New Contingency and New project added.
New	12	Orange	91	0R315	1220000027	4506J	New Contingency and New project added.
New	12	Orange	405	0Q970	1218000010	5040D	New Contingency, Cost change, Milestone update, and Location/Description revision.
New	12	Orange	405	0R570	1218000120	5094C	New Contingency.
Long Lead	01	Mendocino	101	0H570	0117000237	4695	Cost change, Location/Description revision, and Performance measure update.
Long Lead	05	Monterey	101	1J890	0518000084	2797	Cost change.
Long Lead	05	Monterey	101	1K490	0518000213	2916	New project added.
Long Lead	05	San Luis Obispo	1	0K340	0518000099	1965	Project deleted.
Long Lead	05	San Luis Obispo	1	0N120	0518000098	1986	Project deleted.
Long Lead	05	Santa Barbara	101	1J900	0518000085	2798	Cost change.
Long Lead	05	Santa Barbara	101	1J910	0518000086	2799	Cost change and Performance measure update.
Long Lead	07	Ventura	1	36010	0719000268	5614	New project added.
Long Lead	09	Kern	14	37520	0918000036	2654	Performance measure update.
Long Lead	09	Kern	58	37920	0919000006	2668	Performance measure update.
Long Lead	09	Mono	395	37460	0918000018	2648	Performance measure update.
Long Lead	10	Merced	33	1G660	1017000018	3403	Project deleted.
Long Lead	10	Merced	165	38220	1017000191	3408	Project deleted.