

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.23, Action

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Subject: Adoption of the Final 2024 State Highway Operation and Protection Program, Resolution #G-24-34

## **Recommendation:**

Staff recommends the Commission find that the California Department of Transportation's (Caltrans) proposed 2024 State Highway Operation and Protection Program (SHOPP) is adequate and consistent with the Transportation Asset Management Plan and adopt the 2024 SHOPP. A full copy of the proposed 2024 SHOPP is available on the Commission's [website](#) and the introduction is included as Attachment B.

## **Issue:**

The 2024 SHOPP is a four-year, approximately \$21.2 billion program of projects, including reservations, necessary to preserve and protect the state highway system. Caltrans developed the projects in the 2024 SHOPP under an asset management framework established through the Transportation Asset Management Plan and implemented with the State Highway System Management Plan. This framework is critical for ensuring that the State is cost effectively maintaining its existing transportation highway assets by keeping them in a state of good repair and also addressing safety.

In August 2023, the Commission adopted the 2024 State Transportation Improvement Program Fund Estimate, which identified the level of SHOPP funding for the 2024 SHOPP based on state law. Over half of the program's \$21.2 billion will address condition improvements across the four primary asset classes: pavement, bridges, culverts, and transportation management systems. The breakdown of the proposed 2024 SHOPP related to the primary asset classes is as follows:

- The Pavement asset class proposes a total of \$7.9 billion to rehabilitate 6,100 lane miles of pavement.
- The Bridges asset class proposes a total of \$2.3 billion to improve 4.6 million square feet of bridge deck area.

- The Culverts asset class proposes a total of \$0.5 billion to rehabilitate 296,000 linear feet of culverts.
- The Transportation Management Systems asset class proposes a total of \$0.6 billion to fix 1,436 elements.

The remainder of the program is comprised of projects that address critical needs for various supplementary asset classes as well as projects that address other program objectives such as safety improvements and emergency response projects. It should also be noted that most of the projects funded under the Pavement asset class address many different program objectives in addition to the pavement work. For example, as noted in the proposed 2024 SHOPP, 45 percent of all projects in the program include bicycle, pedestrian, or transit-focused features as part of the project.

Upon reviewing Caltrans's strategic asset management process and over 600 individual projects in the program, over half of which focus on the four primary asset classes, Commission staff believes the 2024 SHOPP is adequate and consistent with the Transportation Asset Management Plan. Additionally, the four-year portfolio of projects in the 2024 SHOPP is expected to make significant progress toward meeting the 2027 performance targets established in Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), the Road Repair and Accountability Act. While Caltrans is still projected to fall short of the poor bridge condition target that the Commission set forth in the 2018 Transportation Asset Management Plan, the proposed 2024 SHOPP investments in the bridge asset class will help continue to improve poor condition bridges and move the state's bridges closer to meeting that target.

The Final 2024 SHOPP will consist of the Proposed 2024 SHOPP that was submitted to the Commission on January 31, 2024 with project revisions as noted in Attachment C, and with an updated Introduction and Funding Summary as noted in Attachments B and D. After adoption, the Final 2024 SHOPP will be submitted to the Legislature and the Governor no later than April 1<sup>st</sup>.

### **Background:**

On January 31, 2024, Caltrans submitted the proposed 2024 SHOPP to the Commission with comments from regional transportation agencies included as required by California Government Code Section 14526.5. Prior to adoption, California Government Code Section 14526.5 requires the Commission review the SHOPP relative to its overall adequacy and consistency with the Transportation Asset Management Plan and to hold at least one hearing in Northern California and one hearing in Southern California. On February 8, 2024 the Commission held the required Southern California hearing in the city of San Bernardino, and on February 13, 2024 the Commission held the required Northern California hearing in the city of Sacramento. The Commission received comments at both hearings. The comments have been evaluated along with all other comments received and have been addressed in the final 2024 SHOPP. Caltrans's response to all comments received on the proposed 2024 SHOPP will be included in the final 2024 SHOPP document and are also posted in Caltrans's book item under Reference Number 4.23.

After a finding that the SHOPP is consistent with the Transportation Asset Management Plan, California Government Code Section 14526.5 requires the Commission to adopt the SHOPP and submit it to the Legislature and the Governor no later than April 1<sup>st</sup> of each even numbered year. The Commission may decline to adopt the SHOPP if the Commission

determines that the proposed SHOPP is not sufficiently consistent with the Transportation Asset Management Plan.

Attachments:

- Attachment A: Resolution G-24-34
- Attachment B: 2024 SHOPP Introduction
- Attachment C: Changes to the Proposed 2024 SHOPP
- Attachment D: 2024 SHOPP Funding Summary (Exhibit A)
- Attachment E: Comment Letters

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Adoption of the 2024 State Highway Operation and Protection Program**

**RESOLUTION G-24-34**

- 1.1 WHEREAS, California Government Code Section 14526.5(a) requires the California Department of Transportation (Caltrans) to prepare, based on the Transportation Asset Management Plan, a State Highway Operation and Protection Program (SHOPP) containing projects that are necessary to preserve and protect the state highway system; and
- 1.2 WHEREAS, pursuant to California Government Code Section 14526.4, Caltrans, in consultation with the California Transportation Commission (Commission), prepared a Transportation Asset Management Plan consistent with state and federal regulations to guide the selection of projects for the SHOPP as required by Section 14526.5; and
- 1.3 WHEREAS, Caltrans's Transportation Asset Management Plan is a document assessing the health and condition of the state highway system which Caltrans utilizes to determine the most effective way to apply the state's limited financial resources; and
- 1.4 WHEREAS, pursuant to California Government Code Section 14526.4, in connection with the Transportation Asset Management Plan, the Commission has adopted targets and performance measures reflecting state transportation goals and objectives; and
- 1.5 WHEREAS, California Government Code Section 14526.5(b) requires the SHOPP to include those projects that are expected to be advertised prior to July 1 of the year following submission of the program, but which have not yet been funded, as well as those projects for which construction is to begin within four fiscal years, starting July 1<sup>st</sup> of the year following the year the SHOPP is submitted; and
- 1.6 WHEREAS, California Government Code Sections 14526.5(c) and (d) require that each transportation project in the SHOPP specify the capital and support budget for each phase, the delivery date of each major component and performance metrics as determined by the Commission; and
- 1.7 WHEREAS, Government Code Section 14526.5(d) requires Caltrans to submit the proposed SHOPP to the Commission not later than January 31 of each even-numbered year, and prior to submitting the proposed SHOPP to the Commission Caltrans shall make a draft of the proposed SHOPP available to transportation planning agencies for review and comment and shall include the comments in its submittal to the Commission; and
- 1.8 WHEREAS, Caltrans made a draft of the proposed SHOPP available to transportation planning agencies and other stakeholders on December 7, 2023; and

- 1.9 WHEREAS, Caltrans submitted the proposed SHOPP to the Commission with comments from stakeholders included on January 31, 2024; and
- 1.10 WHEREAS, California Government Code Section 14526.5(e) requires the Commission to review the SHOPP relative to its overall adequacy and consistency with the Transportation Asset Management Plan and to adopt the SHOPP and submit it to the Legislature and to the Governor not later than April 1<sup>st</sup> of each even-numbered year; and
- 1.11 WHEREAS, pursuant to Government Code Section 14526.5(e), the Commission may decline to adopt the SHOPP if the Commission determines that it is not sufficiently consistent with the Transportation Asset Management Plan; and
- 1.12 WHEREAS, Government Code Section 14526.5(f) requires the Commission, prior to adopting the SHOPP, to hold at least one SHOPP hearing in Northern California and one hearing in Southern California; and
- 1.13 WHEREAS, on February 8, 2024 the Commission held the required Southern California hearing in San Bernardino, and on February 13, 2024 the Commission held the required Northern California hearing in Sacramento; and
- 1.14 WHEREAS, the Commission has reviewed the proposed 2024 SHOPP relative to its overall adequacy, consistency with the Transportation Asset Management Plan and funding priorities established in Section 167 of the California Streets and Highways Code, the level of annual funding needed to implement the program, and the impact of those expenditures on the State Transportation Improvement Program; and
- 1.15 WHEREAS, the Commission has reviewed Caltrans' asset management process, as well as the hundreds of individual projects in the program, over half of which focus on the four primary asset classes defined in the Transportation Asset Management Plan; and
- 1.16 WHEREAS, the four-year portfolio of projects in the 2024 SHOPP is expected to deliver significant performance toward meeting the 2027 performance targets established in the Road Repair and Accountability Act (Senate Bill 1, Beall, 2017).
- 2.1 NOW, THEREFORE, BE IT RESOLVED, that the Commission finds that the 2024 SHOPP is adequate, and consistent with the Transportation Asset Management Plan prepared and approved pursuant to California Government Code Section 14526.4; and
- 2.2 BE IT FURTHER RESOLVED, that the Commission hereby adopts the 2024 SHOPP.

## INTRODUCTION

The California Department of Transportation (Caltrans) prepared the 2024 State Highway Operation and Protection Program (SHOPP) per Government Code section 14526.5, Streets and Highways Code section 164.6, Senate Bill 486 (Chapter 917, Statutes of 2014), Senate Bill 1 (SB 1) (Chapter 5, Statutes of 2017), [Commission SHOPP Guidelines \(May 2022\)](#)<sup>1</sup>, the 2021 State Highway System Management Plan (SHSMP), and the 2022 California Transportation Asset Management Plan (TAMP). The 2024 SHOPP also addresses related statutes, executive orders, and policies focusing on climate change considerations (reduction of transportation-related greenhouse gas (GHG) emissions and measures to enhance the resilience of transportation assets to future climate stressors), Complete Streets, wildlife habitat connectivity, environmental stewardship, freight, system resiliency, CAPTI, and other topics. All statutory requirements were addressed in the development of the 2024 SHOPP.

The SHOPP is the State's "fix-it-first" program for the rehabilitation and reconstruction of all state highways and bridges, including Interstate highways; the supporting infrastructure for those facilities such as culverts, traffic management centers, safety roadside rest areas, and maintenance stations; and most importantly, to address safety and emergency repair needs. The 2024 SHOPP is a four-year program of projects that addresses needs for fiscal years 2024-25 through 2027-28. The 2024 SHOPP is built entirely through the performance-driven asset management process.

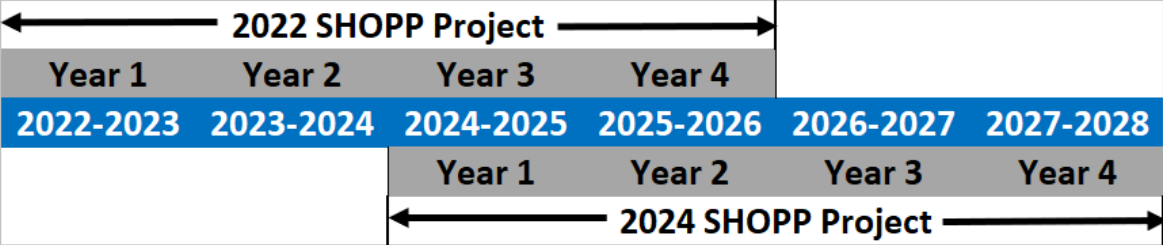
## SHOPP PROCESS

The SHOPP portfolio of projects is updated every two years, carrying forward projects programmed in the last two years of the preceding SHOPP and making those last two years of projects the first two years of projects in the new SHOPP illustrated in **Figure 2**. New projects are programmed in the year Caltrans estimates the projects can be delivered. All projects have a Project Initiation Document (PID) identifying the project's scope, outputs, estimated capital and support costs, and delivery schedule.

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<sup>1</sup> <https://shopp.onramp.dot.ca.gov/downloads/shopp/files/17-4-5-a11y.pdf>

Figure 2 - Relationship between 2022 and 2024 SHOPP Cycles



The SHOPP programming cycle has four major elements:

- **SHSMP** - The SHSMP is updated by Caltrans every two years to describe and quantify the rehabilitation and reconstruction needs on the State Highway System (SHS) for ten years. The draft SHSMP is submitted to the Commission by February 15, and the final SHSMP to the Governor and Legislature by June 1 of odd-numbered years. The 2024 SHOPP is built from the 2021 SHSMP.
- **TAMP** - The Transportation Asset Management Plan (TAMP) presents the existing inventory and condition of current state highway infrastructure, asset performance targets, financial plans, investment strategies, a risk mitigation plan, life-cycle planning documentation, and identified areas of improvement. The TAMP is updated every 4 years beginning in 2018.
- **Fund Estimate** - The programming cycle’s fiscal capacity is developed by Caltrans and approved by the Commission to issue the 2024 State Transportation Improvement Program Fund Estimate (Fund Estimate) that forecasts the amount of funding available each year for the four-year estimate period of the SHOPP. The Commission-adopted 2024 Fund Estimate (adopted August 2023) provides a total available programming capacity of approximately \$5.2 billion per year for the 2024 SHOPP four-year period.
- **2024 SHOPP** - Identifying a four-year program of capital projects that respond to the goals/targets identified in the 2019 and 2021 SHSMP, are within the fiscal constraints specified in the Fund Estimate, and are selected to achieve the asset performance target outcomes identified in the TAMP. This set of projects constitutes the four-year SHOPP.

Caltrans provides a draft of the SHOPP project list to Regional Transportation Planning Agencies (RTPA) and the public for review and comment before submitting the proposed SHOPP to the Commission. The Commission reviews the submitted SHOPP, holds at least two hearings, and may request clarifications or modifications to the document, program, or projects. Caltrans addresses comments received from the RTPA's and others regarding the SHOPP. The Commission ultimately adopts the SHOPP upon a finding of consistency with the TAMP and then submits the adopted SHOPP to the Governor and the Legislature. Caltrans develops and implements the projects identified in the adopted SHOPP consistent with the respective programming documents' scope, schedule, and cost.

### CONSISTENCY WITH TRANSPORTATION ASSET MANAGEMENT

The 2024 SHOPP is comprised of a portfolio of 617 projects (197 new and 420 "carryover" projects from the 2022 SHOPP), spanning the four fiscal years 2024-25 through 2027-28. More than half of these projects focus on condition improvements across four primary asset classes (i.e., pavement, bridge, drainage, and Transportation Management Systems) (TMS), supporting Caltrans's progress in meeting the required 2027 performance targets set forth by the Commission and outlined in SB 1.

Projects in the 2024 SHOPP were nominated and developed under an asset management framework established through the [California 2022 TAMP](#)<sup>2</sup> and implemented with the 2019 and [2021 SHSMP](#)<sup>3</sup>. The SHSMP operationalizes the TAMP using Commission-adopted asset classes, performance measures and targets under SB 486.

The portfolio of projects in the 2024 SHOPP continues progress towards meeting the SB 1 targets. The TAMP identifies federal asset management targets for pavement and bridges on the National Highway System (NHS). The TAMP also puts forth performance targets for eight supplementary asset classes in addition to the four primary asset classes on the SHS in alignment with the Commission's TAMP Guidelines.

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<sup>2</sup> <https://dot.ca.gov/programs/asset-management/california-transportation-asset-management-plan>

<sup>3</sup> [https://assetmgt.onramp.dot.ca.gov/downloads/assetmgt/files/2021\\_SHSMP/2021-shsmp-final-10-06-21-a11y.pdf](https://assetmgt.onramp.dot.ca.gov/downloads/assetmgt/files/2021_SHSMP/2021-shsmp-final-10-06-21-a11y.pdf)



The SHSMP integrates both federal and state-mandated targets and further expands the scope of asset management to 34 total performance objectives and targets. The local Caltrans districts develop project portfolios spanning the 10-year plan period to achieve the required performance within fiscal constraints. The districts manage these project portfolios to adapt to project-level scope changes, schedule adjustments, and other factors to ensure that 10-year performance targets can be achieved. Complete project lists and details are published and updated quarterly in the [SHOPP Ten-Year Project Book \(www.projectbook.dot.ca.gov\)](http://www.projectbook.dot.ca.gov). All proposed new 2024 SHOPP projects have been listed in the publicly available Project Book for a minimum of six months and up to 10 years, depending on the project.

To measure progress toward meeting the defined performance targets, Caltrans develops an Annual Performance Benchmarks Report to measure progress made for each of the four primary assets towards achieving the 2027 targets.

Caltrans has confidence that the 2024 SHOPP is fully aligned and consistent with the TAMP through this strategic asset management process.

#### [2024 SHOPP COMPARISON TO STATE HIGHWAY SYSTEM MANAGEMENT PLAN](#)

**Table 2** summarizes 2024 SHOPP projects expected outcomes relative to the 2019 and 2021 SHSMP targets.

**Table 2 - Comparison of 2024 SHOPP Performance Outcomes Relative to the 2019 and 2021 SHSMP Targets Fiscal Years 2024-25 through 2027-28\***

SHSMP Performance Objective	Unit of Measurement	2024 SHOPP Performance	SHSMP Performance Targets
<b>Safety</b>			
Proactive Safety	Annual Fatal & Serious Injury Collisions	81	20
Reactive Safety	Annual Fatal & Serious Injury Collisions	16	0
<b>Primary Asset Classes</b>			
Pavement	Lane Miles	6,112	7,294
Bridge and Tunnel Health	Square Feet	4,593,381	2,289,874
Drainage Restoration	Linear Feet	302,797	359,180
Transportation Management Systems	Each	1,427	1,610
<b>Supplementary Asset Classes</b>			
Bicycle and Pedestrian Infrastructure (Fix Existing)	Linear Feet	304,654	97,980
Bicycle and Pedestrian Infrastructure (New)	Linear Feet	1,157,995	696,967
Drainage Pump Plants	Locations	25	37
Lighting Rehabilitation	Each	2,122	1,066
Office Buildings	Square Feet	-	-
Overhead Sign Structures Rehabilitation	Each	325	176
Safety Roadside Rest Area (SRRAs) Rehabilitation	Locations	5	3
Transportation Related Facilities	Square Feet	204,678	96,362
Weigh-In-Motion Scales	Stations	11	8
<b>System Resiliency Objectives</b>			
Bridge Scour Mitigation	Square Feet	804,042	239,950
Bridge Seismic Restoration	Square Feet	576,718	333,567
Major Damage (Emergency Opening)	Locations	-	-
Major Damage (Permanent Restoration)	Locations	41	-
Roadway Protective Betterments	Locations	6	2
Sea Level Rise	Deficiency Units	1	-
<b>Other Assets and Objectives</b>			
ADA Pedestrian Infrastructure	Deficient Elements	5,585	1,820
Bridge Goods Movement Upgrades	Square Feet	809,315	-
Commercial Vehicle Enforcement Facilities	Square Feet	32,880	5,637
Fish and Wildlife Connectivity	Each	9	8
Operational Improvements	DVHD	5,152	5,224
Relinquishments	Centerline Miles	8	-
Roadside Rehabilitation	Acres	264	414
Sign Panel Replacement	Each	6,939	4,150
Storm Water Mitigation	Acres	5,430	3,978
Transportation Management System Structures	Each	43	-
Water and Wastewater Treatment at SRRAs	Locations	10	8

Each project in the 2024 SHOPP contains a primary asset or “anchor” asset and associated performance measure. The anchor performance measure represents the project output and is included in a project’s individual listing “box” (**EXHIBIT D: 2024 SHOPP County Listing of Projects**). Performance measures range from lane-miles of distressed pavement restored for roadway preservation projects to collisions reduced for safety projects.

However, secondary “satellite” project performance measures are often part of a project’s scope and are captured but not reported in the project listing. Satellite asset performance is available through the project book dashboard.

**Table 3** summarizes the 2024 SHOPP investment by Anchor performance measure objective, although each of these anchor objectives will include costs for satellite objectives as well.

**Table 3 - 2024 SHOPP Investments by Objective**

Anchor Objective	Programmed Project Cost & Reservations* (in Billions)	Percent of SHOPP
Pavement	\$7.9	39.1%
Bridge	\$2.3	11.4%
Culvert(s)	\$0.5	2.7%
TMS	\$0.6	2.9%
Major Damage (Emergency Opening)	\$2.9	14.5%
Major Damage (Permanent Restoration)	\$1.2	6.1%
Safety	\$2.0	10.0%
All Others	\$2.7	13.3%
<b>Grand Total*</b>	<b>\$20.1</b>	<b>100.0%</b>
*Totals shown reflect programmed amounts and not the total project cost. Not all projects are fully funded. Grand Total excludes the Minor Reservation and New Long Lead PA&ED cost.		
Note: The SHOPP is developed in thousands and rounded for this table. Numbers may not add due to rounding.		

## PRIMARY ASSET CLASS IMPROVEMENTS IN THE 2024 SHOPP

The 2024 SHOPP will deliver condition improvements across the four primary asset classes aligned with state and federal mandated performance targets. Notably, these projects will address the following:

- 6,100 lane miles of fair and poor condition pavement.
- Fair and poor condition bridges representing 4.6 million square feet of deck area.
- Rehabilitate 296,000 linear feet of culverts.
- 1,436 poor condition TMS elements.

## SHOPP DEVELOPMENT AND PLANNING CYCLES

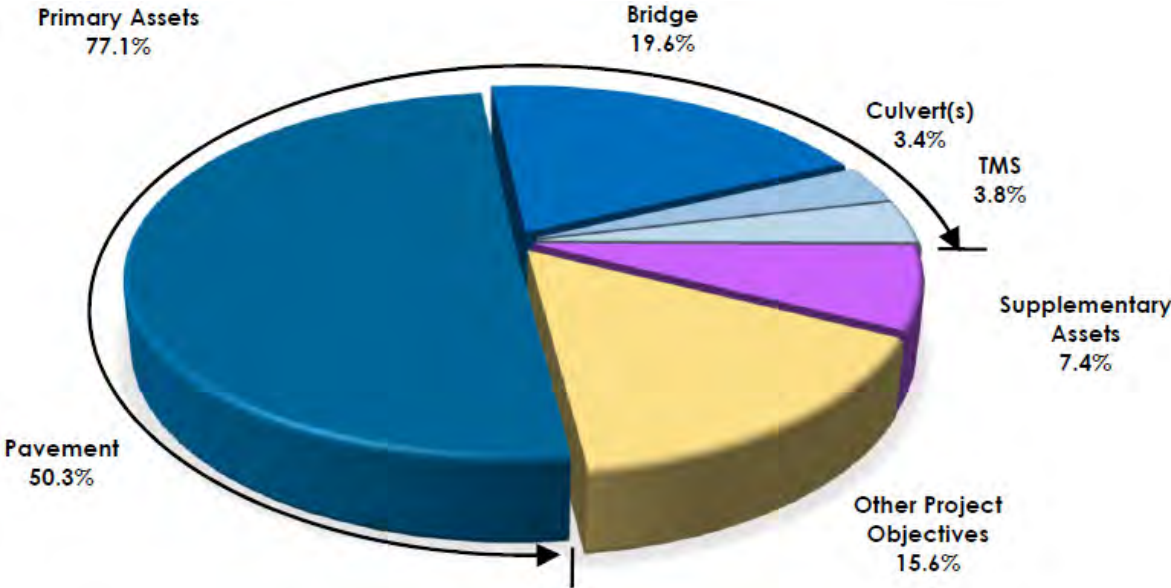
Caltrans engages in a comprehensive planning process to select projects for the SHOPP Program. Transportation needs such as pavement, bridge, TMS, and culvert repairs are bundled into projects to utilize SHOPP funding efficiently. Proposed project portfolios are aligned to meet performance targets and financial constraints. Projects within the portfolio begin with planning and the development of a PID.

The PID identifies the scope, schedule, and cost for each capital project and is the basis for determining the amount of funding being requested for programming each project in the SHOPP. During PID development, various components and analyses are integrated into the project, such as active transportation, risk management, and other topics. Caltrans also coordinates with regional and local partners during the PID development. Coordination with partners contributes to the identification of opportunities or potential risks. This coordination considers local capital improvement programs, active transportation programs, and other potential areas to collaborate through scope, cost, or schedule.

SHOPP FUNDING

The State Highway Account (SHA), Federal Highway Trust Fund (HTF), and Road Maintenance and Rehabilitation Account (RMRA) are the funding sources for the SHOPP. The Commission SHOPP Guidelines (May 2022) ensure the accountability and transparency outlined in SB 1. Furthermore, project outputs were incorporated into the Commission SHOPP Guidelines to promote efficiency, accountability, and performance for invested funding. **Figure 3** displays the percent of projects in the primary and supplementary asset classes based on total project cost.

**Figure 3 – Percent of Projects in Asset Management Classes**

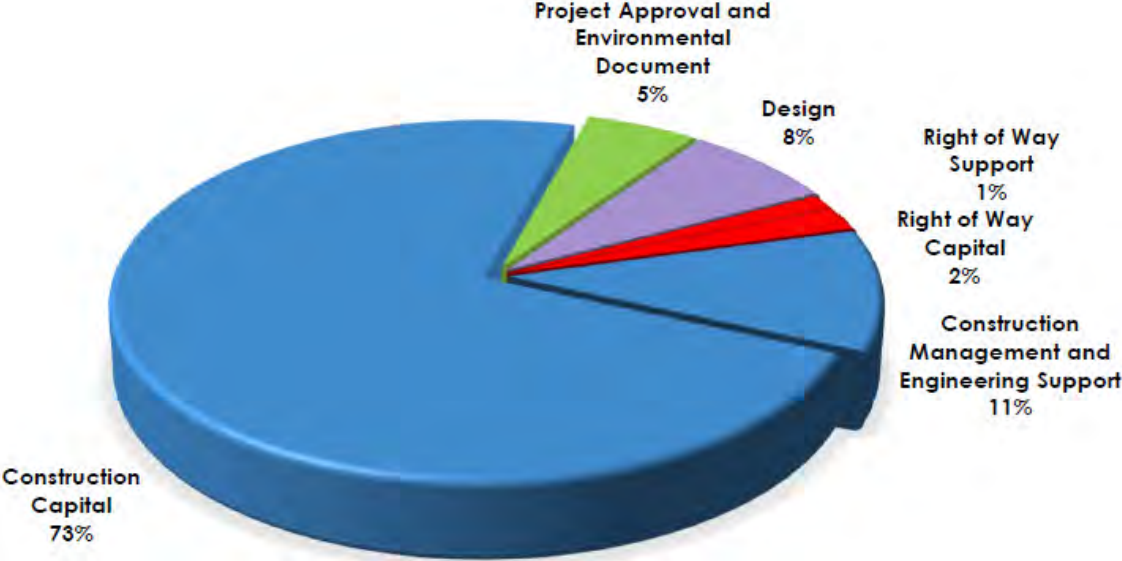


CAPITAL OUTLAY AND CAPITAL OUTLAY SUPPORT

Capital Outlay Support (COS) represents staff time associated with the development, delivery, and oversight of Caltrans’ capital outlay SHOPP projects. COS is divided into the following component phases: Project Approval and Environmental Document (PA&ED); Plans, Specifications, and Estimate (PS&E); right-of-way support; and construction support. Per Government Code 14526.5 (g) (effective July 1, 2017) and per the current Commission SHOPP Guidelines, Caltrans must request individual allocations by component from the Commission

for each individual COS phase and construction capital. **Figure 4** shows the percentage distribution of the 2024 SHOPP among COS component phases.

**Figure 4 – 2024 SHOPP Distributed Among Project Components**



LONG LEAD AND CONTINGENCY PROGRAMMING

Long Lead and Contingency projects help ensure that the State fully utilizes its available federal transportation funding. On June 15, 2000, Commission resolution G-00-13 provided Caltrans with a means to commence project delivery efforts on SHOPP Long Lead projects, which require more than four years to develop due to complex environmental and preliminary engineering work. The 2024 SHOPP contains 42 Long Lead projects valued at \$2.9 billion. These projects are authorized to start work on the Project Approval and Environmental Document (PA&ED) phase, as shown in **EXHIBIT E: 2024 SHOPP Long Lead Projects**.

The Commission further authorized Caltrans to program Contingency Projects for preliminary engineering development only, when appropriate, thus creating projects that address performance goals without committing SHOPP resources to construction capital and support prematurely before the resources are needed. Programming Contingency Projects enable the maximum currently available capital funding to be dedicated to projects ready for construction rather than having funding held aside for years as complex projects get ready for construction. The 2024 SHOPP contains 7 contingency projects valued at \$1.3

billion included within the 2024 SHOPP project listing in **EXHIBIT D: 2024 SHOPP County Listing of Projects**. A “shovel-ready” contingency project can quickly be proposed for funding should additional transportation revenues be provided or to replace a project that is delayed or otherwise reduced in cost, making funding available within the fiscally constrained Fund Estimate period.

### INNOVATION AND SUSTAINABILITY

Streets and Highways Code Section 2030 Subdivision (c)-(f) require Caltrans to use advanced construction technologies and material recycling techniques, and to include technology and communications systems to accommodate zero-emission and autonomous vehicles, wherever feasible and cost-effective. In addition, the provisions require SHOPP projects, where feasible, to include Complete Streets elements, such as bicycle lanes and sidewalks, that improve safety for all users of the highway system. Also, SB 1 requires Caltrans to ensure that transportation assets are protected and better adapted to future extreme weather and other climate impacts.

Taken together, this SHOPP will result in a highway system that is more reliable and safer for all users of the system, including bicyclists, pedestrians, and transit riders as well as automobile and truck travelers. At the same time, the methods and materials utilized when rehabilitating the highway system will be less impactful than traditional practices and will create more resilient and sustainable facilities as necessary repairs are made. The highway system is being remodeled to meet modern needs as essential repairs are made.

Caltrans is building on many activities already in practice to utilize sustainable approaches and innovative processes on SHOPP projects. Below are some of the current sustainability and innovation activities underway through SHOPP projects.

- Making multimodal transportation accessible for all Californians by providing safe, efficient, and cost effective, pedestrian, bicycle, and transit infrastructure.
- Minimize transportation impacts on climate, air quality, water quality, and wildlife.

- Incorporating recycled materials into the asphalt and concrete mixes to extend the life of the pavement and reduce the emissions generated in manufacturing the materials, including the pilot use of Environmental Product Declarations to evaluate emissions from construction materials and current research on limestone constituents in pavement mixes.
- Recycling pavement on the job site minimizes GHG from trucking materials to and from the job site and eliminates waste.
- Using reflective sign sheeting to eliminate the need for lighting.
- Specifying Light Emitting Diode (LED) traffic signals and highway lighting can reduce energy consumption by up to 50 percent.
- Deploying SMART Irrigation Controllers to tailor water usage for landscaping based on weather conditions to conserve water.
- Using recycled water for roadside landscape watering where possible.
- Designing projects with functional landscaping features that collect stormwater and reduce urban heat island effects.
- Installing electric vehicle fast-charging stations at Caltrans-owned sites.
- Updating the project development process to track progress toward designing projects that include pedestrian and bicycle facilities.
- Reducing the energy, water, and materials consumed in some of Caltrans' buildings and facility operations.

### [CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE \(CAPTI\)](#)

Adopted by the California State Transportation Agency in 2021, CAPTI details how the state recommends investing available transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity. CAPTI builds on executive orders signed by the Governor in 2019 and 2020 targeted at reducing planet warming pollution in transportation, which accounts for more than 40% of all emissions, to reach the state's ambitious climate goals.

The 2024 SHOPP is the first to transition to CAPTI goals and includes projects with climate adaptation, additional safety protections, and bike and pedestrian elements. This SHOPP also includes approximately 100 carryover projects where Caltrans later added CAPTI objectives since these carryover projects had been developed before the state's adoption of CAPTI in 2021. In line with the "fix it first" philosophy, the SHOPP's primary focus is fixing and maintaining the SHS. Along with keeping the SHS in a state of good repair, the SHOPP also includes additional objectives, such as improving safety for all road users; increasing bicycle and



pedestrian infrastructure; ensuring projects are equitably distributed in rural and urban centers and throughout all socioeconomic communities; and providing for climate adaptation. This SHOPP includes work for some sea level rise adaptation projects involving SHS. Other climate resiliency projects rebuild the SHS after storm events and fires with more resilient materials. Through these projects and actions, the SHOPP is helping to reduce the impact of climate change and make the system more resilient to realized impacts.

## RESERVATIONS

The 2024 SHOPP includes reservations that fund both Capital Outlay and COS based on historical expenditures for emergency repairs, safety projects, and other unforeseen immediate needs. These needs occur between programming cycles, and these reservations allow Caltrans to bring the projects to the Commission for amendment into the SHOPP between bi-annual programming cycles.

The following funding reservations, as shown in **EXHIBIT A: 2024 SHOPP Funding Summary**, are being held to provide funding to achieve anticipated future needs that will require action, but where specific projects have not yet been defined.

- **Major Damage (Emergency Opening):** Reservations are for unforeseen Major Damage Emergency (201.130) projects.
- **Major Damage (Permanent Restoration):** Reservations are for unforeseen Major Damage Restoration (201.131) projects.
- **Collision Reduction:** Reservations are for Safety Improvement (201.010) projects.
- **Mandates:** Reservations are for Relinquishment (201.160) projects to transfer ownership of state highways primarily serving local jurisdictions to those local jurisdictions.
- **Minor Program:** An annual reservation is held for the Minor program. The SHOPP Minor Program is an annual program to address short-term, low-cost project needs. In developing their annual portfolio of minor projects, each Caltrans District sets priorities and selects projects appropriate to the region's needs.
- **Roadside Preservation:** Reservations are for Surface Mining & Reclamation Act Obligations.
- **IJA:** Reservations are for Infrastructure Investment and Jobs Act (IJA) Bridge Formula Program, Carbon Reduction and National Highway Performance Programs.

## REGIONAL TRANSPORTATION PLANNING AGENCY COORDINATION

Caltrans developed three specific action steps to enhance early communications, covering planning, programming, and delivery. These steps are in addition to statutory requirements that direct Caltrans to provide the draft SHOPP to transportation agencies for an opportunity to review and comment.

- **Planning Process:** Caltrans Districts share their two-year PID work plan list of projects candidates for the next SHOPP programming cycle. This is the opportunity to coordinate proposed SHOPP projects with regionally-funded projects to synchronize timeframes, maximize benefits, and minimize impacts to the traveling public. Caltrans also makes available a public dashboard of all SHOPP projects planned for the coming 10 year period. This longer range notification provides opportunity for stakeholder engagement.
- **Programming Process:** Districts share with the regions which projects they will be submitting as candidate projects for the upcoming SHOPP. This is a second opportunity to coordinate and confer with local partners to synchronize timeframes, maximize benefits, and minimize impacts to the traveling public. The Division of Financial Programming will circulate the proposed four-year program of projects to the RTPAs for review and comment. Comments received will be incorporated into the final SHOPP programming document.
- **Status Updates:** Districts will update the RTPAs on a quarterly or semi-annual basis on (1) the list and status of PID projects being developed as well as (2) the status of funded SHOPP projects currently in delivery. At a minimum, Districts will provide a summary-level project delivery status on all currently programmed SHOPP projects semiannually. The online SHOPP dashboard is updated every quarter and continuously available to project stakeholders.

With the implementation of asset management, complete project lists and details are published and updated quarterly in the [SHOPP Ten-Year Project Book](#). All proposed new 2024 SHOPP projects that are not funded by reservations, such as emergency opening projects or safety improvements, have been listed in the publicly available Project Book for a minimum of six months and up to 10 years, depending on the project.

On December 7, 2023, the Draft 2024 SHOPP project listing was provided to regional transportation partners and the public for review and comment.

Formal comments received regarding the draft 2024 SHOPP and Caltrans responses are provided in **EXHIBIT C: 2024 SHOPP Comments and Responses**.

## List of New 2024 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY		Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.		
Collision Reduction								
1 01-DN-101 39.6/39.9 1157 0123000076 0M850	Near Smith River, from Rowdy Creek Bridge to 0.1 mile north of Fred Haight Drive. Construct left-turn lane, widen shoulders, install lighting, and upgrade guardrail.  PA&ED: 3/27/2025 R/W: 6/24/2026 RTL: 7/15/2026 BC: 2/2/2027  Concurrent COS allocation under Resolution FP-23-77; March 2024.	26-27	PA&ED	\$1,271	23-24	201.010		
			PS&E	\$1,086	24-25	Assembly: 2		
					R/W Sup	\$147	24-25	Senate: 2
					Con Sup	\$946	26-27	Congress: 2
					R/W Cap	\$31	26-27	
					<u>Const Cap</u>	<u>\$2,911</u>	26-27	0.07 Annual fatal and serious injury collision(s)
					Total	\$6,392		
2 01-LAK-29 31.4/33.7 3129 0123000032 0M570	Near Kelseyville, from 1.0 mile south of Bottle Rock Road to 0.7 mile north of Cole Creek Road. Widen shoulders, establish four-foot median, construct left-turn lane, and construct rumble strips.  PA&ED: 5/2/2026 R/W: 11/17/2027 RTL: 12/17/2027 BC: 6/27/2028  Concurrent COS allocation under Resolution FP-23-77; March 2024.	27-28	PA&ED	\$3,937	23-24	201.010		
			PS&E	\$2,876	25-26	Assembly: 4		
					R/W Sup	\$565	25-26	Senate: 2
					Con Sup	\$5,952	27-28	Congress: 4
					R/W Cap	\$1,239	27-28	
					<u>Const Cap</u>	<u>\$15,750</u>	27-28	0.29 Annual fatal and serious injury collision(s)
					Total	\$30,319		

## List of New 2024 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
3 05-MON-1 43.1 2656 0516000081 1H490	Near Big Sur, at the Castro Canyon Bridge No. 44-0035. Upgrade bridge railing and approach railings to meet current standards.	24-25	PA&ED	\$0	201.112
			PS&E	\$680	23-24 Assembly: 30
			R/W Sup	\$110	23-24 Senate: 17
			Con Sup	\$1,690	24-25 Congress: 19
			R/W Cap	\$75	24-25
			<u>Const Cap</u>	<u>\$4,200</u>	24-25
			Total	\$6,755	0.01 Annual fatal and serious injury collision(s)
			BC: 1/27/2026		
Concurrent COS allocation under Resolution FP-23-77; March 2024.					
4 05-SLO-101 61.7/62.2 2766 0518000052 1J780	Near Paso Robles, from 0.7 mile north of Exline Road to 0.9 mile south of Monterey Road. Improve safety by constructing an undercrossing.	24-25	PA&ED	\$0	201.010
			PS&E	\$800	23-24 Assembly: 30
			R/W Sup	\$300	23-24 Senate: 17
			Con Sup	\$4,000	24-25 Congress: 19
			R/W Cap	\$3,800	24-25
			<u>Const Cap</u>	<u>\$16,100</u>	24-25
			Total	\$25,000	0.22 Annual fatal and serious injury collision(s)
			BC: 11/27/2025		
Concurrent COS allocation under Resolution FP-23-77; March 2024.					

## List of New 2024 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
5 11-SD-76 R34.5/R34.7 1439 1121000121 43126	Near Rincon, from 0.3 to 0.5 mile east of Rincon Ranch Road. Widen shoulder, construct retaining wall with safety barrier, remove boulders, and relocate and reconstruct drainage system to improve safety.	26-27	PA&ED	\$407	23-24	201.010
			PS&E	\$776	25-26	Assembly: 75
			R/W Sup	\$374	25-26	Senate: 40
			Con Sup	\$1,077	26-27	Congress: 48
			R/W Cap	\$129	26-27	
			<u>Const Cap</u>	<u>\$4,305</u>	26-27	0.06 Annual fatal and serious injury collision(s)
			Total	\$7,068		
			PA&ED:	5/13/2025		
			R/W:	12/4/2026		
			RTL:	1/21/2027		
BC:	6/23/2027					
Concurrent COS allocation under Resolution FP-23-77; March 2024.						
<hr/>						
Complete Streets						
6 10-SJ-26 10.7 3629 1023000030 1Q520	In San Joaquin, Merced, and Stanislaus Counties, on Routes 26, 140 and 120 at various locations. Install new and replace existing pedestrian crosswalks and new rectangular rapid flashing beacons.	25-26	PA&ED	\$472	23-24	201.400
			PS&E	\$391	24-25	Assembly: 9, 27
			R/W Sup	\$116	24-25	Senate: 4, 5, 14
			Con Sup	\$438	25-26	Congress: 5, 9, 13
			R/W Cap	\$99	25-26	
			<u>Const Cap</u>	<u>\$2,414</u>	25-26	384.0 Bicycle and pedestrian infrastructure (linear feet)
			Total	\$3,930		
			PA&ED:	2/17/2025		
			R/W:	3/25/2026		
			RTL:	4/15/2026		
BC:	9/30/2026					
Concurrent COS allocation under Resolution FP-23-77; March 2024.						

## List of New 2024 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
<b>Major Damage Restoration</b>						
7 04-MRN-1 42.98 2924B 0423000326 3Y880	Near Hamlet, at 2.4 miles south of Tomales-Petaluma Road. Repair roadway slipout and embankment, install retaining wall, and place rock slope protection.  This project will utilize the Emergency Limited Bid contract method.	23-24	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$15 \$360 \$60 <u>\$992</u> \$1,427	23-24 23-24 23-24 23-24	201.131 Assembly: 12 Senate: 2 Congress: 2  1.0 Location(s)
	PA&ED: N/A R/W: N/A RTL: 4/2/2024 BC: 4/3/2024					
	Concurrent COS allocation under Resolution FP-23-77; March 2024.					
	Concurrent CONST and CON ENG allocation under Resolution FP-23-76; March 2024.					
8 04-NAP-29 41.12 2923E 0423000330 3Y920	Near Calistoga, at 1.6 miles north of Tubbs Lane. Remove debris and install Double Twisted Wire Mesh (DTWM) system to control rockfall.  This project will utilize the Emergency Limited Bid contract method.	23-24	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$18 \$245 \$30 <u>\$894</u> \$1,187	23-24 23-24 23-24 23-24	201.131 Assembly: 4 Senate: 3 Congress: 4  1.0 Location(s)
	PA&ED: N/A R/W: N/A RTL: 4/2/2024 BC: 4/3/2024					
	Concurrent COS allocation under Resolution FP-23-77; March 2024.					
	Concurrent CONST and CON ENG allocation under Resolution FP-23-76; March 2024.					

## List of New 2024 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
9 04-NAP-128 29.77/33.45 2925K 0423000327 3Y890	Near Calistoga, from 1.9 to 5.6 miles east of Wragg Canyon Road. Repair roadway embankment, side slope, and drainage system. This project will utilize the Emergency Limited Bid contract method.  PA&ED:       N/A R/W:            N/A RTL:           4/2/2024 BC:             4/3/2024  Concurrent COS allocation under Resolution FP-23-77; March 2024.  Concurrent CONST and CON ENG allocation under Resolution FP-23-76; March 2024.	23-24	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$116 \$1,644 \$100 <u>\$5,750</u> \$7,610	23-24 23-24 23-24 23-24	201.131 Assembly: 4 Senate: 3 Congress: 4 3.0 Location(s)
10 04-SCL-280 R3.83 2923H 0424000084 0X260	In San Jose, at 0.2 mile north of Race Street (Southwest Expressway Overcrossing Pump Plant 37-0259W). Repair drainage pump plant. This project will utilize the Emergency Limited Bid contract method.  PA&ED:       N/A R/W:            N/A RTL:           4/2/2024 BC:             4/3/2024  Concurrent CONST and CON ENG allocation under Resolution FP-23-76; March 2024.	23-24	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$456 \$0 <u>\$1,520</u> \$1,976	23-24 23-24	201.131 Assembly: 26 Senate: 15 Congress: 18 1.0 Location(s)



## List of New 2024 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
11 04-SM-84 R27.98 2923S 0424000108 0X330	In Menlo Park, at 0.2 mile south of Route 109 (Ravenswood Slough Pump Plant 35-0292W). Repair drainage pump plant and facility. This project will utilize the Emergency Limited Bid contract method.  PA&ED: N/A R/W: N/A RTL: 4/2/2024 BC: 4/3/2024  Concurrent CONST and CON ENG allocation under Resolution FP-23-76; March 2024.	23-24	PA&ED	\$0	201.131 Assembly: 21 Senate: 13 Congress: 15  1.0 Location(s)	
			PS&E	\$0		
			R/W Sup	\$0		
			Con Sup	\$405		
			R/W Cap	\$0		
			<u>Const Cap</u>	<u>\$1,350</u>		
			Total	\$1,755		
12 04-SM-280 R21.97 2923C 0424000030 0X090	In South San Francisco, at 0.1 mile south of Avalon Drive. Repair slope and fencing and modify drainage system. This project will utilize the Emergency Limited Bid contract method.  PA&ED: N/A R/W: N/A RTL: 4/2/2024 BC: 4/3/2024  Concurrent COS allocation under Resolution FP-23-77; March 2024.  Concurrent CONST and CON ENG allocation under Resolution FP-23-76; March 2024.	23-24	PA&ED	\$0	201.131 Assembly: 21 Senate: 13 Congress: 15  1.0 Location(s)	
			PS&E	\$0		
			R/W Sup	\$15		
			Con Sup	\$269		
			R/W Cap	\$30		
			<u>Const Cap</u>	<u>\$896</u>		
			Total	\$1,210		

## List of New 2024 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.																								
<b>Mandates</b>																													
13 01-MEN-1 59.8/62.1 4546 0112000110 0B220	In Fort Bragg, from Route 20 to Pudding Creek Bridge. Construct Americans with Disabilities Act (ADA) compliant curb ramps and sidewalk, add high visibility signing and striping at crosswalks, construct retaining walls, and upgrade drainage.  PA&ED: N/A R/W: 2/21/2025 RTL: 3/21/2025 BC: 12/1/2027  Concurrent COS allocation under Resolution FP-23-77; March 2024.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$513 \$903 \$1,906 \$279 <u>\$6,829</u> \$10,430	23-24 23-24 24-25 24-25 24-25	201.361 Assembly: 2 Senate: 2 Congress: 2  36 Curb ramp(s)																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="6">Performance Measure: (Planned: 36, Actual: 36)</td> </tr> <tr> <td></td> <td style="text-align: center;">Unit</td> <td style="text-align: center;">Good</td> <td style="text-align: center;">Fair</td> <td style="text-align: center;">Poor</td> <td style="text-align: center;">Quantity</td> </tr> <tr> <td>Existing Condition</td> <td style="text-align: center;">Each</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">35</td> <td style="text-align: center;">35</td> </tr> <tr> <td>Post Condition</td> <td style="text-align: center;">Each</td> <td style="text-align: center;">36</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">36</td> </tr> </table>						Performance Measure: (Planned: 36, Actual: 36)							Unit	Good	Fair	Poor	Quantity	Existing Condition	Each	0	0	35	35	Post Condition	Each	36	0	0	36
Performance Measure: (Planned: 36, Actual: 36)																													
	Unit	Good	Fair	Poor	Quantity																								
Existing Condition	Each	0	0	35	35																								
Post Condition	Each	36	0	0	36																								
14 04-ALA-880 R32.0/R35.0R 2925A 0424000173 0X850	In and near Oakland, from northbound Market Street offramp to 0.3 mile north of northbound West Grand Avenue onramp. Construct permanent Full Trash Capture (FTC) devices to achieve statewide National Pollutant Discharge Elimination System (NPDES) permit compliance units for trash capture. Financial Contribution Only (FCO) to the Port of Oakland.  PA&ED: N/A R/W: N/A RTL: 1/29/2024 BC: N/A	23-24	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$0 \$0 <u>\$6,000</u> \$6,000	23-24	201.335 Assembly: 18 Senate: 7 Congress: 12  19.0 Acre(s) treated/pollutant																							

## List of New 2024 SHOPP Capital Project Amendments for Senate Bill 1 Projects

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)	Program Code Leg./Congress. Dists. Perf. Meas.
<b>Bridge Preservation</b>				
1 05-SCR-9 13.61 2655 0516000078 1H470	Near Boulder Creek, at San Lorenzo River Bridge No. 36-0052 and Kings Creek Bridge No. 36-0054 (PM 15.49). Replace bridges to maintain standards of safety and reliability.  PA&ED: N/A R/W: 5/19/2024 RTL: 6/15/2024 BC: 2/17/2025	24-25	PA&ED \$0 PS&E \$600 R/W Sup \$300 Con Sup \$4,600 R/W Cap \$500 <u>Const Cap \$15,150</u> Total \$21,150	201.110 Assembly: 28 Senate: 17 Congress: 19  2 Bridge(s)

Concurrent COS allocation under Resolution FP-23-77; March 2024.

Performance Measure: (Planned: 2, Actual: 2)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	1,615	0	2,454	4,069
Post Condition	Square feet	4,069	0	0	4,069

2 07-LA-405 0.02 4984 0716000044 32100	In Long Beach, at the San Gabriel River Bridge No. 53-1185 and SB 605 to NB I-405 Connector Bridge No. 53-1737H; also in Orange County, on Route 405 at the SB 405 to NB 605 Connector Bridge No. 55-0413F (PM 24.11). Retrofit scour critical bridges to preserve the structural integrity of the bridges by extending pier footings, adding Cast in Drilled Hole (CIDH) piles and reinforcing the area with Rock Slope Protection (RSP). This is a Construction Manager/General Contractor (CMGC) project.  PA&ED: 6/30/2020 R/W: 12/1/2023 RTL: 11/1/2024 BC: 7/1/2025	24-25	PA&ED \$0 PS&E \$475 R/W Sup \$0 Con Sup \$7,140 R/W Cap \$0 <u>Const Cap \$41,550</u> Total \$49,165	201.111 Assembly: 70 Senate: 36 Congress: 47  3 Bridge(s)
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Performance Measure: (Planned: 3, Actual: 3)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	0	128,522	128,522
Post Condition	Square feet	128,522	0	0	128,522

## List of New 2024 SHOPP Capital Project Amendments for Senate Bill 1 Projects

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
3 07-VEN-1 21.5 4972 0716000025 31960	Near the city of Ventura, at Ventura Overhead No. 52-0040. Replace bridge and make bicycle and pedestrian improvements.  PA&ED: 6/26/2019 R/W: 7/10/2024 RTL: 7/31/2024 BC: 2/12/2025	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$420 \$0 \$9,640 \$5,978 <u>\$40,237</u> \$56,275	24-25 24-25 24-25 24-25 24-25 24-25	201.110 Assembly: 38 Senate: 21 Congress: 24  1 Bridge(s)

Future SB 1 Baseline Agreement required.

Performance Measure: (Planned: 1, Actual: 1)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	27,373	0	27,373
Post Condition	Square feet	34,669	0	0	34,669

### Roadway Preservation

4 04-SOL-12 R23.7/25.5 0480X 0421000253 0J632	In and near Rio Vista, from Summerset Road to Drouin Drive. Roadway resurfacing and rehabilitation, realignment, and widening.  PA&ED: N/A R/W: 3/3/2025 RTL: 3/14/2025 BC: 8/8/2025	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$1,400 \$1,504 \$5,478 \$9,880 <u>\$31,500</u> \$49,762	23-24 23-24 24-25 24-25 24-25	201.120 Assembly: 11 Senate: 3 Congress: 4  3.6 Lane mile(s)
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Concurrent COS allocation under Resolution FP-23-77; March 2024.

Performance Measure: (Planned: 3.6, Actual: 3.6)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0	3.6	0	3.6
Post Condition	Lane mile(s)	3.6	0	0	3.6

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
1 01-HUm-36 3.9/6.0 2525 0119000119 0J890	Near Carlotta, from west of Fisher Road to west of Wilder Road. Widen shoulders, extend westbound passing lane, construct soft median and rumble strips, replace bridge, construct soldier pile wall and upgrade guardrail.  <u>Performance Measure</u> 0.46 Annual fatal and serious injury collision(s)	23-24 201.010	PA&ED	\$3,187	Prior	\$3,187	Prior
			PS&E	\$2,383	Prior	\$2,383	Prior
			R/W Sup	\$506	Prior	\$506	Prior
			Con Sup	<del>\$3,684</del>	23-24	<b>\$3,086</b>	23-24
			R/W Cap	\$1,311	23-24	\$1,311	23-24
			<u>Const Cap</u>	<u>\$18,576</u>	23-24	<b>\$18,360</b>	23-24
			Total	\$29,644		<b>\$28,833</b>	

Note: Split plant revegetation mitigation and monitoring work into project EA 0J891/PPNO 01-2525M from parent project EA 0J890/PPNO 01-2525.

2 01-HUM-36 3.9/6.0 2525M 0124000112 0J891	Near Carlotta, from west of Fisher Road to west of Wilder Road. Plant revegetation mitigation and monitoring work for safety project 0J890.  <u>Performance Measure</u> 0.0 Annual fatal and serious injury collision(s)	26-27 201.010	PA&ED			\$0	
			PS&E			\$0	
			R/W Sup			\$0	
			Con Sup			\$595	26-27
			R/W Cap			\$0	
			<u>Const Cap</u>			<u>\$216</u>	<u>26-27</u>
Total			\$811				

Note: Split plant revegetation mitigation and monitoring work into project EA 0J891/PPNO 01-2525M from parent project EA 0J890/PPNO 01-2525.

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
3 01-HUm-101 2.4/M53.9 2497 0117000245 0H640	Near Rio Dell, from 2.4 miles north of Mendocino County line to Eel River Bridge at various locations. Rehabilitate drainage systems and upgrade lighting and Transportation Management System (TMS) elements.  <u>Performance Measure</u> 85 Culvert(s)	23-24 201.151	PA&ED	\$2,631	Prior	\$2,631	Prior
			PS&E	\$1,657	Prior	\$1,657	Prior
			R/W Sup	\$350	Prior	\$350	Prior
			Con Sup	<del>\$3,370</del>	23-24	<b>\$3,035</b>	23-24
			R/W Cap	\$264	23-24	\$264	23-24
			<u>Const Cap</u>	<u><del>\$17,692</del></u>	23-24	<b><u>\$17,493</u></b>	23-24
			Total	\$25,964		<b>\$25,430</b>	

Note: Split plant revegetation mitigation and monitoring work into project EA 0H642/PPNO 01-2497M from parent project EA 0H640/PPNO 01-2497.

Performance Measure: (Planned: 85, Actual: 85)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	1,580	2,542	5,011	9,133.0
Post Condition	Linear feet	8,388.1	0	0	8,388.1

4 01-HUm-101 2.4/M53.9 2497M 0124000131 0H642	Near Rio Dell, from 2.4 miles north of Mendocino County line to Eel River Bridge at various locations. Plant revegetation mitigation and monitoring work for drainage rehabilitation project 0H640.  <u>Performance Measure</u> 0 Culvert(s)	26-27 201.151	PA&ED			\$0	
			PS&E			\$0	
			R/W Sup			\$0	
			Con Sup			\$335	26-27
			R/W Cap			\$0	
			<u>Const Cap</u>			<b><u>\$199</u></b>	<b><u>26-27</u></b>
Total			<b>\$534</b>				

Note: Split plant revegetation mitigation and monitoring work into project EA 0H642/PPNO 01-2497M from parent project EA 0H640/PPNO 01-2497.

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
5 01-Hum-101 R53.7/M54.2 2301B 0116000148 0A111	In Rio Dell, from 0.2 mile south of Eel River Bridge No. 04-0016R to 0.4 mile south of Metropolitan Heights Road. Seismic retrofit and partial bridge replacement.	24-25	PA&ED	\$5,433	Prior	\$5,433	Prior
		<del>201.113</del>	PS&E	\$5,113	Prior	\$5,113	Prior
		<b>201.116</b>	R/W Sup	\$216	Prior	\$216	Prior
			Con Sup	\$6,004	24-25	\$6,004	24-25
			R/W Cap	\$2,390	24-25	\$2,390	24-25
			<u>Const Cap</u>	<u>\$69,728</u>	24-25	<u>\$69,728</u>	24-25
			Total	\$88,884		\$88,884	
	<u>Performance Measure</u> 1 Bridge(s)						

Concurrent SB 1 Baseline Agreement approval  
 under Resolution SHOPP-P-2324-06B; March 2024.

Note: Changed program code to utilize new Bridge Formula Program (BFP) code.

Performance Measure: (Planned: 1, Actual: 1)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0	0	64,314	64,314.0
Post Condition	Square feet	64,314	0	0	64,314.0

6 01-MEn-1 6.4/10.4 4630M 0124000099 0F711	<b>Near Gualala, from 0.4 mile north of Havens Neck Drive to 0.7 mile north of Iverson Road. Onsite and offsite plant revegetation mitigation and monitoring work for safety project 0F710.</b>	24-25	PA&ED			\$0	
		<b>201.010</b>	PS&E			\$0	
			R/W Sup			\$0	
			Con Sup			\$908	24-25
			R/W Cap			\$707	24-25
			<u>Const Cap</u>			<u>\$306</u>	<u>24-25</u>
	<b>0.0 Annual fatal and serious injury collision(s)</b>		Total			\$1,921	

Note: Split plant revegetation mitigation and monitoring work into project EA 0F711/PPNO 01-4630M from parent  
 project EA 0F710/PPNO 01-4630.

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
7 01-MEn-1 6.4/6.8 4630 0116000047 0F710	Near Gualala, from north of Havens Neck Drive to north of Gypsy Flat Road; also from 0.5 mile to 0.3 mile south of Iverson Road (PM 9.3/9.5). Realign roadway and widen lanes and shoulders.  <u>Performance Measure</u> .08 Annual fatal and serious injury collision(s)	23-24 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$1,157 \$659 <del>\$1,698</del> <del>\$1,933</del> <del>\$3,017</del> \$8,464	Prior Prior 23-24 23-24 23-24	\$0 \$1,157 \$659 <b>\$790</b> <b>\$1,226</b> <b>\$2,711</b> <b>\$6,543</b>	Prior Prior 23-24 23-24

Note: Split plant revegetation mitigation and monitoring work into project EA 0F711/PPNO 01-4630M from parent project EA 0F710/PPNO 01-4630.

8 02-SHa-5 R14.80/R20.00 3790 0220000064 1J380	In Redding, from north of Cypress Avenue to 0.6 mile north of Oasis Road. Replace overhead signs, concrete and cable barrier, and guardrail, improve vertical clearance, upgrade bridge rails, and replace Transportation Management System (TMS) elements.  <u>Performance Measure</u> 0.26 Annual fatal and serious injury collision(s)	24-25 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$650 \$2,037 \$180 <del>\$2,680</del> <del>\$42</del> <del>\$23,300</del> \$28,889	Prior Prior Prior 24-25 24-25 24-25	\$650 \$2,037 \$180 <b>\$3,030</b> <b>\$356</b> <b>\$27,449</b> <b>\$33,702</b>	Prior Prior Prior 24-25 24-25
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Note: Increase R/W capital, and construction support and capital due to the addition of fiber optic line and TMS elements to the scope. This additional need of \$1,578,000 will be funded through Infrastructure Investment and Jobs Act (IIJA) funds. Increase in construction support and capital is also due to addition of in-fill walls for seismic resiliency of bridges. R/W capital increase is also for environmental mitigation and permits which were previously not identified.



## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
9 02-SHa-5 R30.6/R30.9 3806 0221000006 1J890	Near Shasta Lake City, at Tunnel Gulch Sidehill Viaduct No. 06-0131R, Johns Cove Sidehill Viaduct No. 06-0132R, and Island View Sidehill Viaduct No. 06-0133R. Apply polyester concrete overlay to bridge decks.  <u>Performance Measure</u> 3 Bridge(s)	24-25 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$710 \$700 \$20 <del>\$740</del> \$7 <del>\$3,650</del> \$5,827	Prior 23-24 23-24 24-25 24-25 24-25 24-25	\$710 \$700 \$20 <b>\$840</b> \$7 <b>\$4,550</b> <b>\$6,827</b>	Prior 23-24 23-24 24-25 24-25 24-25 24-25

Note: Increase in construction support and capital is due to the need of additional jointed plain concrete paving work between the viaducts.

Performance Measure: (Planned: 3, Actual: 3)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0	53,411	0	53,411.0
Post Condition	Square feet	53,411	0	0	53,411.0

10 02-SHa-44 Var 3815 0221000043 2J220	In Shasta, Lassen, Modoc, Plumas, Siskiyou, Tehama, and Trinity Counties, on Routes 32, 36, 44, 70, 89, 139, 147, and 299 at various locations. Upgrade curve warning signs.  <u>Performance Measure</u> 0.08 Annual fatal and serious injury collision(s)	24-25 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$680 \$610 \$30 <del>\$640</del> \$5 <del>\$2,870</del> \$4,835	Prior 23-24 23-24 24-25 24-25 24-25 24-25	\$680 \$610 \$30 <b>\$775</b> \$5 <b>\$4,070</b> <b>\$6,170</b>	Prior 23-24 23-24 24-25 24-25 24-25 24-25
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Concurrent COS allocation under Resolution FP-23-77; March 2024.

Note: Increase in construction support and capital is due to additional curve warning signs that are needed on the project. During project development, it was determined that almost double the number of signs are required for standard sign requirements.

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
11	Near Macdoel, at Grass Lake Maintenance Station.	24-25	PA&ED	\$1,880	Prior	\$1,880	Prior
02-SIs-97	Construct new maintenance station building, fuel facility, wash rack, salt house, and a materials storage facility.	201.352	PS&E	\$1,700	23-24	\$1,700	23-24
20.2			R/W Sup	\$40	23-24	\$40	23-24
3805			Con Sup	<del>\$2,960</del>	24-25	<b>\$3,500</b>	24-25
0221000004			R/W Cap	<del>\$32</del>	24-25	<b>\$60</b>	24-25
1J870			Const Cap	<del>\$17,890</del>	24-25	<b>\$21,390</b>	24-25
	<u>Performance Measure</u>		Total	\$24,502		<b>\$28,570</b>	
	1.0 Location(s)						

Note: Increase in construction support and capital is due to additional work needed on the project, such as, a retaining wall, a larger multi-use building to accommodate newer and bigger equipment, and a fire suppression system. Additional R/W capital is needed for easements to install off-site water tank for the fire suppression system.

Performance Measure: (Planned: 1.0, Actual: 1.0)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0	0	9,142	9,142.0
Post Condition	Square feet	25,044	0	0	25,044.0

12	Near Dorris, from 4.5 miles east of Route 97 to 2.1 miles west of Fugate Road. Rehabilitate roadway, replace signs, upgrade facilities to Americans with Disabilities Act (ADA) standards at the vista point.	24-25	PA&ED	\$750	Prior	\$750	Prior
02-SIs-161		201.122	PS&E	\$770	23-24	\$770	23-24
4.5/9.1			R/W Sup	\$30	23-24	\$30	23-24
3754			Con Sup	\$990	24-25	\$990	24-25
0219000135			R/W Cap	<del>\$15</del>	24-25	<b>\$17</b>	24-25
0J550			Const Cap	<del>\$11,510</del>	24-25	<b>\$14,010</b>	24-25
	<u>Performance Measure</u>		Total	\$14,065		<b>\$16,567</b>	
	9.0 Lane mile(s)						

Note: Additional construction capital is needed due to increase in cost for earthwork, pavement structural section, and mobilization. Additional R/W Cap is needed for permit costs.

Performance Measure: (Planned: 9.0, Actual: 9.0)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0	1.1	7.9	9.0
Post Condition	Lane mile(s)	9	0	0	9.0

## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
13 02-TEh-5 42.0 3774 0219000167 0J840	Near Cottonwood, at Cottonwood Creek Bridge; <del>also near Los Molinos on Route 99, north of Toomes Creek Bridge (PM 8.4).</del> Transfer <del>two</del> mitigation site <del>properties</del> <b>property</b> to third party entity for permanent stewardship responsibility. Transfer will relieve the Department of ongoing maintenance on lands that <del>were was</del> used to meet environmental commitments for completed highway projects.	24-25 201.240	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$670 <del>\$150</del> \$320 \$0 <del>\$3,574</del> \$0 \$4,714	Prior 24-25 24-25 24-25 24-25 24-25	\$670 <b>\$310</b> \$320 \$0 <b>\$1,684</b> \$0 <b>\$2,984</b>	Prior 24-25 24-25 24-25 24-25

Performance Measure

~~2.0~~ Location(s)

**1.0** Location(s)

Note: Update description, performance, and R/W capital because one of the transfer sites is being removed from the project due to presence of biological and cultural resources. Increase PS&E cost as the coordination of transfer efforts has turned out to be more complex than originally anticipated.

14 02-TRi-3 67.70/T85.06 3768 0219000157 0J760	Near Coffee Creek, from Coffee Creek Bridge to Siskiyou County line. Rehabilitate pavement, pave ditches, upgrade bridge rails, guardrails, drainage systems, signs, and Transportation Management System (TMS) elements, and develop disposal sites.	24-25 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$990 \$1,060 \$230 \$1,530 \$657 <del>\$20,130</del> \$24,597	Prior 23-24 23-24 24-25 24-25 24-25	\$990 \$1,060 \$230 \$1,530 \$657 <b>\$23,370</b> <b>\$27,837</b>	Prior 23-24 23-24 24-25 24-25 24-25
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Performance Measure

21.7 Lane mile(s)

Concurrent COS allocation under Resolution FP-23-77; March 2024.

Note: Additional construction capital is needed due to increase in unit costs and quantities for asphalt, shoulder backing, stormwater and drainage items, and recessed striping.

Performance Measure: (Planned: 21.7, Actual: 21.7)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0	21.7	0	21.7
Post Condition	Lane mile(s)	21.7	0	0	21.7

## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
15 03-But-70 34.10/46.00 2300 0319000284 0J430	Near Pulga, from 0.1 mile east of Big Bend Road to 0.8 mile west of Shady Rest Area; also from 0.2 mile east of Shady Rest Area to Plumas County line (PM 47.0/48.076). Rehabilitate pavement, drainage systems, lighting, sign panels, and Transportation Management System (TMS) elements.	25-26 201.121	PA&ED	\$1,240	Prior	\$1,240	Prior
			PS&E	\$1,490	22-23	\$1,490	22-23
			R/W Sup	\$300	22-23	\$300	22-23
			Con Sup	\$1,250	25-26	\$1,250	25-26
			R/W Cap	\$880	25-26	\$880	25-26
			<u>Const Cap</u>	<u>\$12,690</u>	25-26	<u>\$18,390</u>	25-26
			Total	\$17,850		<b>\$23,550</b>	

Performance Measure  
 25.7 Lane mile(s)

Note: Additional construction capital is needed due to increase in unit prices for asphalt, grinding, and mobilization, and an addition of a count station to the project.

Performance Measure: (Planned: 25.7, Actual: 25.7)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0	25.7	0	25.7
Post Condition	Lane mile(s)	25.7	0	0	25.7

16 03-Ed-50 77.3/80.4 3338 0319000289 0J480	In South Lake Tahoe, from east of Blue Lake Road <b>Avenue</b> to the Nevada State line. Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and replace Transportation Management System (TMS) elements.	25-26 201.121	PA&ED	\$1,600	Prior	\$1,600	Prior
			PS&E	\$2,040	23-24	\$2,040	23-24
			R/W Sup	\$1,440	23-24	\$1,440	23-24
			Con Sup	<del>\$3,090</del>	25-26	<b>\$3,524</b>	25-26
			R/W Cap	<del>\$1,520</del>	25-26	<b>\$2,745</b>	25-26
			<u>Const Cap</u>	<u>\$17,440</u>	25-26	<u>\$21,228</u>	25-26
			Total	\$27,130		<b>\$32,577</b>	

Performance Measure  
 12.6 Lane mile(s)

Note: Increase construction support and capital due to the addition of fiber optic line to the scope. This additional need of \$820,000 will be funded through Infrastructure Investment and Jobs Act (IIJA) funds. Additional R/W capital, and construction support and capital is also needed due to increase in number of curb ramps, modifications to traffic signal and lighting, and addition of temporary traffic signal, bicycle video card, loop detector, light poles, and census station.

Performance Measure: (Planned: 12.6, Actual: 12.6)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0	10.9	1.7	12.6
Post Condition	Lane mile(s)	12.6	0	0	12.6

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
17 03-GLe-32 L0.0/10.9 3790 0319000291 0J500	In and near Orland and Hamilton City, from Route 5 to Butte County line. Rehabilitate pavement and drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards.  <u>Performance Measure</u> 20.7 Lane mile(s)	25-26 201.121	PA&ED	\$1,360	Prior	\$1,360	Prior
			PS&E	\$1,770	Prior	\$1,770	Prior
			R/W Sup	\$1,140	Prior	\$1,140	Prior
			Con Sup	\$1,670	25-26	\$1,670	25-26
			R/W Cap	<del>\$410</del>	25-26	<b>\$657</b>	25-26
			<u>Const Cap</u>	<u>\$13,960</u>	25-26	<u>\$13,960</u>	25-26
			Total	\$20,310		<b>\$20,557</b>	

Note: Increase in R/W capital is due to additional coordination and permits needed from railroad companies and utilities.

Performance Measure: (Planned: 20.7, Actual: 20.7)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0	20.7	0	20.7
Post Condition	Lane mile(s)	20.7	0	0	20.7

18 03-NEV-49 2.1/9.8 4143 0323000087 4J110	Near Grass Valley, from Wolf Road/Combie Road to Ponderosa Pines Road. Widen shoulders, construct two-way left-turn lane, rehabilitate pavement and drainage systems, and upgrade lighting, signs, guardrail, and Traffic Management System (TMS) elements. (Additional contribution of <del>\$25,000,000</del> <b>\$35,000,000</b> from Nevada County Transportation Commission in Local Transportation Climate Adaptation Program funds.)  <u>Performance Measure</u> <del>2.7 Centerline mile(s)</del> <b>7.7 Centerline mile(s)</b>	26-27 201.999	PA&ED	<del>\$1,700</del>		<b>\$0</b>	
			PS&E	<del>\$1,310</del>	25-26	<b>\$2,200</b>	25-26
			R/W Sup	<del>\$1,100</del>	25-26	<b>\$200</b>	25-26
			Con Sup	<del>\$4,000</del>	26-27	<b>\$6,220</b>	26-27
			R/W Cap	<del>\$6,077</del>	26-27	<b>\$4,354</b>	26-27
			<u>Const Cap</u>	<u><del>\$29,013</del></u>	26-27	<u><b>\$30,226</b></u>	26-27
			Total	\$43,200		\$43,200	

Note: Updated project description, costs, and performance measure on this new 2024 SHOPP project due to additional funding made available by local partners.

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
19 03-YUb-20 0.8/1.1 6942 0323000034 3J910	In Sacramento, Yolo, and Yuba Counties, on Routes 20, 80, 99, and 113 at four locations. Install signs, green pavement markings, and crosswalks to improve bicyclist and pedestrian safety.  <u>Performance Measure</u> 0.19 Annual fatal and serious injury collision(s)	24-25 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$149 \$279 \$29 \$122 \$32 <del>\$810</del> \$1,421	Prior 23-24 23-24 24-25 24-25 24-25 24-25	\$149 \$279 \$29 \$122 \$32 <del>\$810</del> \$1,596	Prior 23-24 23-24 24-25 24-25 24-25 24-25

Note: Increase construction capital to account for higher bid prices trending for items such as roadway excavation and asphalt.

20 04-MRn-37 14.5 0332C 0419000019 2Q500	Near Novato, at Petaluma River Bridge No. 27-0013. Rehabilitate bridge deck, upgrade railings, replace fender system, and mitigate bridge scour. (G13 Contingency)  <u>Performance Measure</u> 1 Bridge(s)	23-24 201.110	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$1,810 \$3,630 \$110 \$7,030 \$130 <del>\$32,040</del> \$44,750	Prior Prior Prior 23-24 23-24 23-24	\$1,810 \$3,630 \$110 \$7,030 \$130 <del>\$32,040</del> \$43,750	Prior Prior Prior 23-24 23-24 23-24
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\* Phase not authorized

Note: Split environmental mitigation work into project EA 2Q501/PPNO 04-2925Y from parent project EA 2Q500/PPNO 04-0332C.

Performance Measure: (Planned: 1, Actual: 1)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	0	146,830	146,830.0
Post Condition	Square feet	146,830	0	0	146,830.0

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
21 04-MRn-37 14.5 2925Y 0424000189 2Q501	<b>Near Novato, at Petaluma River Bridge No. 27-0013. Environmental mitigation for EA 2Q500.</b>  <u>Performance Measure</u> <b>0 Bridge(s)</b>	24-25	PA&ED			\$0	
		201.110	PS&E			\$0	
			R/W Sup			\$0	
			Con Sup			\$0	
			R/W Cap			\$0	
			<u>Const Cap</u>			<b>\$1,000</b>	<b>24-25</b>
			Total			<b>\$1,000</b>	

Note: Split environmental mitigation work into project EA 2Q501/PPNO 04-2925Y from parent project EA 2Q500/PPNO 04-0332C.

22 04-MRn-37 28.4/28.6 0756K 0413000350 0G642	<b>Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023 and Lagunitas Creek Overflow Bridge No. 27-0024. Replace bridges.</b>  <u>Performance Measure</u> <b>2 Bridge(s)</b>	24-25	PA&ED	\$0	Prior	\$0	Prior
		<del>201.113</del>	PS&E	\$1,000	Prior	\$1,000	Prior
		<b>201.116</b>	R/W Sup	\$1,100	Prior	\$1,100	Prior
			Con Sup	\$4,000	24-25	\$4,000	24-25
			R/W Cap	\$6,893	24-25	\$6,893	24-25
			<u>Const Cap</u>	<b>\$17,986</b>	24-25	<b>\$17,986</b>	24-25
			Total	\$30,979		\$30,979	

Note: Change program code to utilize new Bridge Formula Program (BFP) code.

Performance Measure: (Planned: 2, Actual: 2)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	1,098	4,413	5,511.0
Post Condition	Square feet	5,660	1,098	0	6,758.0

## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
23	Near Calistoga, at No Name Creek Bridge No.	25-26	PA&ED	\$0	Prior	\$0	Prior
04-NAp-29	21-0100. Bridge preventative maintenance and scour	<del>201.113</del>	PS&E	\$1,138	Prior	\$1,138	Prior
42.83	mitigation.	<b>201.119</b>	R/W Sup	\$610	Prior	\$610	Prior
1483E			Con Sup	\$2,235	25-26	\$2,235	25-26
0418000401	<u>Performance Measure</u>		R/W Cap	\$1,391	25-26	\$1,391	25-26
2J88U	1 Bridge(s)		<u>Const Cap</u>	<u>\$2,202</u>	25-26	<u>\$2,202</u>	25-26
			Total	\$7,576		\$7,576	

Note: Update program code due to clerical error.

Performance Measure: (Planned: 1, Actual: 1)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	0	807	807.0
Post Condition	Square feet	807	0	0	807.0

24	In Half Moon Bay, at the Pilarcitos Creek Bridge No.	22-23	PA&ED	\$1,250	Prior	\$1,250	Prior
04-Sm-1	35-0139L/R; also on Route 84 at San Gregorio	201.119	PS&E	\$1,040	Prior	\$1,040	Prior
28.9	Creek Bridge No. 35-0166 (PM 7.55). Retrofit scour		R/W Sup	\$260	Prior	\$260	Prior
1483M	critical bridges to preserve the structural integrity of		Con Sup	\$1,752	22-23	\$1,752	22-23
0415000014	the bridges by reinforcing with Rock Slope Protection		R/W Cap	\$424	22-23	\$424	22-23
2J790	(RSP).		<u>Const Cap</u>	<u>\$6,177</u>	22-23	<u>\$4,807</u>	22-23
			Total	\$10,903		<b>\$9,533</b>	

Performance Measure  
 3 Bridge(s)

Concurrent CONST and CON ENG allocation under  
 Resolution FP-23-76; March 2024.

Note: Split plant establishment, creek monitoring, biological monitoring, and offsite tree mitigation work into project EA 2J79A/PPNO 04-2924W from parent project EA 2J790/PPNO 04-1483M.

Performance Measure: (Planned: 3, Actual: 3)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	0	16,608	16,608.0
Post Condition	Square feet	16,608	0	0	16,608.0



**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
25 04-Sm-1 28.9 2924W 0424000129 2J79A	In Half Moon Bay, at the Pilarcitos Creek Bridge No. 35-0139L/R; also on Route 84 at San Gregorio Creek Bridge No. 35-0166 (PM 7.55). Plant establishment, creek monitoring, biological monitoring, and offsite tree mitigation work for project EA 2J790.	25-26 201.119	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$300 \$25 \$150 \$0 <u>\$895</u> \$1,370	24-25 24-25 25-26 <u>25-26</u>
	<u>Performance Measure</u> 0 Bridge(s)				

Note: Split plant establishment, creek monitoring, biological monitoring, and offsite tree mitigation work into project EA 2J79A/PPNO 04-2924W from parent project EA 2J790/PPNO 04-1483M.

26 04-SOI-84 12.0/12.4 0886 0400000343 0G660	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge.	25-26 <del>201.110</del> 201.116	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$2,291 \$800 \$8,000 \$2,800 <u>\$44,400</u> \$58,291	Prior Prior Prior 25-26 25-26 25-26 25-26	\$0 \$2,291 \$800 \$8,000 \$2,800 <u>\$44,400</u> \$58,291	Prior Prior Prior 25-26 25-26 25-26
	<u>Performance Measure</u> 1 Bridge(s)  Future SB 1 Baseline Agreement required.						

Note: Change program code to utilize new Bridge Formula Program (BFP) code.

Performance Measure: (Planned: 1, Actual: 1)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	6,986	0	6,986.0
Post Condition	Square feet	17,600	0	0	17,600.0

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
27	Near Nottleys Landing, at Rocky Creek Bridge No.	24-25	PA&ED	\$1,600	22-23	\$1,600	22-23
05-MOn-1	44-0036. Preserve bridge by conducting	<del>201.110</del>	PS&E	\$500	24-25	\$500	24-25
60.0	Electrochemical Chloride Extraction (ECE), clean	<b>201.116</b>	R/W Sup	\$50	24-25	\$50	24-25
3164	and paint structural steel, and repair spalls on		Con Sup	\$4,600	24-25	\$4,600	24-25
0522000177	substructure.		R/W Cap	\$60	24-25	\$60	24-25
1Q160			<u>Const Cap</u>	<u>\$23,259</u>	24-25	<u>\$23,259</u>	24-25
	<u>Performance Measure</u>		Total	\$30,069		\$30,069	
	1 Bridge(s)						

Note: Changed program code to utilize new Bridge Formula Program (BFP) code.

Performance Measure: (Planned: 1, Actual: 1)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0	13,702	0	13,702.0
Post Condition	Square feet	0	13,702	0	13,702.0

28	<del>In and near</del> Near the city of Santa Barbara, from 0.2	22-23	PA&ED	\$0		\$0	
05-Sb-101	mile north of Sheffield Drive <del>Undercrossing to 0.4</del>	201.015	PS&E	\$0		\$0	
<del>9.2/10.1</del>	<del>mile north</del> <b>0.3 mile south</b> of San Ysidro Road.		R/W Sup	\$0		\$0	
<b>9.2/9.7</b>	Upgrade median barrier, enhance highway worker		Con Sup	\$4,600	22-23	\$4,600	22-23
2426D	safety, rehabilitate drainage systems and pavement,		R/W Cap	\$0		\$0	
0519000053	and install Transportation Management System		<u>Const Cap</u>	<u>\$17,935</u>	22-23	<u>\$12,935</u>	22-23
1C824	(TMS) elements. This is a Construction		Total	\$22,535		<b>\$17,535</b>	
	Manager/General Contractor (CMGC) project.						
	(Local contribution: \$966,000 PA&ED, \$3,433,000						
	PS&E, and \$156,000 R/W Support as part of STIP						
	project EA 0N70B.)						

Performance Measure  
~~3.0 Collision(s) reduced~~  
**0.10 Annual fatal and serious injury collision(s)**

Concurrent CONST and CON ENG allocation under Resolution FP-23-76; March 2024.

Note: Update postmile, location description, performance unit of measure due to realizing overlap with improvements already in construction under combined EA 0N74U. Split landscape mitigation planting and biological monitoring into project EA 1C841/PPNO 05-2431Y from parent project EA 1C824/PPNO 05-2426D.

## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
29 05-Sb-101 R6.6/10.1 2431Y 0522000052 1C841	Near Carpinteria, from 0.5 mile south to 0.4 mile north of North Padaro Lane (PM R6.6/R7.5); also in Montecito, from 0.2 mile north of Sheffield Drive to 0.1 mile north of San Ysidro Road (PM 9.2/10.1). Landscape mitigation and biological monitoring for proactive safety project EA 1C824. (Local contribution: \$3,000,000 for PS&E, Con Support, R/W Capital, and Con Capital.)	26-27	PA&ED			\$0	
		201.015	PS&E			\$0	
			R/W Sup			\$0	
			Con Sup			\$895	26-27
			R/W Cap			\$5	26-27
			<u>Const Cap</u>			<u>\$4,100</u>	<u>26-27</u>
			Total			\$5,000	

**Performance Measure**

**0.00 Annual fatal and serious injury collision(s)**

Note: Split landscape mitigation planting and biological monitoring into project EA 1C841/PPNO 05-2431Y from parent project EA 1C824/PPNO 05-2426D.

30 06-Ker-33 <del>40.4/59.0</del> <b>40.4/59.3</b> 6978 0619000010 0Y130	Near McKittrick, from south of Lokern Road to <del>4.2</del> <b>0.9 mile</b> south of Route 46. Rehabilitate pavement, <b>widen shoulders</b> , replace signs, <b>install rumble strips</b> , install Transportation Management System (TMS) elements, and rehabilitate drainage systems.	22-23	PA&ED	\$1,800	Prior	\$1,800	Prior
		201.121	PS&E	\$1,300	Prior	\$1,300	Prior
			R/W Sup	\$350	Prior	\$350	Prior
			Con Sup	\$2,300	22-23	\$2,300	22-23
			R/W Cap	\$220	22-23	\$220	22-23
			<u>Const Cap</u>	<u>\$16,600</u>	22-23	<u>\$10,490</u>	22-23
			Total	\$22,570		\$16,460	

**Performance Measure**

**37.2 Lane mile(s)**

**37.8 Lane mile(s)**

Concurrent Greater than 120 CONST and CON ENG allocation under Resolution FP-23-71; March 2024.

Note: Split environmental mitigation funding assurance into project EA 0Y131/PPNO 06-8091 to satisfy California Department of Fish and Wildlife (CDFW) requirement for San Joaquin Antelope squirrel, and split environmental mitigation into project EA 0Y132/PPNO 06-8097 to satisfy CDFW requirement for allscale scrub habitat restoration with a seven year plant establishment period and biological monitoring from parent project EA 0Y130/PPNO 06-6978.

Performance Measure: (Planned: 37.2, Actual: 37.8)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	2.8	35	0	37.8
Post Condition	Lane mile(s)	37.8	0	0	37.8

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)	
31 06-Ker-33 40.4/59.3 8091 0624000074 0Y131	Near McKittrick, from south of Lokern Road to 0.9 mile south of Route 46. Environmental mitigation funding assurance for pavement rehabilitation project EA 0Y130.	26-27 201.121	PA&ED	\$0	
			PS&E	\$0	
			R/W Sup	\$75	25-26
			Con Sup	\$0	
			R/W Cap	\$3,500	26-27
			<u>Const Cap</u>	<u>\$0</u>	
			Total	\$3,575	
	<u>Performance Measure</u> 0.0 Lane mile(s)				

Note: Split environmental mitigation funding assurance into project EA 0Y131/PPNO 06-8091 from parent project EA 0Y130/PPNO 06-6978 to satisfy California Department of Fish and Wildlife (CDFW) requirement for San Joaquin Antelope squirrel impacts.

32 06-Ker-33 40.4/59.3 8097 0624000197 0Y132	Near McKittrick, from south of Lokern Road to 0.9 mile south of Route 46. Environmental mitigation for allscale scrub habitat restoration with a 7 year plant establishment period and biological monitoring for pavement rehabilitation project EA 0Y130.	26-27 201.121	PA&ED	\$150	24-25
			PS&E	\$450	25-26
			R/W Sup	\$0	
			Con Sup	\$1,225	26-27
			R/W Cap	\$10	26-27
			<u>Const Cap</u>	<u>\$700</u>	<u>26-27</u>
			Total	\$2,535	
	<u>Performance Measure</u> 0.0 Lane mile(s)				

Note: Split environmental mitigation into project EA 0Y132/PPNO 06-8097 from parent project EA 0Y130/PPNO 06-6978 to satisfy California Department of Fish and Wildlife (CDFW) requirement for allscale scrub habitat restoration with a 7 year plant establishment period and biological monitoring.

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
33	In Chowchilla, from Avenue 24 1/2 to Route 99.	25-26	PA&ED	\$660	Prior	\$660	Prior
06-MAAd-233	Rehabilitate pavement and upgrade Transportation	201.121	PS&E	\$980	23-24	\$980	23-24
1.8/3.88	Management System (TMS) elements, roadside		R/W Sup	\$30	23-24	\$30	23-24
7095	signs, and guardrail, and construct Class 2 bike		Con Sup	<del>\$890</del>	25-26	<b>\$979</b>	25-26
0619000224	lanes, Americans with Disabilities Act (ADA)		R/W Cap	<del>\$140</del>	25-26	<b>\$228</b>	25-26
0W860	compliant curb ramps and sidewalks, bulbouts, and		<u>Const Cap</u>	<u><del>\$9,400</del></u>	25-26	<b><u>\$10,575</u></b>	25-26
	flashing beacons as complete streets and safety		Total	\$12,100		<b>\$13,452</b>	
	elements, <b>and add fiber optic cable.</b>						

Performance Measure

6.5 Lane mile(s)

Concurrent Supplemental allocation under  
 Resolution FA-23-86; March 2024.

Note: Update project description and increase in construction and right of way cost to add fiber optic cables to this project. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 6.5, Actual: 6.5)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0	4.2	2.3	6.5
Post Condition	Lane mile(s)	6.5	0	0	6.5

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
34	In and near Los Angeles and Santa Clarita, from Route 5 to <b>0.4 mile north of</b> Sand Canyon Road; also on Routes 101 (PM 11.8R), 405 (PM 48.48), and at the Los Angeles Regional Transportation Management Center (LARTMC) at 2901 West Broadway. Upgrade Transportation Management System (TMS) elements, construct fiber optic lines, and upgrade communication equipment at hubs and at the LARTMC.	24-25	PA&ED	\$1,100	Prior	\$1,100	Prior
07-La-14		201.315	PS&E	\$2,475	Prior	\$2,475	Prior
<del>R24.8/33.2</del>			R/W Sup	\$50	Prior	\$50	Prior
<b>R24.8/33.8</b>			Con Sup	<del>\$4,550</del>	24-25	<b>\$5,900</b>	24-25
5646			R/W Cap	<del>\$64</del>	24-25	<b>\$183</b>	24-25
0719000316			<u>Const Cap</u>	<u>\$25,151</u>	24-25	<b>\$31,425</b>	24-25
36380			Total	\$33,387		<b>\$41,133</b>	

Performance Measure  
~~25 Field element(s)~~  
**34 Field element(s)**

Note: Increase construction capital and support because new TMS elements are being added to the project and due to unit prices rising on prior included elements. Increase R/W capital because of additional utility location work. Update postmiles to capture all planned TMS elements. Also, additional fiber optic cable will be installed, this additional need of \$1,060,000 will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 25, Actual: 34)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Field element(s)	33.3	0	66.7	18.0
Post Condition	Field element(s)	100	0	0	34.0

## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
35 07-La-47 <del>R0.0/2.3</del> <b>R0.0/3.6</b> 5636 0719000307 36250	In the <del>city</del> <b>cities</b> of Los Angeles <b>and Long Beach</b> , from Route 110 to <del>Ferry Street</del> <b>0.1 mile south of</b> <b>New Dock Street</b> ; also in Long Beach from Route 710 to north of Route 710 (PM 3.497/3.58). Upgrade Transportation Management System (TMS) elements, replace fiber optic cable, and connect upgraded equipment to communication hubs.	24-25	PA&ED	\$676	Prior	\$676	Prior
		201.315	PS&E	\$2,363	Prior	\$2,363	Prior
			R/W Sup	\$75	Prior	\$75	Prior
			Con Sup	\$2,723	24-25	\$2,723	24-25
			R/W Cap	<del>\$119</del>	24-25	<b>\$56</b>	24-25
			<u>Const Cap</u>	<u>\$9,661</u>	24-25	<u>\$9,661</u>	24-25
			Total	\$15,617		<b>\$15,554</b>	

Performance Measure

~~14~~ Field element(s)

**8** Field element(s)

Note: Update performance because some items were found to be in good condition, and other elements were added. Construction cost does not change due to inflation. Update project limits to include a new census station. Decrease R/W capital because of reduced need for utility location work.

Performance Measure: (Planned: 14, Actual: 8)

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Field element(s)	50	0	50	2.0
Post Condition	Field element(s)	100	0	0	8.0

36 07-La-47 R0.4/2.0 6024 0722000334 39020	In the city of Los Angeles, near the Port of Long Beach, at Vincent Thomas Bridge No. 53-1471. Replace bridge deck and seismic sensors. This is a Construction Manager/General Contractor (CMGC) project.	25-26	PA&ED	\$17,140	Prior	\$17,140	Prior
		<del>201.110</del>	PS&E	\$20,900	23-24	\$20,900	23-24
		<b>201.116</b>	R/W Sup	\$17	23-24	\$17	23-24
			Con Sup	\$39,840	25-26	\$39,840	25-26
			R/W Cap	\$30	25-26	\$30	25-26
			<u>Const Cap</u>	<u>\$628,464</u>	25-26	<u>\$628,464</u>	25-26
	Total	\$706,391		\$706,391			

Performance Measure

1 Bridge(s)

Note: Changed program code to utilize new Bridge Formula Program (BFP) code.

Performance Measure: (Planned: 1, Actual: 1)

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	0	352,044	352,044.0
Post Condition	Square feet	352,044	0	0	352,044.0

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code			Project Costs (\$1,000)		
37 07-LA-101 7.1 5616 0719000275 36060	In the city of Los Angeles, at the Argyle-Franklin Undercrossing Bridge No. 53-0680; also on Route 210 at the Big Tujunga Wash Bridge No. 53-2249 (PM R9.9). Rehabilitate bridges by resurfacing bridge decks, reconstructing approach and departure slabs, <b>and</b> seismically retrofiting <del>columns</del> <b>hinges</b> ; <del>and slope paving with rock blanket.</del>	24-25	PA&ED	\$946	Prior	\$946	Prior
		201.110	PS&E	\$2,615	Prior	\$2,615	Prior
			R/W Sup	\$32	Prior	\$32	Prior
			Con Sup	<del>\$4,954</del>	24-25	<b>\$1,219</b>	24-25
			R/W Cap	<del>\$42</del>	24-25	<b>\$4,925</b>	24-25
			<u>Const Cap</u>	<u>\$20,452</u>	24-25	<b>\$6,718</b>	24-25
			Total	\$29,038		<b>\$16,455</b>	

Performance Measure  
 2 Bridge(s)

Note: Reduce construction capital because seismic retrofit for column work is not needed after analysis, only hinges, and rock blanket is being constructed by another project. Decrease construction support for scope change. Increase R/W capital because of a building that will need to be demolished because bridge pipe seat extensions will impact the airspace.

Performance Measure: (Planned: 2, Actual: 2)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	0	278,419	278,419.0
Post Condition	Square feet	278,419	0	0	278,419.0

38 07-La-110 <del>R1.2/10.0</del> <b>R1.2/9.7</b> 5631 0719000295 36210	In and near the city of Los Angeles, from <del>south of Channel Street</del> <b>Miraflores Avenue</b> to <del>north of Route 94</del> <b>182nd Street</b> . Rehabilitate drainage systems.	25-26	PA&ED	\$645	Prior	\$645	Prior
		201.151	PS&E	\$1,668	Prior	\$1,668	Prior
			R/W Sup	\$210	Prior	\$210	Prior
			Con Sup	\$1,432	25-26	\$1,432	25-26
			R/W Cap	<del>\$199</del>	25-26	<b>\$317</b>	25-26
			<u>Const Cap</u>	<u>\$3,611</u>	25-26	<b>\$3,611</b>	25-26
	Total	\$7,759		<b>\$7,883</b>			

Note: Update postmiles because of updated surveys of field work. Increase R/W capital because of an increased need for utility location work.

Performance Measure: (Planned: 11, Actual: 11)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Linear feet	0	765	279	1,044.0
Post Condition	Linear feet	1,044	0	0	1,044.0



## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
39 07-La-134 0.0/R13.3 5375 0718000094 34710	In the cities of Los Angeles, Burbank, Glendale, and Pasadena, from Route 170 to Route 210. Replace sign structures and sign panels, <b>upgrade striping</b> , and upgrade guardrail.  <u>Performance Measure</u> 20 Sign(s)	24-25 201.170	PA&ED	\$910	Prior	\$910	Prior
			PS&E	\$1,682	Prior	\$1,682	Prior
			R/W Sup	\$12	Prior	\$12	Prior
			Con Sup	<del>\$2,348</del>	24-25	<b>\$2,723</b>	24-25
			R/W Cap	<del>\$20</del>	24-25	<b>\$313</b>	24-25
			Const Cap	<del>\$8,092</del>	24-25	<b>\$19,044</b>	24-25
			Total	\$13,064		<b>\$24,684</b>	

Note: Increase construction capital because multiple items are being added, such as sign structures and additional signing and striping. Increase construction support because additional effort will be required. Increase R/W capital because additional utility verification work is required.

Performance Measure: (Planned: 20, Actual: 20)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Each	0	0	16	16.0
Post Condition	Each	20	0	0	20.0

40 07-La-210 R43.3/R46.0 5697 0719000367 36870	In and near Glendora and San Dimas, from east of Sunflower Avenue to east of Walnut Avenue; also from Gladstone Street to Route 210 (PM R11.3R/R12.3R). Upgrade highway lighting to use Light Emitting Diodes (LEDs), upgrade sign panels, <b>replace structural light poles</b> , and modify overhead sign structures.	24-25 201.170	PA&ED	\$574	Prior	\$574	Prior
			PS&E	\$1,872	Prior	\$1,872	Prior
			R/W Sup	\$18	Prior	\$18	Prior
			Con Sup	<del>\$1,428</del>	24-25	<b>\$1,815</b>	24-25
			R/W Cap	<del>\$50</del>	24-25	<b>\$53</b>	24-25
			Const Cap	<del>\$4,725</del>	24-25	<b>\$10,069</b>	24-25
			Total	\$8,667		<b>\$14,401</b>	

Performance Measure  
**58 Lighting fixture(s)**  
**68 Lighting fixture(s)**

Note: Increase construction capital, support, and performance because ten structural light poles were found to be in need of replacement. Increase R/W capital because of additional purchase rights, agreements, contracts, and railroad costs.

Performance Measure: (Planned: 58, Actual: 68)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Each	0	0	68	68.0
Post Condition	Each	68	0	0	68.0

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
41 08-Riv-10 R0.0/R4.4 3011W 0818000089 1J650	In Calimesa, from the San Bernardino County line to east of Brookside Avenue. Rehabilitate roadway, improve highway worker safety, upgrade median barrier, signs, guardrail, drainage, and striping, upgrade facilities to Americans with Disabilities Act (ADA) standards, <b>install fiber optic cable</b> , and construct stormwater Best Management Practices (BMP) to meet requirements of National Pollutant Discharge Elimination System (NPDES) permit.	24-25 201.122	PA&ED	\$2,988	Prior	\$2,988	Prior
			PS&E	\$3,150	23-24	\$3,150	23-24
			R/W Sup	\$318	23-24	\$318	23-24
			Con Sup	<del>\$4,952</del>	24-25	<b>\$6,769</b>	24-25
			R/W Cap	\$56	24-25	\$56	24-25
			<u>Const Cap</u>	<u><del>\$58,031</del></u>	24-25	<b><u>\$66,312</u></b>	24-25
			Total	\$69,495		<b>\$79,593</b>	

Performance Measure

26.2 Lane mile(s)

Note: Increase construction capital and support because new fiber optic cable is being added to the project and due to a revised construction estimate including traffic handling. Change description to add fiber optic cable installation. This additional need of \$2,314,000 will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 26.2, Actual: 26.2)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0	18.6	7.6	26.2
Post Condition	Lane mile(s)	26.2	0	0	26.2

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
42	In and near Beaumont, from east of Brookside	<del>25-26</del>	PA&ED	\$2,261	Prior	\$2,261	Prior
08-Riv-10	Avenue to Pennsylvania Avenue. Rehabilitate	<b>24-25</b>	PS&E	\$4,755	23-24	\$4,755	23-24
R4.4/8.2	roadway, lighting, and drainage systems, upgrade	201.122	R/W Sup	\$26	23-24	\$26	23-24
3011V	guardrail, improve highway worker safety, <b>install</b>		Con Sup	<del>\$6,294</del>	<b>25-26</b>	<b>\$8,033</b>	<b>24-25</b>
0818000088	<b>fiber optic cable</b> , and upgrade facilities to		R/W Cap	\$26	25-26	<b>\$50</b>	<b>24-25</b>
1J640	Americans with Disabilities Act (ADA) standards.		<u>Const Cap</u>	<u><del>\$53,492</del></u>	25-26	<u><b>\$57,124</b></u>	<b>24-25</b>
			Total	\$66,854		<b>\$72,249</b>	

Performance Measure

24.2 Lane mile(s)

Note: Change description to add new fiber optic cable. Accelerate delivery year to later combine with EA 1J650 at vote for construction efficiencies. Increase construction support and capital and R/W capital because of added fiber optic work, revised construction estimate, revised traffic handling, and additional positive utility verification. This additional need of \$1,165,000 will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 24.2, Actual: 24.2)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	1.6	19.5	3.1	24.2
Post Condition	Lane mile(s)	24.2	0	0	24.2

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
43 08-Riv-215 R31.2/40.5 3015L 0819000158 1L170	In and near the city of Riverside, from north of Ramona Expressway to south of Martin Luther King Boulevard. Rehabilitate pavement, upgrade guardrail and Transportation Management System (TMS) elements, replace roadside sign panels, construct rumble strips, improve pedestrian and bicycle infrastructure, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	<del>24-25</del>	PA&ED	\$1,851	Prior	\$1,851	Prior
		<b>25-26</b>	PS&E	\$2,346	Prior	\$2,346	Prior
		201.121	R/W Sup	\$175	Prior	\$175	Prior
			Con Sup	<del>\$4,829</del>	<del>24-25</del>	<b>\$5,495</b>	<b>25-26</b>
			R/W Cap	\$46	<del>24-25</del>	<b>\$115</b>	<b>25-26</b>
			<u>Const Cap</u>	<u><del>\$49,253</del></u>	<del>24-25</del>	<b><u>\$55,585</u></b>	<b><u>25-26</u></b>
			Total	\$58,500		<b>\$65,567</b>	

Performance Measure

65.7 Lane mile(s)

Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-2324-06B; March 2024.

Note: Change delivery year from FY24-25 to FY25-26 due to district delivery commitments. Increase construction capital cost due to updated quantities primarily for pavement and traffic items. Increase construction support cost due to greater portions of nighttime lane closures and added escalation caused by postponing delivery by one year. Increase RW capital cost due to more than originally anticipated positive utility verification work.

Performance Measure: (Planned: 65.7, Actual: 65.7)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	2.4	63.1	0.2	65.7
Post Condition	Lane mile(s)	65.7	0	0	65.7

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
44 08-SBd-15 0.0/37.4 3017L 0820000160 1L810	In and near Ontario, Rancho Cucamonga, Fontana, Hesperia, and Victorville, from Philadelphia Street to Bear Valley Road; also in and near Barstow from Quarry Road to south of Route 58 (PM 46.4/69.7); also in Riverside County, in and near Corona and Norco, from north of Nichols Road to the San Bernardino County line (PM 24.0/52.270). Upgrade guardrail end treatments, re-grade slopes to improve safety, <b>install fiber optic cable</b> , and construct stormwater Best Management Practices (BMPs) to meet requirements of National Pollutant Discharge Elimination System (NPDES) permit.	24-25 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,769 \$1,169 \$42 \$1,653 \$25 <del>\$6,099</del> \$10,757	Prior 23-24 23-24 24-25 24-25 24-25 24-25	\$1,769 \$1,169 \$42 \$1,653 \$25 <b>\$7,119</b> <b>\$11,777</b>	Prior 23-24 23-24 24-25 24-25 24-25

Performance Measure

0.26 Annual fatal and serious injury collision(s)

Note: Add fiber optic cable installation to this project. Update description and increase construction capital due to the added fiber optic work. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
45 08-SBd-15 <del>R120.0/144.0</del> <b>R121.0/144.0</b> 3015J 0819000152 1L150	Near Baker, from <del>south</del> <b>0.6 mile north</b> of Basin Road to 7.4 miles north of Route 127. Rehabilitate pavement, drainage systems, and lighting, upgrade guardrail, <del>and</del> replace sign panels, <b>and install fiber optic cable, high tension cable barrier, and guardrail.</b>	25-26 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,211 \$2,543 \$25 <del>\$5,200</del> \$79 <del>\$35,508</del> \$45,566	Prior 23-24 23-24 25-26 25-26 25-26 25-26	\$2,211 \$2,543 \$25 <b>\$5,582</b> \$79 <b>\$39,592</b> <b>\$50,032</b>	Prior 23-24 23-24 25-26 25-26 25-26 25-26

Performance Measure

50.6 Lane mile(s)

Future SB 1 Baseline Agreement required.

Note: Add installation of fiber optic cable, high tension cable barrier, and guardrail to this project. Update description and increase construction support and construction capital due to the added scope. Update post mile to avoid environmentally sensitive area and schedule delays. These additional needs will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 50.6, Actual: 50.6)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0	50.6	0	50.6
Post Condition	Lane mile(s)	50.6	0	0	50.6

46 08-SBd-18 <del>57.00/66.90</del> <b>56.2/66.9</b> 3016F 0820000076 1L420	Near Big Bear Lake, from <del>1.4 miles south of Baldwin Lake Road</del> <b>2.0 miles south of Holcomb Valley Road</b> to Camp Rock Road. Rehabilitate pavement and drainage systems, upgrade guardrail, replace sign panels, construct rumble strips, widen shoulders, and apply pavement delineation.	25-26 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,694 \$1,642 \$944 \$3,691 \$150 <del>\$18,760</del> \$26,881	Prior 23-24 23-24 25-26 25-26 25-26 25-26	\$1,694 \$1,642 \$944 \$3,691 \$150 <b>\$18,760</b> <b>\$26,881</b>	Prior 23-24 23-24 25-26 25-26 25-26 25-26
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Performance Measure

19.8 Lane mile(s)

Note: Update post mile and location description to capture existing guardrail work at begin work limit.

Performance Measure: (Planned: 19.8, Actual: 19.8)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0	18.4	1.4	19.8
Post Condition	Lane mile(s)	19.8	0	0	19.8

## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
47 08-SBd-38 0.0/1.3 3014N 0819000130 1K940	In Redlands, from Route 10 to Occidental Drive; also on spurs from Orange Street to Pearl Avenue (PM S0.372/S0.597) and from Eureka Street to Route 10 (PM S0.598/S0.855). Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, <del>and</del> upgrade facilities to Americans with Disabilities Act (ADA) standards, <b>and install fiber optic cable</b> .	24-25	PA&ED	\$1,669	Prior	\$1,669	Prior
		201.121	PS&E	\$1,712	Prior	\$1,712	Prior
			R/W Sup	\$1,964	Prior	\$1,964	Prior
			Con Sup	\$2,272	24-25	\$2,272	24-25
			R/W Cap	\$1,165	24-25	\$1,165	24-25
			<u>Const Cap</u>	<del>\$6,690</del>	24-25	<b>\$8,820</b>	24-25
			Total	\$17,472		<b>\$17,602</b>	

Performance Measure

3.8 Lane mile(s)

Note: Add fiber optic cable installation to this project. Update description and increase construction capital due to the added scope. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 3.8, Actual: 3.8)

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0	3.7	0.1	3.8
Post Condition	Lane mile(s)	3.8	0	0	3.8

48 08-SBd-38 1.3/4.1 3014G 0819000129 1K860	In <b>and</b> near Redlands, from Occidental Drive to Crafton Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, upgrade facilities to Americans with Disabilities Act (ADA) standards, <b>install fiber optic cable</b> , and construct pedestrian and bicycle infrastructure.	25-26	PA&ED	\$1,802	Prior	\$1,802	Prior
		201.121	PS&E	\$2,212	23-24	\$2,212	23-24
			R/W Sup	\$3,677	23-24	\$3,677	23-24
			Con Sup	\$2,450	25-26	\$2,450	25-26
			R/W Cap	\$784	25-26	\$784	25-26
			<u>Const Cap</u>	<del>\$13,205</del>	25-26	<b>\$13,308</b>	25-26
			Total	\$24,130		<b>\$24,233</b>	

Performance Measure

5.6 Lane mile(s)

Note: Add fiber optic cable installation to this project. Update description and increase construction capital to reflect the added scope. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 5.6, Actual: 5.6)

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0	5.6	0	5.6
Post Condition	Lane mile(s)	5.6	0	0	5.6

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
49 08-SBd-40 <del>153.9/154.7</del> <b>R153.9/R154.64</b> 3001S 0812000067 0R380	Near Needles, from Park Moabi Road to Topock Road at the Colorado River Bridge No. 54-0415. Bridge <del>rehabilitation and/or</del> replacement. Caltrans will be the lead agency and will share half of all costs with Arizona Department of Transportation (ADOT) as indicated via a signed Letter of Intent. <b>This is a Construction Manager/General Contractor (CMGC) project.</b>	25-26 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,650 \$3,759 \$431 <del>\$6,332</del> <del>\$169</del> <del>\$28,800</del> \$44,141	Prior 22-23 22-23 25-26 25-26 25-26 25-26	\$2,650 \$3,759 \$431 <b>\$10,268</b> <b>\$8,000</b> <b>\$49,616</b> <b>\$74,724</b>	Prior 22-23 22-23 25-26 25-26 25-26 25-26

Performance Measure

1 Bridge(s)

Concurrent COS allocation under Resolution FP-23-77; March 2024.

Concurrent Greater than 120 PS&E allocation under Resolution FP-23-73; March 2024.

Future SB 1 Baseline Agreement required.

Note: Update postmile limits to improve project location accuracy. Change scope and description from bridge rehabilitation and/or replacement to bridge replacement only and delivery method from design-bid-build to CMGC. Increase R/W capital and construction support and capital due to changed scope.

Performance Measure: (Planned: 1, Actual: 1)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	87,984	0	87,984.0
Post Condition	Square feet	108,696	0	0	108,696.0



## List of 2024 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
50 11-Sd-5 R22.3 1381 1119000193 43087	In the city of San Diego, at Clairemont Drive Overcrossing Bridge No. 57-0429. Repair bridge deck, replace traffic signal, <b>make bicycle and pedestrian safety improvements</b> , and upgrade facilities to Americans with Disabilities Act (ADA) standards.	25-26	PA&ED	\$354	Prior	\$354	Prior
		201.110	PS&E	<del>\$626</del>	24-25	<b>\$826</b>	24-25
			R/W Sup	\$30	24-25	\$30	24-25
			Con Sup	<del>\$854</del>	25-26	<b>\$1,154</b>	25-26
			R/W Cap	\$25	25-26	\$25	25-26
			<u>Const Cap</u>	<del>\$6,604</del>	25-26	<b>\$11,101</b>	25-26
			Total	\$8,490		<b>\$13,490</b>	

Performance Measure  
 1 Bridge(s)

Note: Make pedestrian and bicycle improvements to shield users, increase visibility, and reduce speeds in order to improve safety. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 1, Actual: 1)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0	0	75,573	75,573.0
Post Condition	Square feet	75,573	0	0	75,573.0

51 11-Sd-5 R49.3/R53.2 1386 1119000214 43100	In Carlsbad and Oceanside, from Tamarack Avenue to Mission Avenue. Upgrade curb ramps and Accessible Pedestrian Signals (APSS) to Americans with Disabilities Act (ADA) standards <b>and realign interchange ramp.</b>	24-25	PA&ED	\$355	Prior	\$355	Prior
		201.361	PS&E	\$1,125	23-24	\$1,125	23-24
			R/W Sup	\$142	23-24	\$142	23-24
			Con Sup	<del>\$1,244</del>	24-25	<b>\$1,691</b>	24-25
			R/W Cap	\$104	24-25	\$104	24-25
			<u>Const Cap</u>	<del>\$9,539</del>	24-25	<b>\$8,033</b>	24-25
			Total	\$6,500		<b>\$11,450</b>	

Note: Increase funding to realign ramp with Mission Avenue to remove free right turns to improve mobility and safety for all users. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 28, Actual: 28)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Each	0	0	28	28.0
Post Condition	Each	28	0	0	28.0

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
52	In Oceanside, from Route 5 to east of Melrose Drive.	24-25	PA&ED	\$1,867	Prior	\$1,867	Prior
11-Sd-76	Rehabilitate pavement and drainage systems,	201.121	PS&E	\$2,803	23-24	\$2,803	23-24
R0.0/R8.1	enhance highway worker safety, upgrade traffic		R/W Sup	\$30	23-24	\$30	23-24
1390	signals and roadside signs, <b>add fiber</b> , and upgrade		Con Sup	<del>\$3,698</del>	24-25	<b>\$3,948</b>	24-25
1119000198	facilities to Americans with Disabilities Act (ADA)		R/W Cap	\$16	24-25	\$16	24-25
43091	standards.		<u>Const Cap</u>	<u>\$28,354</u>	24-25	<b>\$32,504</b>	24-25
			Total	\$36,768		<b>\$41,168</b>	

Performance Measure  
 33.0 Lane mile(s)

Note: Add fiber optic networking through the project limits to improve system reliability. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 33.0, Actual: 33.0)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	4.8	28.2	0	33.0
Post Condition	Lane mile(s)	33	0	0	33.0

53	In and near Irvine, from Route 405 to Yale Avenue.	24-25	PA&ED	\$1,120	Prior	\$1,120	Prior
12-ORa-5	Rehabilitate roadway and drainage systems,	201.120	PS&E	\$2,040	Prior	\$2,040	Prior
21.3/R25.8	enhance highway worker safety, replace roadside		R/W Sup	\$0		\$0	
2590A	sign panels, <b>add fiber optic cable</b> , and construct		Con Sup	\$4,310	24-25	\$4,310	24-25
1222000012	stormwater treatment Best Management Practices		R/W Cap	\$10	24-25	\$10	24-25
0S051	(BMPs).		<u>Const Cap</u>	<u>\$24,635</u>	24-25	<b>\$24,920</b>	24-25
			Total	\$32,115		<b>\$32,400</b>	

Performance Measure  
 51.2 Lane mile(s)

Note: Increase construction capital to add fiber optic cables to project. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 51.2, Actual: 51.2)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	10.5	40.7	0	51.2
Post Condition	Lane mile(s)	51.2	0	0	51.2

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
54 12-ORa-5 R25.8/30.3 2590B 1222000013 0S052	In and near Irvine and Tustin, from Yale Avenue to Route 55. Rehabilitate roadway and drainage systems, enhance highway worker safety, <b>add fiber optic cable</b> , and install census stations.  <u>Performance Measure</u> 55.7 Lane mile(s)	24-25 201.120	PA&ED	\$760	Prior	\$760	Prior
			PS&E	\$1,850	Prior	\$1,850	Prior
			R/W Sup	\$0		\$0	
			Con Sup	\$3,340	24-25	\$3,340	24-25
			R/W Cap	\$0		\$0	
			<u>Const Cap</u>	<del>\$13,189</del>	24-25	<b>\$13,924</b>	24-25
			Total	\$19,139		<b>\$19,874</b>	

Note: Increase construction capital to add fiber optic cables to project. This additional need will be funded through Infrastructure Investment and Jobs Act (IIJA) funds.

Performance Measure: (Planned: 55.7, Actual: 55.7)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	5.8	49.9	0	55.7
Post Condition	Lane mile(s)	55.7	0	0	55.7

## List of 2024 SHOPP Long Lead Project Amendments

Resolution G-00-13, established in June 2000, provides the Department with the means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long lead projects must identify challenges that require additional time beyond the typical four years to complete.

**Project No.**  
**Dist-Co-Rte**  
**PM**  
**PPNO**  
**Project ID**  
**EA**

**Project Location and Description of Work**  
**Performance Measure**

**FY**  
**Program Code**

**Project Costs**  
**(\$1,000)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)		Project Costs (\$1,000)	
1	In and near the cities of Santa Cruz and Scotts	26-27	PA&ED	\$1,381	Prior	\$1,381	Prior
05-SCr-17	Valley, from Route 1 to Santa Clara County line at	201.335	* PS&E	<del>\$1,387</del>	23-24	<b>\$1,938</b>	23-24
0.0/12.5	various locations. Construct and install stormwater		* R/W Sup	\$276	23-24	\$276	23-24
2921	quality Best Management Practices (BMPs) and		* Con Sup	\$1,429	26-27	\$1,429	26-27
0518000233	rehabilitate drainage systems.		* R/W Cap	\$397	26-27	\$397	26-27
1K670	(Long Lead Project)		* <u>Const Cap</u>	<u>\$4,632</u>	26-27	<u>\$4,632</u>	26-27
			Total	\$9,502		<b>\$10,053</b>	

Performance Measure

13.9 Acre(s) treated/pollutant

\* Phase not authorized

Concurrent COS allocation under Resolution  
 FP-23-77; March 2024.

Note: Update project description in anticipation of 2024 SHOPP adoption. Increase PS&E cost after PID workplan verification, following the public circulation period of the draft Environmental Document, identified additional resourcing needs for geotechnical drilling and for the completion of Arborist report.

## List of 2024 SHOPP Long Lead Project Amendments

Resolution G-00-13, established in June 2000, provides the Department with the means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long lead projects must identify challenges that require additional time beyond the typical four years to complete.

**Project No.**  
**Dist-Co-Rte**  
**PM**  
**PPNO**  
**Project ID**  
**EA**

**Project Location and Description of Work**  
**Performance Measure**

**FY**  
**Program Code**

**Project Costs**  
**(\$1,000)**

2	In and near Bakersfield, from White Lane to California Avenue. Rehabilitate roadway, upgrade lighting, replace signs, rehabilitate drainage systems, <b>construct southbound auxiliary lane, replace Palm Avenue Overcrossing No. 50-0261</b> , and upgrade Transportation Management System (TMS) elements.	26-27	PA&ED	\$5,000	Prior	\$5,000	Prior
06-KER-99		201.120	* PS&E	<del>\$4,500</del>	23-24	<b>\$8,000</b>	23-24
<del>21.2/24.6</del>			* R/W Sup	<del>\$270</del>	23-24	<b>\$790</b>	23-24
<b>21.15/24.6</b>			* Con Sup	<del>\$8,600</del>	26-27	<b>\$10,200</b>	26-27
6958			* R/W Cap	<del>\$20</del>	26-27	<b>\$695</b>	26-27
0618000059			* <u>Const Cap</u>	<u><del>\$79,100</del></u>	26-27	<b><u>\$85,800</u></b>	26-27
0X370	(Long Lead Project)		Total	\$97,490		<b>\$110,485</b>	

\* Phase not authorized

Performance Measure

~~21.8 Lane mile(s)~~

**15.1 Lane mile(s)**

Concurrent COS allocation under Resolution FP-23-77; March 2024.

Note: Refine postmile limit and performance. Update project description to include missing auxiliary lane and bridge replacement previously scoped as part of the June 2022 amendment funding contribution shift from local source to SHOPP. Cost increases are due to updated R/W cost and utility impacts, updated resource workplan errors, updated structure estimate cost and missed required widening work at California Ave., and 150 working day estimate increase.

Performance Measure: (Planned: 21.8, Actual: 15.1)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0	12.6	2.5	15.1
Post Condition	Lane mile(s)	15.1	0	0	15.1

EXHIBIT A: 2024 SHOPP Funding Summary

**2024 State Highway Operation and Protection Program  
Funding Summary for Fiscal Years 2024-25 through 2027-28\***  
(in Millions)

<b>Program Funding</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>Total</b>
2024 Fund Estimate	\$5,200	\$5,100	\$5,100	\$5,200	\$20,600
ER Reimbursement	\$140	\$140	\$140	\$140	\$560
<b>Programmed</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>Total</b>
Pavement	\$1,301	\$1,967	\$1,939	\$2,706	\$7,912
Bridge	\$659	\$626	\$627	\$336	\$2,249
Culvert(s)	\$175	\$139	\$56	\$175	\$544
TMS	\$248	\$92	\$205	\$48	\$593
Supplementary Assets	\$369	\$270	\$212	\$307	\$1,157
Major Damage (Emergency Opening)	\$0	\$0	\$0	\$0	\$0
Major Damage (Permanent Restoration)	\$193	\$87	\$36	\$44	\$359
Collision Reduction	\$299	\$493	\$156	\$105	\$1,053
Mandates	\$76	\$213	\$129	\$15	\$433
Mobility	\$115	\$46	\$6	\$43	\$210
Roadside Preservation	\$8	\$11	\$15	\$0	\$34
Protective Betterments	\$10	\$19	\$0	\$0	\$29
Complete Streets	\$6	\$9	\$64	\$69	\$148
Sustainability and Multiple Objective	\$0	\$131	\$43	\$66	\$241
<b>Subtotal</b>	<b>\$3,458</b>	<b>\$4,104</b>	<b>\$3,487</b>	<b>\$3,912</b>	<b>\$14,962</b>
<b>Reserved</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>2027-28</b>	<b>Total</b>
Pavement	\$0	\$0	\$0	\$0	\$0
Bridge	\$0	\$0	\$0	\$0	\$0
Culvert(s)	\$0	\$0	\$0	\$0	\$0
TMS	\$0	\$0	\$0	\$0	\$0
Supplementary Assets	\$0	\$0	\$0	\$0	\$0
Major Damage (Emergency Opening)	\$404	\$400	\$678	\$759	\$2,240
Major Damage (Permanent Restoration)	\$450	\$80	\$240	\$140	\$910
Collision Reduction	\$244	\$109	\$493	\$262	\$1,108
Mandates	\$12	\$12	\$12	\$12	\$48
Mobility	\$0	\$0	\$0	\$0	\$0
Roadside Preservation	\$0	\$0	\$0	\$5	\$5
Protective Betterments	\$0	\$0	\$0	\$0	\$0
Complete Streets	\$0	\$0	\$0	\$0	\$0
Sustainability and Multiple Objective	\$0	\$0	\$0	\$0	\$0
IJJA Reservation	\$400	\$200	\$0	\$0	\$600
IJJA Carbon Reduction Program (CRP)	\$30	\$85	\$80	\$0	\$195
<b>Subtotal</b>	<b>\$1,540</b>	<b>\$886</b>	<b>\$1,503</b>	<b>\$1,178</b>	<b>\$5,106</b>

EXHIBIT A: 2024 SHOPP Funding Summary

**2024 State Highway Operation and Protection Program  
Funding Summary for Fiscal Years 2024-25 through 2027-28\***  
(in Millions)

Programmed and Reserved	2024-25	2025-26	2026-27	2027-28	Total
Pavement	\$1,301	\$1,967	\$1,939	\$2,706	\$7,912
Bridge	\$659	\$626	\$627	\$336	\$2,249
Culvert(s)	\$175	\$139	\$56	\$175	\$544
TMS	\$248	\$92	\$205	\$48	\$593
Supplementary Assets	\$369	\$270	\$212	\$307	\$1,157
Major Damage (Emergency Opening)	\$404	\$400	\$678	\$759	\$2,240
Major Damage (Permanent Restoration)	\$643	\$167	\$276	\$184	\$1,269
Collision Reduction	\$543	\$602	\$649	\$367	\$2,161
Mandates	\$88	\$225	\$141	\$27	\$481
Mobility	\$115	\$46	\$6	\$43	\$210
Roadside Preservation	\$8	\$11	\$15	\$5	\$39
Protective Betterments	\$10	\$19	\$0	\$0	\$29
Complete Streets	\$6	\$9	\$64	\$69	\$148
Sustainability and Multiple Objective	\$0	\$131	\$43	\$66	\$241
IIJA Reservation	\$400	\$200	\$0	\$0	\$600
IIJA Carbon Reduction Program (CRP)	\$30	\$85	\$80	\$0	\$195
<b>Minor Program Reservation</b>	\$250	\$250	\$250	\$250	\$1,000
<b>Long Lead (New)</b>	\$92				\$92
<b>Grand Total</b>	<b>\$5,340</b>	<b>\$5,240</b>	<b>\$5,240</b>	<b>\$5,340</b>	<b>\$21,160</b>
*Totals shown reflect programmed amounts and not the total project cost. Not all projects are fully funded.					
Note: The SHOPP is developed in thousands and rounded for this table. Numbers may not add due to rounding.					

**From:** [Andreas Kadavanich](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 10:12:29 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

1. Prioritize creating truly Complete Streets that allow for safe travel by all road users, especially people walking, biking, and taking transit on the state highway system and crossing barriers created by state highways.
2. Set aside funds in the 2024 SHOPP to increase investment in these asset categories equivalent to a 4-year investment required to meet the 10-year targets.
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6. Require Caltrans to consistently and transparently document why projects are exempted from including Complete Streets elements.

This action is also supported by Safe Routes Partnership, Leadership Counsel for Justice and Accountability, TransForm, Sierra Club California, Transbay Coalition, Streets for All, BikeLA, Climate Resolve, Active San Gabriel Valley, and California Walks. These organizations represent the needs of the many Californians who get around by walking, biking, or taking transit. I hope you will prioritize their safety, too.

Sincerely,  
Andreas Kadavanich  
39311 Sutter Drive  
Fremont, CA 94538



**From:** [Laura McCamy](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Tuesday, March 5, 2024 6:50:06 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Laura McCamy  
5514 Doyle St, #10  
Emeryville, CA 94608

**From:** [John Leinicke](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Tuesday, March 5, 2024 7:19:05 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

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Sincerely,  
John Leinicke  
699 Pennsylvania Ave Apt 9  
San Francisco, CA 94107

**From:** [Gina LaBlanc](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 9:33:33 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Gina LaBlanc  
1544 Stockbridge Dr  
San Jose, CA 95130

**From:** [Holden Leslie-Bole](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 9:37:03 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Holden Leslie-Bole  
4567 Louisiana Street  
San Diego, CA 92116

**From:** [Patricia Bongiovanni](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 9:37:45 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Patricia Bongiovanni  
375 DeChene Avenue  
Sonoma, CA 95476

**From:** [Nheeda Enriquez](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 10:12:21 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Nheeda Enriquez  
2133 Brittan Av  
San Carlos, CA 94070

## Remedios, Douglas@DOT

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**From:** Taylor, Tanisha@CATC  
**Sent:** Wednesday, March 6, 2024 7:22 PM  
**To:** Remedios, Douglas@DOT  
**Subject:** FW: Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users

One more.

**From:** Drew Dara-Abrams <dda@dara-abrams.com>  
**Sent:** Wednesday, March 6, 2024 1:55 PM  
**To:** Taylor, Tanisha@CATC <Tanisha.Taylor@catc.ca.gov>  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users

**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Drew Dara-Abrams  
1926 Park Street  
Alameda, CA 94501

**From:** [Kathleen Jones](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 4:29:45 PM

---

**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

Please remember that I and millions of other Californians not only drive but also walk and ride bikes. We need better infrastructure to get around safely, to increase the number of people with access to safe riding and walking, and to chip away at a warming planet.

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Thank you,  
Kathleen Jones

Sincerely,  
Kathleen Jones  
PO Box 1643  
El Granada, CA 94018



**From:** [Mark Tangard](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 5:12:57 PM

---

**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Mark Tangard  
1905 Laguna St #106  
San Francisco, CA 94115

**From:** [Mike Pace](#)  
**To:** [Taylor\\_Tanisha@CATC](mailto:Taylor_Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 5:15:32 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

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Sincerely,  
Mike Pace  
5340 Loleta Ave  
Los Angeles, CA 90041

**From:** [lynne weiske](#)  
**To:** [Taylor\\_Tanisha@CATC](mailto:Taylor_Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 6:20:40 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

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Sincerely,  
lynne weiske  
6128 Wilshire  
Los Angeles, CA 90048

**From:** [Lauren Murdock](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Wednesday, March 6, 2024 10:25:48 PM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Lauren Murdock  
3940 Via Lucero  
Santa Barbara, CA 93110

**From:** [ROBERT DOLLETE](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 7:11:27 AM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
ROBERT DOLLETE  
1701 S Thornburg St Spc 16  
Santa Maria, CA 93458

**From:** [CATHY HAAGEN-SMIT](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 7:46:03 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
CATHY HAAGEN-SMIT  
7589 RIDGE RD  
NEWCASTLE, CA 95658

**From:** [David Lightfoot](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 8:15:14 AM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

Dear Director Taylor,

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Sincerely,  
David Lightfoot  
4748 Wild Meadow Reach  
Santa Rosa, CA 95405

**From:** [Ethan Ball](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 8:17:58 AM

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**EXTERNAL EMAIL** Links/attachments may not be safe.

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

1. Prioritize creating truly Complete Streets that allow for safe travel by all road users, especially people walking, biking, and taking transit on the state highway system and crossing barriers created by state highways.
2. Set aside funds in the 2024 SHOPP to increase investment in these asset categories equivalent to a 4-year investment required to meet the 10-year targets.
3. Prioritize beneficial investments in communities that are most burdened by the transportation system and most in need of investment in safe, clean, and affordable mobility options.
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5. Close the disconnect between the implementation of the Director's Policy on Complete Streets and continuing rising traffic fatalities.
6. Require Caltrans to consistently and transparently document why projects are exempted from including Complete Streets elements.

This action is also supported by Safe Routes Partnership, Leadership Counsel for Justice and Accountability, TransForm, Sierra Club California, Transbay Coalition, Streets for All, BikeLA, Climate Resolve, Active San Gabriel Valley, and California Walks. These organizations represent the needs of the many Californians who get around by walking, biking, or taking transit. I hope you will prioritize their safety, too.

Sincerely,  
Ethan Ball  
513 Oak Lake Ave  
Santa Rosa, CA 95409



**From:** [Jianhan Wang](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 8:23:30 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

Dear Tanisha,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

1. Prioritize creating truly Complete Streets that allow for safe travel by all road users, especially people walking, biking, and taking transit on the state highway system and crossing barriers created by state highways.
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Sincerely,  
Jianhan Wang  
641 Moss Way  
Hayward, CA 94541

**From:** [Ann Harvey](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 8:30:59 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Ann Harvey  
5989 Howell Street  
Oakland, CA 94609

**From:** [Sharon Piekarski](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 8:51:09 AM

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**EXTERNAL EMAIL** Links/attachments may not be safe.

Dear Director Taylor,

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Sincerely,  
Sharon Piekarski  
3506 Churchill Ct  
Pleasanton, CA 94588

**From:** [george koster](#)  
**To:** [Taylor, Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 9:39:20 AM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
george koster  
25 amethyst way  
San Francisco, CA 94131

**From:** [Adam Remba](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 11:40:04 AM

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**EXTERNAL EMAIL.** Links/attachments may not be safe.

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Adam Remba  
9222 Hargis Street  
Los Angeles, CA 90034

**From:** [o.m. Smith](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 11:54:38 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

Hello. Please consider, and convey to the CTC Board, that I respectfully urge the CTC to ensure that 2024 SHOPP include the following priorities and conditions:

1. Prioritize creating truly Complete Streets that allow for safe travel by all road users, especially people walking, biking, and taking transit on the state highway system and crossing barriers created by state highways.
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I hope you will prioritize our safety on California streets, roads, and highways, too. Thank you.

Sincerely,  
o.m. Smith  
2067 Tina Court  
Arcata, CA 95521

**From:** [Lucio Morado](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 12:13:49 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

I join CalBike, NRDC, and many other organizations and concerned Californians in demanding that the 2024 SHOPP include the following priorities and conditions:

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Sincerely,  
Lucio Morado  
5300 Paseo Rancho Castilla  
Los Angeles, CA 90032

**From:** [Probyn Gregory](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 12:33:39 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

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Sincerely,  
Probyn Gregory  
10877 Deliban St  
Tujunga, CA 91042



**From:** [Elliot Marshall](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 1:41:46 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

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Sincerely,  
Elliot Marshall  
2489 Gravenstein Hwy S  
Sebastopol, CA 95472

**From:** [Lauren Obenshain](#)  
**To:** [Taylor\\_Tanisha@CATC](mailto:Taylor_Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 2:08:25 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

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Sincerely,  
Lauren Obenshain  
1272 Howard Avenue  
San Carlos, CA 94070

**From:** [Anthony Campana](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 2:14:05 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

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Sincerely,  
Anthony Campana  
2316 Haste St, #103C  
Berkeley, CA 94704

**From:** [John Will](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 2:30:37 PM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

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Sincerely,  
John Will  
901 10th Street  
Santa Monica, CA 90403

**From:** [Sharlene Liu](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 3:09:21 PM

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Sincerely,  
Sharlene Liu  
824 Corvallis Dr.  
Sunnyvale, CA 94087

**From:** [Jared Preece](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 11:02:33 AM

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**EXTERNAL EMAIL. Links/attachments may not be safe.**

Dear Director Taylor,

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Sincerely,  
Jared Preece  
1550 Superior Ave  
Costa Mesa, CA 92627

**From:** [Kent Strumpell](#)  
**To:** [Taylor.Tanisha@CATC](mailto:Taylor.Tanisha@CATC)  
**Subject:** Before You Adopt SHOPP, Stop and Consider the Needs of All Road Users  
**Date:** Thursday, March 7, 2024 11:40:04 AM

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Sincerely,  
Kent Strumpell  
6483 Nancy Street  
Los Angeles, CA 90045

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.23, Information Item

Prepared By: Michael Johnson,  
State Asset Management Engineer

Subject: **CALTRANS' RESPONSE TO COMMENTS ON THE DRAFT  
2024 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM**

### **SUMMARY:**

The California Department of Transportation (Caltrans) will address comments received on the Draft 2024 State Highway Operation and Protection Program (SHOPP), by the California Transportation Commission (Commission), and stakeholders at the March 2024 Commission Meeting.

### **BACKGROUND:**

California Regulations (14526) requires Caltrans to prepare a SHOPP every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system. The program is required to be based on an asset management plan. Existing law requires Caltrans to specify, for each project in the program the capital and support budget and projected delivery date for various components of the project. Existing law provides for the Commission to review and adopt the program and authorizes the Commission to decline and adopt the program if it determines that the program is not sufficiently consistent with the asset management plan.

Caltrans made the Draft 2024 SHOPP available for stakeholder comment from December 7, 2023 to January 19, 2024. Public comments received were provided to the Commission with the Proposed SHOPP on January 31, 2024. The Commission held two public hearings in February 2024 to receive further comments. Additionally, the Commission developed their own comments.

Attachment: Draft 2024 SHOPP Comments and Responses

*"Provide a safe and reliable transportation network that serves all people and respects the environment."*



[2024 SHOPP Comments and Responses](#)

<b>AGENCY COMMENTING</b>	<b>PAGE NUMBER</b>
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Kern Council of Governments	9
Transportation Agency for Monterey County	13
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Natural Resources Defense Council	23
Vineyards At Marsh Creek Owners Association	35
Public Comments from Individuals	36

## 2024 State Highway Operation and Protection Program Commission Comments

Comment submitted by:

Jon Pray, Assistant Chief Engineer

California Transportation Commission

**1. Table 2 on Page 5 appears to reflect an underinvestment (compared to 40% of the 2021 SHSMP) in many of the Supplementary Asset classes when categorized by anchor objectives. Please include a second table that shows a performance-based comparison of all assets in the 2024 SHOPP (compared to 40% of the 2021 SHSMP) in addition to the currently included dollar based comparison categorized by anchor objectives.**

Response: The Table 2 in the draft 2024 SHOPP provides a summary of programming by accounting program. This table presents the summation of total project cost aggregated by anchor asset program. This table is not a good source to understand the totality of outcomes expected from the 2024 SHOPP because all costs are aggregated under a single anchor program code. This means that costs associated with non-core asset work is often rolled up and reported under an anchor asset like pavement.

To better convey the work that the 2024 SHOPP will accomplish, a new table was developed that aggregates the SHOPP accomplishments across all programs. The new table will replace Table 2 in the final SHOPP as it better reflects the accomplishments, especially for work outside of the core assets. The new Table 2 shows the 2024 SHOPP accomplishments relative to the planned performance called for in the 2019 and 2021 State Highway System Management Plans (SHSMP).

SHSMP Performance Objective	Unit of Measurement	2024 SHOPP Performance	SHSMP Performance Targets
<b>Safety</b>			
Proactive Safety	Annual Fatal & Serious Injury Collisions	81	20
Reactive Safety	Annual Fatal & Serious Injury Collisions	16	0
<b>Primary Asset Classes</b>			
Pavement	Lane Miles	6,112	7,294
Bridge and Tunnel Health	Square Feet	4,593,381	2,289,874
Drainage Restoration	Linear Feet	302,797	359,180
Transportation Management Systems	Each	1,427	1,610
<b>Supplementary Asset Classes</b>			
Bicycle and Pedestrian Infrastructure (Fix Existing)	Linear Feet	304,654	97,980
Bicycle and Pedestrian Infrastructure (New)	Linear Feet	1,157,995	696,967
Drainage Pump Plants	Locations	25	37
Lighting Rehabilitation	Each	2,122	1,066
Office Buildings	Square Feet	-	-
Overhead Sign Structures Rehabilitation	Each	325	176
Safety Roadside Rest Area (SRRA) Rehabilitation	Locations	5	3
Transportation Related Facilities	Square Feet	204,678	96,362
Weigh-In-Motion Scales	Stations	11	8
<b>System Resiliency Objectives</b>			
Bridge Scour Mitigation	Square Feet	804,042	239,950
Bridge Seismic Restoration	Square Feet	576,718	333,567
Major Damage (Emergency Opening)	Locations	-	-
Major Damage (Permanent Restoration)	Locations	41	-
Roadway Protective Betterments	Locations	6	2
Sea Level Rise	Deficiency Units	1	-
<b>Other Assets and Objectives</b>			
ADA Pedestrian Infrastructure	Deficient Elements	5,585	1,820
Bridge Goods Movement Upgrades	Square Feet	809,315	-
Commercial Vehicle Enforcement Facilities	Square Feet	32,880	5,637
Fish and Wildlife Connectivity	Each	9	8
Operational Improvements	DVHD	5,152	5,224
Relinquishments	Centerline Miles	8	-
Roadside Rehabilitation	Acres	264	414
Sign Panel Replacement	Each	6,939	4,150
Storm Water Mitigation	Acres	5,430	3,978
Transportation Management System Structures	Each	43	-
Water and Wastewater Treatment at SRRAs	Locations	10	8

**2. Exhibit A shows an anticipated Emergency Relief Reimbursement amount of \$140 million per year from FHWA. This is the same as what was used in the 2022 SHOPP despite increased Emergency Relief spending and reimbursements in recent years. Should this estimate be increased?**

Response: The Department is recommending maintaining the current level for Emergency Relief (ER) Reimbursement (Allocation) at \$140 million per year given the multiple variables that are involved. Based on the current Infrastructure Investment and Jobs Act (IIJA) funding levels, FHWA's annual ER Allocation

funding is \$100 million for nationwide reimbursement. Fortunately, over the past few years, Congress and the President have taken additional actions to increase how much was dispersed, but absent those extra steps, only \$100 million would be available for ER Allocation funding, nationally. With CA receiving anywhere from \$65 million to \$593 million, annually, over the past 5 years, the amount that California can expect to receive has, and will continue to vary. It is important to note that Caltrans does annually reconcile the amount of ER Allocation funding received for the SHOPP and compares that to the \$140 million allotment, and in those years that the amount of ER allocation funding that is received is greater than \$140 million, that excess amount would either be used to fully fund contingency projects, or would be added into the SHOPP funding capacity when the Fund Estimate is developed for the subsequent SHOPP cycle.

**3. The 2025/26 fiscal year contains most of the \$1.3 billion in contingency projects. Why are there so many contingency projects in the 2025/26 fiscal year and so few in other years?**

Response: Each year of the SHOPP cycle is fiscally constrained by the Commission adopted Fund Estimate. Due to the complexities of project development, some planned programmed projects are unexpectedly delayed beyond their original schedule, generating unplanned fiscal year capacity in their original year of deliver. Commission Resolution G-13 affords the Department the ability to program additional contingency projects for project development only that are therefore shovel-ready for construction and can be released should capacity become available. Fiscal year 2025-26 currently has a higher number of programmed projects and higher value of contingency projects than other fiscal years. Some existing carryover projects from the 2022 SHOPP experienced delays into fiscal year 2025-26. In addition, the Department also had augmented existing projects with additional scope and cost, along with a limited number of new project amendments, to take advantage of new capacity generated by the Federal Infrastructure Investment and Jobs Act (IIJA) legislation. New capacity generated by IIJA was not part of the fund estimate that formed the 2022 SHOPP. It is also necessary to maintain reservations for Major Damage and Collision Reduction needs that are unforeseen and could materialize between SHOPP cycles, all contributing to a large planned portfolio in fiscal year 2025-26. Rebalancing that year, results in a higher value of G-13 Contingency projects. It is anticipated that a number of the projects currently assigned to fiscal year 2025-26 will delay delivery into outer years, balancing the overall program over time.

**4. The reservations for Major Damage (Emergency Opening) are much higher than in previous SHOPP cycles. In the past, Caltrans has told the Commission that holding too high of a reservation amount ties up available funding capacity for programming other projects. What are the Major Damage (Emergency Opening) amounts based on, and why are they so much higher than in previous SHOPP cycles?**

Response: The Major Damage (Emergency Opening) reservation amounts and corresponding final allocations during the last six years are shown in the table below. The program is experiencing increasing storm damage impacts, likely due to climate change. The average annual allocation over this time period is \$643 million, with half of the years only expending in the \$400 million range. Commission reservation increases over these years range from zero additional requests, to as many as four requests in heavy damage fiscal year 2022-23. To avoid over-committing programming capacity in any given year, the Department proposes to set the minimum reservation to \$400 million annually. This level of reservation funding allows the Department to anticipate at least one Commission amendment request for the Major Damage (Emergency Opening) reservation amount each year, while maximizing SHOPP programming capacity and not tying up programming capacity needlessly. Those years shown in Exhibit A with Major Damage (Emergency Opening) reservation amounts higher than the \$400 million level are due to extra capacity still uncommitted through actual project programming or other reservations. The extra capacity tends to be re-adjusted during the next SHOPP cycle when the program is again re-balanced.

SHOPP 130 PAST ALLOCATIONS			
Fiscal year	Initial Reservation Amount	Total Reservation	Total Allocation
2017-18	\$ 140,000,000	\$ 550,000,000	\$556,000,000
2018-19	\$ 640,000,000	\$ 678,000,000	\$678,000,000
2019-20	\$ 140,000,000	\$ 540,000,000	\$419,000,000
2020-21	\$ 633,000,000	\$ -	\$492,000,000
2021-22	\$ 240,000,000	\$ 540,000,000	\$488,000,000
2022-23	\$ 245,000,000	\$ 1,100,000,000	\$1,230,000,000
		<b>Total</b>	<b>\$3,863,000,000</b>
		Average	\$643,833,333

**5. The comment letter submitted and signed by the National Resources Defense Council (and others) made some very strong claims about the lack of complete**

**streets elements in the 2024 SHOPP. Please quantify the amount of bicycle, pedestrian, and transit improvements in the 2024 SHOPP compared to what was included in the 2022 SHOPP.**

Response: The 2024 SHOPP is built on target investment and performance levels established in the 2019 and 2021 State Highway System Management Plans (SHSMP). The 2019 SHSMP had a \$130 million annual funding level and no established performance targets. The 2021 SHSMP called for an annual funding level of \$220 million annual funding and established performance targets of 102 miles of bike, pedestrian work per year. The 2024 SHOPP is two-thirds carry over projects from the 2019 plan and one-third new projects from the 2021 plan. The 2024 SHOPP investment levels are approximately \$234 million annually for all bike and pedestrian work. Actual performance measured in the 2024 SHOPP projects is over 150% of the average performance called for by these two SHSMP's. The comment received related to expected bike and pedestrian project accomplishments references the 2023 SHSMP investment levels that will influence the 2026 SHOPP; not the 2024 SHOPP.

**6. The Climate Action Plan for Transportation Infrastructure Strategy S3.3 encourages Caltrans to “review existing programs, processes, and procedures to identify opportunities to strengthen community engagement.” Please explain what Caltrans has done to strengthen community engagement on the 197 +/- new projects proposed in the 2024 SHOPP.**

Response: Caltrans developed a public engagement toolbox providing strategies, principles, resources, and a worksheet to assist with the development of a public engagement strategy. Implementation of the toolbox was focused on the Project Initiation Document (PID) phase beginning with projects targeting the 2024 SHOPP. The original toolbox was created to help the user identify and document the following information in the worksheet for reference in the PID and project file:

- What is already known from previous engagement and what does Caltrans want to learn from future engagement (determining level of engagement)?
- What elements of the project scope are open to influence from the public?
- Who does Caltrans need to reach (i.e., stakeholders, tribal governments, and the public)?
- What are the appropriate tools, activities, and methods for engagement (i.e., public meetings, online survey)?
- What is the timing for conducting engagement activities?

Following the release of the Climate Action Plan for Transportation Infrastructure Strategy (CAPTI) in 2021, Caltrans began several new initiatives intended to

improve public engagement for projects targeting future 2026 and 2028 SHOPP cycles. These new tools and resources for public engagement include:

- **Equitable Public Engagement Guidance for PID Phase:** This guidance builds upon the original toolbox and adds rationale for engagement and project types/context, creates continuity for early scope-based public engagement, and improves how outcomes of public engagement are documented and evaluated for future project development.
- **The Caltrans Public Engagement Portal:** A database for documenting public comments and creating engagement continuity.
- **Community Engagement Coordinators:** A dedicated engagement advocate position in each district.
- **Statewide Community Engagement Playbook and District Community Engagement Playbooks:** An overall framework for engagement best practices and resources to facilitate early and continuous engagement from planning through the life of a project.
- **Public Engagement Plans Guide and Template:** A resource that may be used to develop a plan and/or projects specific engagement approach describing the public engagement goals and objectives, purpose, stakeholders, methods, schedule, and documented results.

**7. Out of the 42 Long Lead projects, 9 of them include fish passage improvements. What is Caltrans doing to streamline the permitting process on fish passage projects to deliver these projects more efficiently?**

Response: These projects are Long Lead projects due to the sensitive habitats with complex permits and primarily structural or other complex channel engineering modeling/long profile analysis needs. The main issues that require Long Lead for these fish passage remediation are:

- **Complex permitting in very sensitive habitat** - All fish passage projects are in or near sensitive jurisdictional water ways, which trigger multiple permit requirements; CA Fish and Wildlife (CDFW) Lake and Streambed Alteration (1602), CDFW Endangered Species Act (2081), National Marine Fisheries Service (NMFS) Endangered Species (Section 7 Consultation), US Army Corps (US ACOE) Waters/Wetlands (CWA 401), and CA State Water Board (SWB) Clean Water Act (CWA 404), and often Coastal Development Permits (CDP's).
- **Bridges** - Most fish passage remediation work occurs on mid-sized streams, so spanning the channel instead of blocking is a common strategy, especially when the span length is greater than 20-ft, which is the minimum length defining a bridge. Bridge projects take more time because typically

geotechnical investigations are needed for foundations design. So that's another ~18 months to 2 years for project studies.

- **Hydraulic Engineering Guidance** - Another challenge is hydraulic engineering guidance for channel design/restoration that meets CDFW and NMFS current standards. When a culvers is removed and the channel restored, complex modeling and long-profile studies are required to determine how to restore the elevation, channel margins, and proper engineered streambed material that will perform well. Both CDFW (2022) and NMFS (2023) have updated their design guidance, but Caltrans guidance is still ~15 years old and catching up with best-available practice. Most permits of this type are delayed due to the lack of proper modeling and long-profile surveys at the time of permitting, which translates to additional delays (~6 months to 1 year delays).

Caltrans has taken the following steps to these challenges in order to streamline the permitting process on fish passage projects for an efficient delivery:

- **Permitting efficiencies**- Caltrans is working with NMFS on a programmatic permit that would streamline federal endangered species consultation for fish passage, to include bridges and pile driving actions. This is expected to be final in ~May 2024. There are some other streamline permitting for other permits to include CDFW Lake and Streambed, US ACE CWA 404, and SWB CWA 401. We're Caltrans is also working on restoration permitting guidance to help Caltrans regional district biologists understand how to take advantage of more streamline permitting opportunities. Education is key to improvement.
- **Bridges** - In 2020 the ABC Office of Structures completed a suite of pre-design Accelerated Bridge Construction (ABC) 65% pre-design. This effort lends to some efficiencies for bridge designs that are on linear alignments (not curves) where the proposed bridge is between 20-ft to 116.5 ft long. However, there is no similar improved efficiency for necessary geotechnical investigations. Foundations are within scour risk waterways, so studies and design are complex.
- **Hydraulic Engineering Guidance** - This is an area that Caltrans staff are looking for further information and options to move forward

**8. How did comments received on the proposed 2024 SHOPP (including verbal comments received at the hearings) affect the Final 2024 SHOPP? If new comments were received at the hearings, please provide an individual response.**

Response: Comments received generally fall into two different categories: project specific and non-project specific comments. All comments received pertaining to specific projects included in the draft 2024 SHOPP are forwarded



to the sponsoring district and responses are developed by the districts. Project specific comments are typically asking for certain components in the design of the project. All projects must first be programmed before design effort can commence, so these comments become part of the project file awaiting design. This SHOPP received a significant number of comments from the public. This was likely due to the introduction of the SHOPP Virtual Dashboard that provides mapping of all projects allowing individuals to comment on our projects in their communities. The level of public comment was seen as a success of the dashboard and allowed for meaningful comments from the local community members. The second category of comments are more policy focused. These comments are reviewed by our Asset Management Team responsible for developing the State Highway System Management Plan and SHOPP investment levels. Many policy comments can be addressed by explaining our processes and analysis leading to the project portfolio included in the SHOPP. Other policy comments will be retained to potentially influence future State Highway System Management Plans. All unique comments received, including those presented at the SHOPP hearings, were addressed and are to be included into the final SHOPP document.

## 2024 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Robert Ball, Deputy Director & Planning Director

Kern Council of Governments (KCOG)

### Kern COG Comments on Kern Projects in the 2024 SHOPP – 1/17/24

#### SHOPP ID#

- 1) 19574 Kern 46 – 33/2/46 - <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders
- 2) 19588 Kern 46 – 51.25/R57.78 – West segment (sharing SR 43) has a HSR mitigation project underway that needs to be coordinated with.
- 3) 19336 Kern 33 – 14.4/17.9 - [https://www.kerncog.org/wp-content/uploads/2018/04/Kern\\_ATP\\_Plan.pdf](https://www.kerncog.org/wp-content/uploads/2018/04/Kern_ATP_Plan.pdf) p. 333 of 429 calls for a Class II Bike lane.
- 4) 24709 Kern 166 – 0.01/10.2 - [https://www.kerncog.org/wp-content/uploads/2018/04/Kern\\_ATP\\_Plan.pdf](https://www.kerncog.org/wp-content/uploads/2018/04/Kern_ATP_Plan.pdf) p. 223 of 429 calls for a Class II Bike lane in Maricopa City limits - <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders except for a gap of 2 ft. shoulder between Maricopa city limits and about 5 miles to the east. This segment should be 6' shoulders as well for continuity of safety for bikers on this segment of SR 166.
- 5) 19612 Kern 99 – 54.6/54.6 (maintenance station) – Consider adding public EV charging spaces for visitors.
- 6) 19345 Kern 99 – 21.15/24.6 (Rehab) – Disadvantaged neighborhood multi-family housing needs soundwalls.
- 7) 23447 Kern 204 – 5.49/5.9 (canal bridges) - [https://www.kerncog.org/wp-content/uploads/2022/12/2022\\_RTP.pdf](https://www.kerncog.org/wp-content/uploads/2022/12/2022_RTP.pdf) p. 159 of 563 calls for operational improvements that may include a future HOV, managed lane. Design bridges for easy expansion to add a managed lane each direction. Note that this facility needs a safer walk/bike access to the the Kern River Parkway trail system.
- 8) 19548 Kern 5 – 15.9R/30 – Add shoulder rumble strips.
- 9) 19331 Kern 5 – 4.4/10.2R – Consider rock/mudslide barriers. [https://www.kerncog.org/wp-content/uploads/2022/12/2022\\_RTP.pdf](https://www.kerncog.org/wp-content/uploads/2022/12/2022_RTP.pdf) p. 159 of 563 calls for additional truck lanes each direction. Design for easy implementation.
- 10) 19330 Kern 5 – 0.73/1.08 (rest area plumbing) – Consider public EV charging.
- 11) 19515 Kern 223 – 1.85/10.4 - <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders
- 12) 15353 Kern 223 – R20.1/21.3 – Consult with City of Arvin staff on complete street treatments.
- 13) 19343 Kern 58 – R59.45/77.25 – Include truck passing lanes W. of 223. Move weigh-in-motion facility to E. of 223 to avoid drive around trips using 223.
- 14) 20339 Kern 58 – 77.252/R88.6 – Include truck passing lanes and curve re-alignment E. of 223.
- 15) 21138 Kern 58 – R99.4/R107.7 – Consider adding mudslide barriers.
- 16) 23933 Kern 178 – 88.6/92 – Thanks for including bike lanes.
- 17) 20351 Kern 178 – 92/R93.4 – Thanks for including bike lanes.
- 18) 19004 Kern 14 – R12.6/16.7 - <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders
- 19) 21677 Kern 14 – R0/R4.7 - <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders

## Caltrans Response to Kern Council of Government:

Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. Due to the specific project related items, Kern Council of Governments (KCOG) is encouraged to continue to work with regional Caltrans Districts 6 and 9 to identify opportunities early in the process. Caltrans responses to comments are shown below. The numbering of responses corresponds with the numbered comments in the submitted document.

**1. 06-Kern 46 (06-1A680): <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders**

Response: This project scope focuses on capital preventative maintenance for the existing pavement. Shoulder widening is beyond the scope of the SHOPP Capital Preventative Maintenance sub program. Addition of shoulder widening into this project would cause a substantial delay to the project and exceed Caltrans district level fiscal constraints in the SHOPP.

**2. 06-Kern 46 (06-1A760): West segment (sharing SR 43) has a HSR mitigation project underway that needs to be coordinated with.**

Response: Caltrans will coordinate with California High Speed Rail Authority (CHSRA) as the project develops further.

**3. 06-Kern 33 (06-0w830): [https://www.kerncog.org/wp-content/uploads/2018/04/Kern\\_ATP\\_Plan.pdf](https://www.kerncog.org/wp-content/uploads/2018/04/Kern_ATP_Plan.pdf) p. 333 of 429 calls for a Class II Bike lane.**

Response: Class 2 bike lanes will be evaluated between Gardner Field Road and the Taft Bike trails as the project continues to be developed.

**4. 06-Kern 166 (06-0X381): [https://www.kerncog.org/wp-content/uploads/2018/04/Kern\\_ATP\\_Plan.pdf](https://www.kerncog.org/wp-content/uploads/2018/04/Kern_ATP_Plan.pdf) p. 223 of 429 calls for a Class II Bike lane in Maricopa City limits - <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders except for a gap of 2 ft. shoulder between Maricopa city limits and about 5 miles to the east. This segment should be 6' shoulders as well for continuity of safety for bikers on this segment of SR 166.**

Response: This is a split-off environmental mitigation project only. No infrastructure improvements are proposed as part of this project. The parent project is already in the construction phase and includes some complete street elements (i.e. sidewalks and crosswalks)

**5. 06-Kern 99 (maintenance station) (06-1A810): Consider adding public EV charging spaces for visitors.**

Response: Existing public EV chargers will remain accessible to public after project completion.

**6. 06-Kern 99 (Rehab) (06-0X370): Disadvantaged neighborhood multi-family housing needs soundwalls.**

Response: A noise study was completed as a result of the Auxiliary Lane on the project. The noise study identified that a sound wall was warranted adjacent to Wilson Park Village.

**7. 06-Kern 204 (canal bridges) (06-1F260): [https://www.kerncog.org/wp-content/uploads/2022/12/2022\\_RTP.pdf](https://www.kerncog.org/wp-content/uploads/2022/12/2022_RTP.pdf) p. 159 of 563 calls for operational improvements that may include a future HOV, managed lane. Design bridges for easy expansion to add a managed lane each direction. Note that this facility needs a safer walk/bike access to the Kern River Parkway trail system.**

Response: This project only focuses on bridge rail replacement to address safety and place the bridge into a "state of good repair". No other improvements are being contemplated.

**8. 06-Kern 5 (06-0W930): Add shoulder rumble strips.**

Response: Rumble strips exist on the inside and outside shoulders within the project limits and will be perpetuated as part of this project.

**9. 06-Kern 5 (06-0W920): Consider rock/mudslide barriers. [https://www.kerncog.org/wp-content/uploads/2022/12/2022\\_RTP.pdf](https://www.kerncog.org/wp-content/uploads/2022/12/2022_RTP.pdf) p. 159 of 563 calls for additional truck lanes each direction. Design for easy implementation.**

Response: Slope stabilization improvements on the southbound roadway (Postmile 8.04-8.45) are being considered as part of an unfunded project in the planning stages. That project may be funded by the SHOPP in the future. Improvements implemented on this project will be taken into consideration in the ultimate facility as to not preclude any future improvements.

**10. 06-Kern 5 (rest area plumbing) (06-0X570): Consider public EV charging.**

Response: The scope of this project is focused on water and wastewater infrastructure upgrades to the northbound and southbound rest areas. The southbound rest area currently has EV charging which will be perpetuated after completion of the project. An EV charging station cannot be added to northbound rest area without exceeding the current Caltrans district level fiscal constraints in the SHOPP.

**11. 06-Kern 223 (06-1C060): <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders**

Response: Shoulder widening was considered during the scoping of the project but was dismissed due to environmental constraints and limitations with Caltrans district level fiscal constraints of the SHOPP.

**12. 06-Kern 223 (06-0Y150): Consult with City of Arvin staff on complete street treatments.**

Response: Consultation with the City is ongoing. Some additional complete street elements have been incorporated into the project through coordination with the City.

**13. 06-Kern 58 (06-0X450): Include truck passing lanes W. of 223. Move weigh-in-motion facility to E. of 223 to avoid drive around trips using 223.**

Response: Passing lanes are beyond the scope of this pavement focused Capital Preventative Maintenance project. Relocation of the Weigh in Motion (WIM) infrastructure would increase the cost of the project beyond the Caltrans district level fiscal constraints in the SHOPP. The WIM facility has no California Highway Patrol (CHP) enforcement applicability and is only for data collection.

**14. 09-Kern 58 (09-37920): Include truck passing lanes and curve re-alignment E. of 223.**

Response: Truck passing lanes and curve re-alignment are currently in the scope of the project.

**15. 09-Kern 58 (09-38310): Consider adding mudslide barriers.**

Response: The stated improvement is outside the scope of the project and will be considered in a future project.

**16. 09-Kern 178 (09-38331): Thanks for including bike lanes.**

Response: Thank you for the comment.

**17. 09-Kern 178 (09-38330): Thanks for including bike lanes.**

Response: Thank you for the comment.

**18. 09-Kern 14 (09-37520): <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders**

Response: This section of highway already has 8' shoulders. This will be perpetuated with this project.

19. 09-Kern 14 (09-39050): <https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf> p. 18 of 90 calls for 6' shoulders

Response: This section of highway currently has 10' shoulders. This will be perpetuated with the project. Widening of the inside paved shoulder is proposed on the southbound side of Route 14 between PM R3.57 to PM R4.20. Excavation of the median will be required to widen the shoulder involving approximately 5 to 7 feet of cut slope and removal of embankment material.

## 2024 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Janneke Strause, Associate Transportation Planner

Transportation Agency for Monterey County

Project	Description	Comment
05-Monterey-1 74.6 / R77.6 3051 0521000134	Rehabilitate pavement and replace signage on Hwy 1 from San Luis Ave to Sloat.	Continue coordination with TAMC staff to identify active transportation features into this project (e.g., shoulder improvements to create bike facilities)
05-Monterey-1 R85.1 / R90.98 3034 0520000135	Rehabilitate pavement and replace TSM elements on Hwy 1 in or near Marina	Continue coordination with TAMC staff to identify active transportation features into this project (e.g., shoulder improvements to create bike facilities). Identify any new TSM equipment that could be included in this project.
05-Monterey-1 R90.98 / R102.031 2889 0519000034	Rehabilitate pavement, upgrade ADA facilities, replace TSM elements on Hwy 1 in or near Marina	Continue coordination with TAMC staff to identify active transportation features into this project (e.g., shoulder improvements to create bike facilities). Identify any new TSM equipment that could be included in this project.
05-Monterey-101 R22.0 / R28.0 3009 0519000119	Rehabilitate roadway, reconstruct guardrail and drainage systems, and replace Transportation Management System (TMS) elements and signs.	Coordination with TAMC staff to identify active transportation features into this project (e.g., bike/ped facilities). Identify any new TSM equipment that could be included in this project.
05-Monterey-101 R30.6 / R36.9 3014 0519000149	Near San Lucas on US 101. Rehabilitate roadway, replace sign panels, and upgrade guardrail	Continue coordination with TAMC staff to identify active transportation features into this project (e.g., shoulder improvements to create bike facilities)
05-Monterey-68 R0.2 / R15.7 2787Y 0522000067	On SR 68 from west of Sunset Drive to west of Toro Park Undercrossing. Landscape mitigation for culvert rehabilitation project EA 1J880	Coordinate with the project team for the Scenic Route 68 Corridor Improvement Project to implement project as part of corridor improvements. Make sure these funds are identified to the extend possible as matching funds for grants.
05-Monterey-68 R0.2 / R15.7 2787X 0522000068	See above	See above
05-Monterey-68 R0.2 / R15.7 2787Y 0522000067	On SR 68 from west of Sunset Drive to west of Toro Park Undercrossing. Landscape mitigation for culvert rehabilitation project EA 1J880	Coordinate with the project team for the Scenic Route 68 Corridor Improvement Project to implement project as part of corridor improvements. Make sure these funds are identified to the extend possible as matching funds for grants.
05-Monterey-68 R0.2 / R15.7 2787X 0522000068	See above	See above
05-Monterey-101 R28.2 / 100.3 2797 0518000084	In and near King City, Greenfield, Soledad, Gonzales, and Salinas. Rehabilitate drainage systems, replace overhead signs and structures, and update Transportation Management System (TMS) elements	Coordinate with US 101 South of Salinas project team to identify project features that could be implemented or used as matching funds. Consider new overhead sign approaching US 101 exit to Abbott Street.

Thank you!

Janneke Strause  
Associate Transportation Planner  
Transportation Agency for Monterey County  
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Salinas, CA 93901  
(831) 775-4410

[The 2023 Monterey County Bike Map is here!](#)

## **Caltrans Response to Transportation Agency for Monterey County:**

Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. Due to the specific project related items, Transportation Agency for Monterey County (TAMC) is encouraged to continue to work with regional Caltrans District 5 to identify opportunities early in the process. Caltrans responses to comments are shown below. The numbering of responses corresponds with the order of comments in the submitted document.

**1. 05-Monterey 1 (05-1N850): Continue coordination with TAMC staff to identify active transportation features into this project (e.g., shoulder improvements to create bike facilities).**

Response: Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with TAMC to deliver transportation improvements that protect, preserve, and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with you in the future to strengthen our partnership and find innovative solutions to improve transportation in Monterey County.

**2. 05-Monterey 1 (05-1N160): Continue coordination with TAMC staff to identify active transportation features into this project (e.g., shoulder improvements to create bike facilities). Identify any new TSM equipment that could be included in this project.**

Response: Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with TAMC to deliver transportation improvements that protect, preserve, and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with you in the future to strengthen our partnership and find innovative solutions to improve transportation in Monterey County.

**3. 05-Monterey 1 (05-1K870): Continue coordination with TAMC staff to identify active transportation features into this project (e.g., shoulder improvements to create bike facilities). Identify any new TSM equipment that could be included in this project.**

Response: Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with TAMC to deliver transportation improvements that protect, preserve, and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with you in



the future to strengthen our partnership and find innovative solutions to improve transportation in Monterey County.

**4. 05-Monterey 101 (05-1M350): Coordination with TAMC staff to identify active transportation features into this project (e.g., bike/ped facilities). Identify any new TSM equipment that could be included in this project.**

Response: Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with TAMC to deliver transportation improvements that protect, preserve, and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with you in the future to strengthen our partnership and find innovative solutions to improve transportation in Monterey County.

**5. 05-Monterey 101 (05-1M430): Continue coordination with TAMC staff to identify active transportation features into this project (e.g., shoulder improvements to create bike facilities).**

Response: Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with TAMC to deliver transportation improvements that protect, preserve, and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with you in the future to strengthen our partnership and find innovative solutions to improve transportation in Monterey County.

**6. 05-Monterey 68 (05-1J881): Coordinate with the project team for the Scenic Route 68 Corridor Improvement Project to implement project as part of corridor improvements. Make sure these funds are identified to the extent possible as matching funds for grants.**

Response: Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with TAMC to deliver transportation improvements that protect, preserve, and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with you in the future to strengthen our partnership and find innovative solutions to improve transportation in Monterey County.

**7. 05-Monterey 68 (05-1J882): Coordinate with the project team for the Scenic Route 68 Corridor Improvement Project to implement project as part of corridor improvements. Make sure these funds are identified to the extent possible as matching funds for grants.**

Response: Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with TAMC to deliver transportation improvements that protect, preserve, and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with you in the future to strengthen our partnership and find innovative solutions to improve transportation in Monterey County.

**8. 05-Monterey 101 (05-1J890): Coordinate with US 101 South of Salinas project team to identify project features that could be implemented or used as matching funds. Consider new overhead sign approaching US 101 exit to Abbott Street.**

Response: Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with TAMC to deliver transportation improvements that protect, preserve, and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with you in the future to strengthen our partnership and find innovative solutions to improve transportation in Monterey County.

## 2024 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Community Members of Boyle Heights  
Hollenbeck Recreation Center

January 19, 2024

Dear Caltrans SHOPP Program,

On behalf of the community of Boyle Heights, , I am writing to express our support for Los Angeles Sanitation and Environment's (LA Sanitation) proposed Hollenbeck Park Lake Rehabilitation Project's incorporation into the 2024 State Highway Operation and Protection Program (SHOPP).

Hollenbeck Park Lake is a heavily utilized park in the disadvantaged designated community of Boyle Heights, one of the City's most park-starved communities. The project improvements will significantly improve the health and well-being of the local community which is surrounded by 5 major freeways.

Hollenbeck Park Lake directly accepts runoff from a portion of the I-5 freeway. This aligns with the SHOPP program objectives to keep transportation assets working at optimum levels, with an emphasis in the areas of pavement, bridges and tunnels, drainage, and transportation management systems.

The project will implement improvements that include; stormwater diversion and capture, structural and green stormwater infrastructure, and green solutions that will significantly improve water quality, and bring deeply needed air quality improvements to the area, reducing the heat island effect that disproportionately impacts low-income communities.

This project is important not only because it will improve water quality, increase water supply, and mitigate localized flooding issues, but it will also improve and beautify Hollenbeck Park, the lake and the surrounding community of Boyle Heights.

For these reasons and more, I strongly support LASAN's Hollenbeck Park Lake Rehabilitation Project for SHOPP funding. Thank you for your consideration.

Sincerely,

### **Caltrans Response to Community of Boyle Heights:**

Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list, and storm water mitigation project EA 03-39240. The Department of Transportation (Caltrans) appreciates the community of Boyle Heights' comments and interest in the proposed 2024 SHOPP. Caltrans will continue to partner with Regional Transportation Agencies and Metropolitan Planning Organizations to deliver transportation improvements to protect, preserve, and rehabilitate the State Highway infrastructure throughout Los Angeles and California.

## 2024 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Susana Betancourt, Holleneck park Advisory Board Member, Boyle Heights Neighborhood Watch Program Coordinator

January 19, 2024

CalTrans State Highway Operation and Protection Program (SHOPP), Acting Civil & Environmental Engineer Kevin Ho, LA Sanitation and Environment, Safe Clean Water Implementation Division

Dear CalTrans SHOPP Committee Members, et al.,

The Boyle Heights Neighborhood Watch Program representatives, and its members, wholeheartedly support the LA Sanitation and Environment proposed Hollenbeck Park Lake Rehabilitation and Beautification Project's incorporation consideration, into the 2024 State Highway and Operation Protection Program (SHOPP).

Our Neighborhood Watch Program, collaborates with the Hollenbeck Recreation & Parks, and the Park Rangers, in conjunction with the Community Hollenbeck LAPD, the LA City Attorney's Office, and CD14, to improve the health, safety & beautification of our esteemed Hollenbeck Park, and of the overall quality of life, for our Boyle Heights residents, and community.

The Hollenbeck Park lake is an iconic site, within Boyle Heights, and in Los Angeles. However, throughout the years, the lake's water quality has deteriorated, with the environmental pollution, and the infrastructure condition of the lake has become progressively worse.

Furthermore, the deterioration of the lake's water quality, has further become a public health concern for our local residents, and visitors alike. Including, in becoming a health risk, for the animal biodiversity, whose permanent residency, has become the Hollenbeck Park Lake.

Therefore, the LASAN Rehabilitation Project, in partnership with SHOPP, would provide substantial stormwater capture benefits, and mitigate localized flooding issues, while in restoring the historic Hollenbeck Park Lake. Moreover, in improving the water quality, for its vulnerable animal habitat species, such as the birds, ducks and fish, and for those threatened animal species, that have been introduced to the lake's ecosystem, as some intriguing turtles.

Overall, the proposed LASAN lake restoration, along with landscaping improvements, and a joint collaboration with the State Highway and Operation Protection Program

(SHOPP), would allow for a more healthy environment, as Boyle Heights is an overall underserved population, that has dealt with much ecological pollution, and the contamination of the air quality, due to the daily impact of five major interstate freeways, and the contamination runoff, into the Hollenbeck Park Lake, per the adjacent I-5 freeway.

Therefore, we kindly request, of your CalTrans funding consideration, and of incorporating the State Highway and Operation Protection Program (SHOPP), into the LASAN Hollenbeck Park Lake Rehabilitation Project.

The CalTrans SHOPP additional funding, and the proposed program assistance to LASAN, would provide the necessary infrastructure lake renovations, allow for the dire environmental improvements of the park, while providing more accessible green space, and a safer environment for Hollenbeck Park visitors, and for the residents of Boyle Heights.

Sincerely,

Susana Betancourt  
Hollenbeck Park Advisory Board Member, BH Neighborhood Watch Program  
Coordinator & Boyle Heights Stakeholder

Representing the Boyle Heights Neighborhood Watch Program Block Captains & Community Stakeholders, in support of the LA Sanitation and Environment proposed Hollenbeck Park Lake Rehabilitation Project's incorporation consideration, into the 2024 State Highway and Operation Protection Program (SHOPP):

S. Boyle Ave. Neighborhood Watch Block Captains Anna Luna & Rose Luna

S. Chicago St. Neighborhood Watch Block Captains Martha Ruiz, Norma Sanchez & the Otilia Flores-Diaz Family

N. Chicago St. Neighborhood Watch Block Captain Norma Godinez

S. St. Louis St. Neighborhood Watch Block Captain Irma Campos

N. St. Louis St. Neighborhood Watch Block Captain Deanna Gonzales

S. Breed St. Neighborhood Watch Block Captain Lydia Ruano

E. Inez St. Neighborhood Watch Block Captains Sam & Rose Cardiel, Juan & Maile Pulido, Ignacio & Yolanda Garza

E. Terrace Hts. Ave. Neighborhood Watch Block Captains Ed Garcia, Christine Don-Guerrero & Delia Zavala

S. Soto St. Neighborhood Watch Block Captains Olivia Huerta & Marielena Gomez

**Caltrans Response to Community of Boyle Heights:**

Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list and storm water mitigation project EA 03-39240. The Department of Transportation (Caltrans) appreciates the Boyle Heights Neighborhood Watch Program representatives, and its members' comment and interest in the proposed 2024 SHOPP. Caltrans will continue to partner with Regional Transportation Agencies and Metropolitan Planning Organizations to deliver transportation improvements to protect, preserve, and rehabilitate the State Highway infrastructure throughout Los Angeles and California.

## 2024 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Kevin Ho, LA Sanitation and Environment Safe Clean Water Implementation Division on behalf of Eileen Alduenda, Executive Director Council for Watershed Health



January 18, 2024

Caltrans  
SHOPP Program  
1120 N Street  
Sacramento, CA 95814

**RE: Support for Los Angeles Sanitation and Environment's Proposed Hollenbeck Park Lake Rehabilitation Project**

Dear Caltrans SHOPP Program,

Council for Watershed Health (CWH) is pleased to support the Los Angeles Sanitation and Environment's (LASAN) proposed Hollenbeck Park Lake Rehabilitation Project's (Project) incorporation into Caltrans' 2024 State Highway Operation and Protection Program (SHOPP). Hollenbeck Park is a heavily utilized park in the under-resourced community of Boyle Heights, one of the City's most park-poor communities. The Park is surrounded by five major freeways, and Hollenbeck Park lake accepts runoff from a portion of the I-5 freeway. The Project will implement stormwater diversion and green stormwater infrastructure strategies including bioswales and constructed wetlands that will improve the water quality of runoff entering the lake, help improve air quality, and reduce the urban heat island effect, resulting in improved health and well-being of the local community.

For over 25 years, Council for Watershed Health has worked toward a Southern California that is a model of sustainable, urban watershed management, with clean waters, reliable local water supplies, restored native habitats, ample parks and open spaces, integrated flood management, and revitalized rivers and urban centers. This Project aligns with our mission to advance the health and sustainability of our region's watersheds, rivers, streams and habitat - both in natural areas and urban neighborhoods. CWH supports this multi-benefit park Project, which will provide flood mitigation and increased localized stormwater capture while improving water quality and providing habitat. Funding from the SHOPP will help ensure successful implementation of the Hollenbeck Park Lake Rehabilitation Project and the benefits that this Project will provide for the community of Boyle Heights.

Sincerely,



Eileen Alduenda  
Executive Director  
eileen@watershedhealth.org

**Caltrans Response to Community of Boyle Heights:**

Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list and storm water mitigation project EA 03-39240. The Department of Transportation (Caltrans) appreciates the Council for Watershed Health's comments and interest in the proposed 2024 SHOPP. Caltrans will continue to partner with Regional Transportation Agencies and Metropolitan Planning Organizations to deliver transportation improvements to protect, preserve, and rehabilitate the State Highway infrastructure throughout Los Angeles and California.



## 2024 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Carter Rubin, Senior Transportation Lead; Resilient Communities  
Natural Resources Defense Council



January 19, 2024

Tony Tavares  
Director of the Department of Transportation  
1120 N Street Sacramento, CA 95814

RE: Comments on the 2024 State Highway Operations and Protection Program

Dear Director Tavares:

On behalf of the undersigned organizations, we write to share the following comments on the proposed 2024 SHOPP. Because SHOPP is the single largest funding program for improving California's transportation corridors, we set a high standard for what SHOPP needs to become in order to truly deliver a safe, connected and clean transportation system for all Californians. Our comments below particularly emphasize the impact of the Director's Policy on Complete Streets (DP-37) on the projects included in the SHOPP, and areas we see for further progress towards ensuring the State Highway System offers a mobility system that is safe, affordable, and provides multimodal options that will mitigate our climate crisis and provide relief for communities that disproportionately suffer from transportation pollution.

- 1. The 2024 SHOPP should prioritize creating truly complete streets that allow for safe travel by all road users, especially people walking, biking and**

**taking transit on the State Highway System as well as crossing barriers created by State Highways.**

We acknowledge that Caltrans is beginning to explicitly incorporate and track complete streets elements in projects in the 2024 SHOPP. This a good start but further progress is needed to prioritize projects that serve people walking, biking and taking transit in order to move beyond a box-checking process to making transformational investments in the State Highways System at the scale that our traffic safety and climate crises require.

Caltrans has expressed a "commitment to integrating bicycle, pedestrian, and transit improvements on the transportation network" and claimed that "45% of all Draft 2024 SHOPP projects including one or more complete street features."<sup>1</sup> Our analysis finds that 44.6% of 2024 SHOPP projects appear to include one or more ADA, bike, pedestrian, or public transportation element, in line with Caltrans' claim; however, 45% is a decrease from the 47% of projects reported to include complete streets in the 2022 SHOPP. It's shocking to see this number going down, despite all Caltrans districts completing active transportation plans over the last several years that identified a significant increase in complete street asset needs since the 2022 SHOPP.

We also believe that it's not a meaningful statistic to cite the percentage of projects that include *only one* complete street element, particularly when you include minor activities such as drainage grates in counting individual complete streets elements. Describing complete streets investment in this way violates Caltrans own definition of complete streets from DP-37. For example, if we exclude ADA investments from the complete streets investments, because ADA is a legal requirement and doesn't meaningfully create a "complete street," but merely a legally-compliant street component at a single intersection, then the share of SHOPP projects featuring a "complete street" investment beyond simple ADA compliance is 39.4%.

Furthermore, if we specifically filter 2024 SHOPP projects to focus only on complete streets assets that have CTC-established performance targets set in the 2023 State Highway System Management Plan (SHSMP), which include class 1, 2 and 4 bikeways, sidewalks, and crosswalks, only 127 projects (or 21% of all projects) include those more meaningful complete streets elements. 21% represents a much more meaningful tally of projects that create complete streets facilities but is less than half of the 45% of projects that Caltrans is promoting as including a complete streets element.

<sup>1</sup>

<https://dot.ca.gov/-/media/dot-media/programs/financial-programming/documents/2024-shopp-project-ist-to-rtpa-final-posted-v3-a11y.pdf>

The inclusion of complete streets 'elements' in the SHOPP nonetheless clearly falls short of the letter/intent of the Director's Policy for Complete Streets and Road Safety, which respectively commit to, among other things, "... all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved", and directs all employees/divisions/programs to "...promote the implementation of the Safe System approach as relevant to their roles...". These goals cannot be achieved by individual 'elements' in any given project but require holistic design approaches that cannot be evaluated using available data. The continued increases in pedestrian and overall traffic fatalities strongly suggests an ongoing disconnect between implementation and the impact needed.

**2. The 2024 SHOPP falls well short from implementing the 10 year performance targets for complete streets, transit, and climate adaptation set in the 2023 State Highway System Management Plan. We recommend funds be set aside in the 2024 SHOPP to increase investment in these asset categories equivalent to a 4-year investment required to meet the 10-year targets.**

The 2023 SHSMP plans to spend \$3 billion on bicycle and pedestrian infrastructure in the 10 year period beginning with the 2024 SHOPP. Yet, the 2024 SHOPP only spends \$280 million on bike and pedestrian infrastructure, less than 10% of what we would expect to be 40% (\$1.2B) needed to achieve the 10 year target on time. There is a clear inconsistency between documented complete streets needs identified in Caltrans' plans, planned investment in the SHSMP, and the actual implementation found in the 2024 SHOPP. For example, the total 10-year need for bicycle and pedestrian infrastructure that was identified in Caltrans Active Transportation (CAT) Plans is estimated at \$14.6 billion, plus an additional \$1.1 billion for ADA infrastructure. Further CAT Plan data analysis shows that 4,201 miles (or roughly 22 million linear feet) is needed for these facility types and is documented in the new asset needs in the chart below from the 2023 SHSMP. However, when we examine the 2024 SHOPP project list and disaggregate by facility type, all projects that include bikeway facilities will add only 215 miles of new assets. This contrasts sharply with the 10 year need set in the SHSMP, 2,570 miles, for bikeways of all types. SHOPP 2024 only represents 8% of meeting total 10-year need for bikeways and falls significantly short at its current pace (this discrepancy is even more stark when examining sidewalk and crosswalk needs and 2024 SHOPP implementation). Examining further, we find that the vast majority of the 93 2024 SHOPP projects that will implement a bikeway are class II bikeways. Research has shown that class II facilities are insufficient for an "all ages and abilities" design approach that DP-37 upholds.

Table 5-63. Bicycle and Pedestrian Infrastructure Inventory by Asset Type

Inventory by Asset Type		
Asset Type	Existing Assets (linear feet)	New Asset Needs (linear feet)*
<b>Bicycle Infrastructure Assets</b>	<b>2,169,495</b>	<b>13,565,054</b>
Bikeway Class I	596,392	2,058,698
Bikeway Class II	1,549,412	6,795,335
Bikeway Class II Buffered	21,435	2,683,154
Bikeway Class IV	2,256	2,027,867
<b>Pedestrian Infrastructure Assets</b>	<b>6,253,975</b>	<b>7,680,978</b>
Sidewalk	5,414,723	7,450,866
Crosswalk	839,252	244,800
<b>Other Bicycle and Pedestrian Infrastructure Assets</b>	<b>-</b>	<b>922,225</b>
Facilities at Bridges and On/Off Ramps	-	922,225
<b>Total</b>	<b>8,423,470</b>	<b>22,182,946</b>

\*The quantities of new bicycle facility needs by type are estimated for investment planning purposes only.

The 2023 SHSMP also documents \$4.6 billion planned 10-year investment for "climate-focused objectives" and a 10-year climate adaptation and resilience need of \$15.4 billion. It is unclear how the 2024 SHOPP takes these needs into account, since no narrative is included in the RTPA letter related to this category of projects, and the project book does not appear to include this category of activities. We request an analysis of how these SHSMP performance goals are implemented in the 2024 SHOPP, what types of project activities are included, and specifically how "climate adaptation" and "climate change infrastructure protection" is defined.

Lastly, the 2024 SHOPP lists only nine projects that include transit stop improvements, and no other categories of transit priority activities. Transit improvements should be considered alongside bike and pedestrian infrastructure as critical elements of complete streets, based on DP-37, and transit priority investments that move buses more efficiently on the state highway are key to effectively operating the system. These investments should be prioritized for SHOPP projects on all state highways with major transit routes in order to claim that the 2024 SHOPP is consistent with CAPTI, however these investments are severely lacking in the 2024 SHOPP.

**3. The 2024 SHOPP should explicitly consider and prioritize beneficial investments in communities that are most burdened by the transportation**

**system and most in need of investment in safe, clean and affordable mobility options.**

Our analysis finds that SHOPP's complete streets and pavement rehab project portfolios (by dollar amount) are underinvested in disadvantaged communities (DACs) when considering the draft Caltrans EQI and CalEnviroScreen 4.0 (bottom quartile) DAC definitions, and roughly proportional (i.e., geographically even but still inequitable) according to the federal J40 DAC definition. Overall SHOPP investments are underinvested in DACs according to the draft Caltrans EQI definition, and roughly proportional to the CalEnviroScreen 4.0 and federal J40 definitions. NRDC-identified projects with potential VMT-increasing impacts (9% of proposed SHOPP projects and 12% of total SHOPP spending) do not appear to be distributed inequitably in proportion to those investments, though some are sited in DACs.

The below table shows that only 47% of the 2024 SHOPP's complete streets investments are being made in communities that Caltrans has flagged as equity priorities in its Transportation Equity Index EQI, compared to 67% of the population living in those communities. Using Justice 40 criteria, Caltrans allocated 32% of 2024 SHOPP projects with complete streets elements to J40 communities, whereas 36% of Californians live in J40 communities. And only 19% of 2024 SHOPP projects with complete streets elements are in communities in the bottom quartile of the CalEnviroScreen, whereas 29% of Californians live in such communities.

Percent of dollars spent						
Equity community designation	% of \$ SHOPP road widening investments in DACs	% of \$ SHOPP pavement investment in DACs	% of \$ SHOPP complete street investment in DACs	% of \$ SHOPP bike & ped elements (non ADA) in DACs	% of \$ SHOPP overall investment in DACs	Percent of total CA population living in DAC geos
EQI Caltrans	39%	44%	47%	42%	52%	67%
J40	33%	35%	32%	30%	40%	36%
CalEnviroScreen (bottom 1/4)	15%	16%	19%	17%	27%	29%

**4. The 2024 SHOPP includes funding for projects that are receiving funds for highway, major roadway, and interchange expansions through other funding streams. These projects should be removed from the 2024 SHOPP and this practice should be ended.**

Our organizations have noted that the 2024 SHOPP includes rehabilitative projects along State Route 99 in Madera and Kern counties, which are also receiving funding for expansions as part of the same projects. In Madera County, SHOPP project ID 22897, described in the workbook as a pavement rehabilitation project along State Route 99 from Avenue 7 to Avenue 12, is part of a larger project to expand SR-99 from 4 to 6 lanes.<sup>2</sup> In Kern County, SHOPP project ID 19345, described in the workbook as a rehabilitation project, is part of a larger project to expand SR-99 by adding an auxiliary lane.<sup>3</sup>

These expansion projects will increase greenhouse gas (GHG) emissions and vehicle miles traveled (VMT), undermining California's climate and equity goals. It is not an appropriate use of SHOPP funds to further enable highway widenings that are done in a piecemeal fashion with lack of transparency to the public about the overall impact of the cumulative investments through SHOPP and other funding streams.

**5. There remains a disconnect between implementation of the Director's Policy on Complete Streets and continuing rising traffic fatalities.**

From 2013 to 2022, traffic fatalities in California increased from 2,853 to 4,166, a 46% increase representing nearly 35,000 lives lost in that decade. Over 10,000 of these deaths were Californians who were walking or biking. In addition to requiring that complete streets elements be included in projects, California could take inspiration from the federal Highway Safety Improvement Program in the Infrastructure Investment and Jobs Act by requiring a proportional share of SHOPP funding be focused on countermeasures that will prevent traffic fatalities of people walking and biking. SHOPP investment in complete streets projects that protect vulnerable road users should continue to ramp up in response to the rising traffic fatalities.

**6. Caltrans must consistently and transparently document exemptions granted to projects under the Director's Policy on Complete Streets.**

Our analysis finds that 346 SHOPP projects (57%) have no ADA, bike, pedestrian, or public transit elements listed, and an even greater 79% do not include the key complete streets assets identified in the 2023 SHSMP (bikeways, sidewalks, or crosswalks). That would indicate a vast majority of projects claim

<sup>2</sup> <https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-0h220>

<sup>3</sup> <https://dot.ca.gov/caltrans-near-me/district-6/district-6-projects/06-0x370>

exemptions to DP-37. To what extent have these exemptions been documented in the 2024 SHOPP program, and are all districts consistently and meaningfully including complete streets assets or approving exemptions? Caltrans should publish the required documentation for these exemptions on the agency website so stakeholders can identify what Caltrans is approving as reasons for not including complete streets elements, and how exemptions compare across districts. A list of projects receiving exemptions should be reported to the California Transportation Commission as part of their briefing materials during each meeting.

**7. Caltrans should provide more opportunities for public input into project priorities, and track and evaluate implementation of the Complete Streets policy.**

Caltrans should create a clear and welcoming process for the public to identify complete streets projects they would like to see on the State Highway System, and create a process for that input to be reflected in each draft SHOPP. Caltrans should ensure every Caltrans District has an identified complete streets coordinator that is engaged in reviewing projects included in the SHOPP. Districts should have reporting obligations for ensuring progress toward implementing the agency's complete streets policy, that includes information on which projects received exemptions.

We thank you for your support for complete streets investments and are eager to work with you and Caltrans to fully achieve the Director's Order, and reach further to build out the transportation system of the future that Californian's deserve.

Best,

Carter Rubin, Director of State Transportation Advocacy  
NRDC (Natural Resources Defense Council)

Jared Sanchez, Policy Director  
CalBike

Olivia Seideman, Climate Policy Coordinator  
Leadership Counsel for Justice and Accountability

Jonathan Matz, California Senior Policy Manager  
Safe Routes Partnership

Zack Deutsch-Gross, Policy Director  
TransForm

Carter Lavin, Co-Director

Transbay Coalition

Jason John, Acting Director  
Sierra Club California

Marc Vukceвич,  
Director of State Policy  
Streets For All

Eli Akira Kaufman  
Executive Director  
BikeLA

Bryn Moncelsi, Deputy Director  
Climate Resolve

David Diaz, Executive Director  
Active San Gabriel Valley

Kevin Shin, Deputy Director  
California Walks



## Caltrans Response to Natural Resources Defense Council:

Thank you for commenting on the Draft 2024 State Highway Operation and Protection Program (SHOPP) project list.

Caltrans responses to comments are shown below. The numbering and restated heading (bold text) corresponds with that shown in the letter to Director Tavares:

**1. The 2024 SHOPP should prioritize creating truly complete streets that allow for safe travel by all road users, especially people walking, biking and taking transit on the State Highway System as well as crossing barriers created by State Highways.**

Response: Caltrans has existing policies that require each project to evaluate bicycle and pedestrian mode needs in the planning and design phases. The 2024 SHOPP is constructing over 200 miles of bike lanes, over 70 miles of sidewalks and crosswalks and transit stop improvements at over 160 locations as a result of these evaluations. In addition, Caltrans is spending over \$1 billion annually on safety improvements for all users.

**2. The 2024 SHOPP falls well short from implementing the 10 year performance targets for complete streets, transit, and climate adaptation set in the 2023 State Highway System Management Plan. We recommend funds be set aside in the 2024 SHOPP to increase investment in these asset categories equivalent to a 4-year investment required to meet the 10-year targets.**

Response: The 2024 SHOPP is built on performance targets established in both the 2019 and 2021 State Highway System Management Plans. The 2023 State Highway System Management Plan influences the planning for projects that will seek programming in the 2026 SHOPP. The bicycle and pedestrian work included in the 2024 SHOPP is approximately 166% of the targets established in the 2019 and 2021 Plans for these items.

**3. The 2024 SHOPP should explicitly consider and prioritize beneficial investments in communities that are most burdened by the transportation system and most in need of investment in safe, clean, and affordable mobility options.**

Response: The 2024 SHOPP includes investments in transportation assets in all income demographics in rough proportion to the degree the transportation system exists in those areas. We believe that all SHOPP investments are beneficial for the people of California.

**4. The 2024 SHOPP includes funding for projects that are receiving funds for highway, major roadway, and interchange expansions through other funding streams. These projects should be removed from the 2024 SHOPP and this practice should be ended.**

Response: Projects will frequently utilize funding from multiple sources as we work with partners across the state. The partnering opportunities increase collaboration between state and local systems and can provide economies of scale in construction when work is combined. Funding projects in this manner can reduce overall costs for all parties and help to stretch taxpayer dollars across more transportation system improvements.

The two project examples referenced in the letter to support the above statement include Route 99 SHOPP project ID 22897 (EA 1E070) in Madera County and Route 99 SHOPP project ID 19345 (EA0X370) in Kern County.

The funding currently programmed for the existing Route 99 carryover SHOPP project in Madera County from Avenue 7 to Avenue 12 includes only SHOPP eligible non-capacity increasing work in accordance with California Transportation Commission SHOPP Guidelines and state law. The SHOPP project scope includes rehabilitating the existing pavement in both the northbound and southbound directions and upgrading the center median barrier. This section of roadway has been supported in recent years with several highway maintenance and emergency projects and needs capital improvements to address pavement condition and reduce field maintenance exposure caused by ongoing pavement failures. This project is in line with SHOPP Asset performance targets and brings the pavement to good condition. The SHOPP project will be combined under one construction contract with a programmed ITIP funded project that address non-SHOPP eligible work, including constructing a lane in the median in both directions. Combining and constructing this work at the same time results in savings and efficiencies for both projects and reduces impacts to the traveling public.

An ongoing Route 99 Comprehensive Multimodal Corridor Study is currently evaluating the best implementation strategy for a proposed Vehicle Miles Traveled (VMT) reducing managed lane aligning with CAPTI climate change goals. The State Route 99 Corridor study is also evaluating zero emission vehicles infrastructure. A Truck-Only Lane is anticipated to be the likely resulting outcome due to large truck traffic percentages on this route. Rehabilitation of the existing pavement and the addition of the median lanes are the first steps required to implement a successful managed lane strategy on the Route 99 corridor.

The existing Route 99 project in Kern County in and near Bakersfield is an existing Long Lead project proposed to be fully programmed with adoption of the 2024 SHOPP. The project proposes to rehabilitate pavement and other assets to a state of good repair. Additionally, the project will install an auxiliary lane 0.6 miles in length between the southbound California Ave. onramp to the Route 58 eastbound connector. The auxiliary lane will provide safety and operational benefits that allow for safe acceleration and deceleration of southbound vehicles entering and exiting the freeway on this segment. Furthermore, this work will reduce daily queuing and collisions within the limited spacing between freeway-to-freeway connections and reduce backups which have been up to 3 miles in length when Route 99 is utilized as a detour for southbound Route 5 traffic when the Grapevine grade is closed for inclement weather conditions.

**5. There remains a disconnect between implementation of the Director's Policy on Complete Streets and continuing rising traffic fatalities.**

Response: Caltrans invests considerable resources toward achieving our goal of zero transportation fatalities by 2050. Approximately \$1 billion per year is being spent to improve the safety of the transportation system. Tragically, fatalities and serious injuries have been on the rise in California. Caltrans remains committed to working with the Office of Traffic Safety and the California Highway Patrol to reverse this recent trend. Driver behavior such as speeding, distracted driving and driving under the influence are also contributing factors that must be addressed to achieve our zero fatality goals.

**6. Caltrans must consistently and transparently document exemptions granted to projects under the Director's Policy on Complete Streets.**

Response: Caltrans evaluates bicycle and pedestrian needs on all SHOPP projects. Any exceptions to our internal policies are documented in our project planning documentation.

**7. Caltrans should provide more opportunities for public input into project priorities, and track and evaluate implementation of the Complete Streets policy.**

Response: Engagement with the local communities served by our projects is an important part of the project planning and development process. This engagement takes many forms including public meetings, providing information on upcoming projects, project development meetings, walking audits in the communities and more. The appropriate engagement for each project may vary depending on the location and nature of the proposed work. Caltrans is currently implementing a software program that will document and track this engagement for our projects. The SHOPP has recently made available a public

dashboard that provide considerable detail on each project we are working on for the coming 10 year period. This dashboard includes mapping of all projects and significant project details including email and phone contacts to engage on any project.

## 2024 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Joseph young, President

Vineyards At Marsh Creek Owners Association

Project ID  
04-Contra Costa-4 – Page 24  
R29.0 /R44.4  
2033N  
0419000450

As President of the Vineyards at Marsh Creek Owners Association, I am submitting this comment on behalf of the 1800 Brentwood residents of the VMCOA being impacted by the unacceptable noise level along SR4 between Balfour Road and Marsh Creek Road.

The portion of pavement rehabilitation between Balfour Road and Marsh Creek Road should be prioritized to the early portion of the project. For many years our residents have been subjected to noise levels exceeding EIR commitments and relief is needed as quickly as possible.

Currently there is a significant noise problem on this section of the road. Sound levels do not meet the levels committed to in the applicable EIR's. The EIR for this section of SR-4 committed to a 60 dBA Ldn limit as did the EIR for the Vineyards at Marsh Creek Development and as required by the Brentwood General Plan. A sound study conducted by the City of Brentwood has verified that the noise levels exceed 60 dBA Ldn.

The current poor condition of this section of the roadway and the lack of a well maintained sound absorbing (rubberized) asphalt pavement as specified in the EIR are the primary contributors to the failure to meet the EIR noise mitigation requirements.

Prompt repair of this section of the roadway by resurfacing with the best available noise absorbing pavement will significantly improve this noise situation and most likely bring the noise level into compliance with the EIR commitments.

We respectfully request an acceleration of construction for this project or at least for the resurfacing work between Balfour and Marsh Creek Roads.

Joseph Young  
President,  
Vineyards At Marsh Creek Owners Association  
200 Sand Creek Road, Suite E, Brentwood, CA 94513  
925 626-8150

**Caltrans Response to the Vineyards at Marsh Creek Owners Association:**

Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The referenced pavement rehabilitation project ID 0419000450 (EA 04-0AA19) covers more than 15 miles of State Route 4. This project is currently in the final phases of the environmental study. Caltrans will make every effort to expedite delivery of the project and prioritize the section between Balfour Road and Marsh Creek Road to the early portion of the project.

## 2024 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Private Citizens and Local Organizations

Compiled from MS-Forms Survey

	Name	Entity	Agency or Organization	Comment
1	Ian Lundy	Resident	Self	Please leverage these funds to prioritize sustainable modes of transportation like bike infrastructure, pedestrian infrastructure, and transit.
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies a significant number of the projects include bicycle, pedestrian, or transit-focused features.</p>				
2	Rob Williams	Motherlode Bicycle Coalition and D10 BPAC	BPAC D10	I can't locate any SHOPP projects in Valley Springs, in Calaveras County? I thought there are Complete Street plans? Am I missing something?
<p><b>Caltrans' Response:</b> Thank you for your comments. There are two SHOPP projects in Calaveras County, Vally Springs, with bike and pedestrian improvements scheduled to go into construction this year. One project is located on Route 49, PM 18.7/20.2 (EA 10-1G270). The scope of this project iThere are two SHOPP projects in Calaveras County, Vally Springs, with bike and pedestrian improvements scheduled to go into construction this year. One project is located on Route 49, PM 18.7/20.2 (EA 10-1G270). The scope of this project includes enhancing pedestrian and bicycle safety. The second project is on Route 12, PM 9.9/10.3(10-1J820). This is an Intersection Safety Improvement project that includes adding pedestrian crossings as part of its scope of work.</p>				
3	Allen Baquilar	Local Government	City of Brentwood	Regarding 04-Contra Costa-4, R29.0/R44.4, 2033N, 0419000450 Pavement Rehabilitation: The Brentwood City Council and Community supports this project. Early rehabilitation helps in maintaining the structural integrity of the highway and reduces overall repair costs. Taking into consideration the planned use of rubberized hot mix asphalt will improve the quality of life of residents along State Route 4 corridor, we respectfully request every effort be made to expedite this project. Feel free to contact me if there is anything I can do to assist. Thank you.
<p><b>Caltrans' Response:</b> Thank you for supporting project 0419000450, Route 4 Pavement Rehabilitation Project (PM R29.0/R44.4). The project is currently in the final phases of the environmental study. Caltrans will make every effort to expedite delivery of the project.</p>				
4	Jose Lopez	Myself	Myself	I just like to suggest to fix the lightning under freeways. Close the stairs people don't use so homeless and graffiti taggers can enter. Make the sidewalk more narrow so people can pitch a tent and block the pedestrians walking. Put any kind of granite with or without design on the sides of the underground freeways or bridges that can be anti graffiti proof. That way you can only wash if off or clean it! You'll fix the homeless problem, you'll make it visually attractive and you'll deal with the graffiti issue that cost lot of money
<p><b>Caltrans' Response:</b> Thank you for your comments. We empathize with the challenges posed by homelessness and are committed to contributing to solutions to homelessness from both safety and transportation perspectives. Caltrans is working with local agencies and organizations to address these issues.</p>				
5	Drew Blake	Self	Self	For SHOPP ID 21688, at the 101/23 interchange, recommend a larger 101 North Ventura/ 101 South Los Angeles overhead sign with large arrows that includes Rancho Rd for motorists for both directions. This is to help motorists differentiate between staying on the 101 to exit Rancho Rd or using the right two lanes to exit off to the Hwy 23 North. Motorists new to the area and using Google Maps would accidentally exit off the 23 North because they miss the "Right 2 lanes" lettering on the smaller overhead guide sign before the interchange. Currently, the guide sign for the interchange says US 101 Ventura/Los Angeles Left 3 Lanes, Rancho Rd ¼ Mi, and the 23 North Fillmore (On 101 South) or 23 North Fillmore Simi Valley with Exit Only Arrows (On 101 North).
<p><b>Caltrans' Response:</b> Thank you for your comments. The Caltrans Project Development Team responsible for this project will consider these recommendations.</p>				

6	Linda Schram	Homeowner	Self	We live in Trilogy and since the By-Pass was constructed the noise from the highway has increased and can lower the value of our home.
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans will coordinate with the Contra Costa Transportation Authority, which is the appropriate local transportation agency, to address any concerns regarding noise or noise attenuation. In addition, Caltrans has programmed a pavement preservation project that overlays the pavement with Rubberized Hot Mix Asphalt (RHMA), which is expected to provide some noise reduction benefits. This project is currently in the final phases of the environmental study.</p>				
7	Douglas McClelland	Homeowner's Association	Self	As we may expect the traffic on SR 4 on the southern edge of Brentwood to continue to increase over time, I suggest it would be wise to begin planning (if it has not already been done) for a sound wall to be built along the western side of the road in this area, in preparation for the ultimate addition of two lanes, which I presume will be required soon. (Traffic already backs up into the Marsh Creek/ Vasco intersection a mile or so south of the Balfour off ramp). Until such time as that installed, any effort to reduce noise along that stretch of road would be welcome! (Speed enforcement would be one way as the 55 limit is ignored when the road is not congested.)
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans will coordinate with the Contra Costa Transportation Authority, which is the appropriate local transportation agency, to address any concerns regarding noise or noise attenuation. In addition, Caltrans has programmed a pavement preservation project that overlays the pavement with Rubberized Hot Mix Asphalt (RHMA), which is expected to provide some noise reduction benefit. This project is currently in the final phases of the environmental study.</p>				
8	Victoria Sandberg	Homeowner	Self	I'm writing to express my support for expediting the SR4 Pavement Rehabilitation Project. I live on Augusta Drive in Brentwood, a location not generally thought to be highly impacted by SR4 noise. Since the completion of the interchange we hear a surprising amount of road noise from the highway. This project may have a much broader positive impact than you might have considered. Thank you.
<p><b>Caltrans' Response:</b> Thank you for supporting project 0419000450, Route 4 Pavement Rehabilitation Project (PM R29.0/R44.4). The project is currently in the final phases of the environmental study. Caltrans will make every effort to expedite the delivery of the project.</p>				
9	Kenneth Merck	Homeowner	Self	I live in trilogy in the Firenze neighborhood. The road noise is excessive at our home and would appreciate your attention on making more bearable. We are sorry we moved here now.
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans will coordinate with the Contra Costa Transportation Authority, which is the appropriate local transportation agency, to address any concerns regarding noise or noise attenuation. In addition, Caltrans has programmed a pavement preservation project that overlays the pavement with Rubberized Hot Mix Asphalt (RHMA), which is expected to provide some noise reduction benefits. This project is currently in the final phases of the environmental study.</p>				
10	Timothy Stover	Private resident	self	I live in brentwood CA. The road noise from HW4 between Balfor Rd and Marsh Creek wakes me up at night. The noise level is excessive. I am asking Caltran to repave that section.
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans has already programmed a pavement preservation project to overlay the pavement with Rubberized Hot Mix Asphalt (RHMA).</p>				
11	Tommy McConnell	Home owner	Self	The noise on highway 4 from Marsh Creek to Balfour is above the legal limits taken by the city of Brentwood and Cal trans. Resulting in loss of sleep, difficult having conversations in your own backyard.
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans will coordinate with the Contra Costa Transportation Authority, which is the appropriate, local transportation agency, to address any concerns regarding traffic congestion and noise. In addition, Caltrans has programmed a pavement preservation project that overlays the pavement with Rubberized Hot Mix Asphalt (RHMA), which is expected to provide some noise reduction benefits. This project is currently in the final phases of the environmental study.</p>				



12	Charles Arrindell	Self	Self	The SHOPP includes funding for the upgrade of Hwy 4 from Antioch to Bryon Hwy by 2026. The portion of Hwy 4 between Balfour Rd & Marsh Creek Rd needs pavement upgrades more than anywhere else because there is no sound mitigation on the west side of this part of Hwy 4. The traffic noise on this stretch of hwy is well above the allowable 60 dB. I urge you to give this part of the project the highest priority and to move up the improvement timeframe.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP) project 0419000450, Route 4 Pavement Rehabilitation Project (PM R29.0/R44.4). The project is currently in the final phases of the environmental study. Caltrans will make every effort to expedite the delivery of the project.				
13	Robert Frank	Self	Self	Please do everything possible to reduce noise from highway 4
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP) project 0419000450, Route 4 Pavement Rehabilitation Project (PM R29.0/R44.4) . The project is currently in the final phases of the environmental study. Caltrans will make every effort to expedite the delivery of the project.				
14	Terry Weisbrich	Home owner, Trilogy at the Vineyards	my family	As a resident of Trilogy at the vineyards my family and I are hearing Road noise at levels loud enough to hear through our windows which disturbs us from proper sleep and other daytime activities as well. This has progressively gotten worse over the past 5 years. Several residents have actually moved from this neighborhood as a result. I don't think a sound absorbent treatment is going to make a big difference. Slowing down traffic in the two lane area from Balfour to Marsh Creek road would help enormously. Traffic does not consistently slow down to posted levels. Better enforcement of this area would help the most!
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans will coordinate with the Contra Costa Transportation Authority, which is the appropriate local transportation agency, to address any concerns regarding noise or noise attenuation. In addition, Caltrans has programmed a pavement preservation project that overlays the pavement with Rubberized Hot Mix Asphalt (RHMA), which is expected to provide some noise reduction benefits. This project is currently in the final phases of the environmental study.				
15	Anna Tang	National Non-Profit	self	"I'd like to see more SHOPP funding for projects that make biking and walking safer."
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
16	Karl Voelker	Myself	Self	As much SHOPP funding as possible should go to making it safer to walk and bike. These are the most cost-effective transportation modes and also have the greatest climate and societal benefits.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
17	Andrew Kosydar	self	self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
18	June Marchigiani	general public	self	If our objective is to reduce vehicle trips on the roadways, then the bike lanes need to be protected. They need bollards inserted between cars and bikes. Bike lanes are not safe enough when traffic is flowing over 40 mph within 3 feet of the unprotected biker. More funding to this sort of protection along our streets, and ppl will feel comfortable biking instead of driving a car!
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				

19	Caroline Horn	California resident	Self	Please expand Caltrans efforts to improve safety for bicyclists and pedestrians. I have been trying to encourage a group of high school students to walk or bike instead of driving to school. The lack of safe infrastructure, especially on Caltrans-administered roads, severely hampers my efforts. Thank you very much for your help.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
20	Jeannine Roman	citizen	self	Repair desperately needed of opened overpass expansion joints on southbound 405 between Rinaldi Street and Nordhoff Street. These opened joints have significantly increased lately and make driving hazardous as drivers try to avoid driving over them.
<b>Caltrans' Response:</b> Caltrans conducts routine inspections of these bridges and the replacement of joint seals are intended to be addressed as part of an upcoming bridge preservation project that is planned to begin in Summer 2026.				
21	Mary Ellen Ruiz	concerned citizen	SELF	I'd like to see more SHOPP funding for projects that make biking and walking safer. Lots of hit and runs and us cyclist are tired of being at risk just trying to commute via bikes.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
22	David Dennis	Public	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
23	Mimi Holt	Private citizen	Self	I'm prediabetic, my doctor told me I need to get mkre exercise to prevent full blown diabetes. I cant be the only one. I'd like to see alot more money go to protected bike lanes and traffic calming.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Furthermore, it is understood the benefits of an active lifestyle has on health. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
24	Tony Nguyen	Cyclist with many concerns for the climate	self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
25	Jason Vance	My community	Self	I would like to see Caltrans address the safety hazards for bikes and pedestrians that are present at nearly every freeway on/off ramp throughout the state.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
26	Tom Sullivan	My family	Self	Please do more to help make walking and biking easier and safer for everyone in our communities!
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				

27	Keith Forsman	Individual	Self	Do not cut active transportation budget. If anything, move freeway funding away from freeways and add more to non-motorized vehicle transportation.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
28	Anna Gassot	None	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer - especially for the Alameda / Otis drive portion of Route 61 which is extremely dangerous for pedestrians and bikers and close to a school and residences
<b>Caltrans' Response:</b> District 4 has a pavement project EA 2Q720 to resurface Route 61 in the cities of Alameda and Oakland. Within this 5-mile long project, curb ramps will be upgraded to meet current Americans with Disability Act (ADA) standards, Accessible Pedestrian Signals (APS) and safety lighting will be upgraded at certain intersections, and high visibility pedestrian cross walk striping will be installed to enhance pedestrian safety. Additional pedestrian crossing enhancements include bulb-outs and Rectangular Rapid Flashing Beacons (RRFBs) at the Route 61 Otis Drive/Mound Street intersection on the south side and RRFBs at the Route 61 Otis Drive/Versailles Avenue (South) intersection. On recent projects, 5 RRFBs were installed along Route 61 (Broadway Street & Encinal Street) with one at the Route 61 Otis Drive/Versailles Avenue (North) intersection and 7 Vehicle Speed Feedback Signs (VSFS) were installed along Route 61 (Broadway Street & Encinal Street) all to enhance pedestrian safety along Route 61.				
29	Kent Strumpell	Non-profit	Climate Action Santa Monica (for identification purposes)	Increased funding for active transportation and public transit is essential for meeting our climate, public safety, resiliency and economic goals. Whereas, funding for expanding freeways and highways encourages more private car use, exacerbating our ability to reach our climate goals. Please re-orient funding to prioritize active transportation and public transit.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). District 4 has a pavement project EA 04-2Q720 to resurface Route 61 in the cities of Alameda and Oakland. Within this 5-mile long project, curb ramps will be upgraded to meet current Americans with Disability Act (ADA) standards, Accessible Pedestrian Signals (APS) and safety lighting will be upgraded at certain intersections, and high visibility pedestrian crosswalk striping will be installed to enhance pedestrian safety. Additional pedestrian crossing enhancements include bulb-outs and Rectangular Rapid Flashing Beacons (RRFBs) at the Route 61 Otis Drive/Mound Street intersection on the south side and RRFBs at the Route 61 Otis Drive/Versailles Avenue District 4 has a pavement project EA 2Q720 to resurface Route 61 in the cities of Alameda and Oakland. Within this 5-mile long project, curb ramps will be upgraded to meet current Americans with Disability Act (ADA) standards, Accessible Pedestrian Signals (APS) and safety lighting will be upgraded at certain intersections, and high visibility pedestrian crosswalk striping will be installed to enhance pedestrian safety. Additional pedestrian crossing enhancements include bulb-outs and Rectangular Rapid Flashing Beacons (RRFBs) at the Route 61 Otis Drive/Mound Street intersection on the south side and RRFBs at the Route 61 Otis Drive/Versailles Avenue (South) intersection. On recent projects, 5 RRFBs were installed along Route 61 (Broadway Street & Encinal Street) with one at the Route 61 Otis Drive/Versailles Avenue (North) intersection, and 7 Vehicle Speed Feedback Signs (VSFS) were installed along Route 61 (Broadway Street & Encinal Street) all to enhance pedestrian safety along Route 61.				
30	Barbara Brunell	Walker & cyclist	self	There are far too many pedestrian and cyclist accidents from being hit - or killed - by automobiles. There are ways to make these activities safer for all. Please do not cut funding from SHOPP budget!
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
31	Will Leben	myself	self	I'd like to see you give more priority to making streets and highways safer for pedestrians and cyclists.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
32	Vanessa Warheit	CA resident, mom, community member, EV driver, bicycle rider	self	I'd like to see more SHOPP funding go to projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in safety and our bicycle and pedestrian infrastructure.				

33	Karsten Mueller	Concerned Citizen	Self	Please dedicate more SHOPP funding for projects that make biking and walking more convenient and safer. Thank you.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
34	Alla Valdespino	community member	self	I'd like to see more SHOPP funding for projects that make biking and walking safer near freeway exits/entrances and bridges along the SR78.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans is working with our partners, including cities on Route 78, to make pedestrian, safety, and community connectivity improvements that will be implemented over the next several years.				
35	Sam Killou	Human, Californian.	Self	It's time to put californias money where its mouth is. We publicly declare climate priority as in our goals, but continue to prioritize motor vehicle infrastructure. Start funding the most impactful climate change and quality of life improvement projects in cycling, walking, public transit systems. Time to walk the talk.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
36	Dylan Harris	individual	self	I'd like to see more SHOPP funding for projects that make biking and walking safer. Highways should be made smaller to disincentivize driving and then we can put that money into public transportation, biking, and walking.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
37	Kevin Rennie	Self	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
38	David Pope	Self	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
39	Adam Remba	Self	Self	We need to invest more on complete streets (safe bike, ped. infrastructure) and less on highway expansions/street updates that don't include anything that makes life easier for people not in cars. I was hit by a car in 2022 on a bike and would like for that to not happen again. Thank you
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features. SHOPP is the State's "fix-it-first" funding mechanism for the rehabilitation and reconstruction of all state highway and bridges. SHOPP projects are prohibited from adding new through highway lanes.				
40	Zafarali Ahmed	Individual	self	I'd like to see more SHOPP funding for projects that make biking and walking safer. In particular, I would like to see caltrans take new daylighting laws and build those improvements into intersections by offsetting parking with bulbouts and curbs. I would like to see protected bike lanes on more streets including El Camino Real.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies a significant number of the projects include bicycle, pedestrian, or transit-focused features. Caltrans will consider the new daylighting law in its policies.				
41	Cyndy Johnsen	Self	Self	We're in a climate crisis, and we need to make modes beyond driving safe and inviting. Please provide more funding for safe biking and walking infrastructure.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				

42	Isabel E	Individual	Self	My husband and I regularly bike our 3 young children (ages 3, 5 and 5) around town as much as possible. As such, I'd like to see more SHOPP funding for projects that make biking and walking safer. This will not only protect families like mine but also increase alternative modes of transportation and help the environment.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
43	Clyde Miller	Self	Self	We do need better transportation, fewer toll roads, better roads ,trails/lanes for cyclists & pedestrians
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
44	Colin Fiske	Non-profit organization	Coalition for Responsible Transportation Priorities	Please take decisive action to: (a) ensure that more SHOPP funds are spent to promote safety and operational improvements for active transportation and transit; (b) prevent SHOPP funds from being used inappropriately to add highway capacity.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features. SHOPP is the State's "fix-it-first" funding mechanism for the rehabilitation and reconstruction of all state highway and bridges. SHOPP projects are prohibited from adding through highway lanes.				
45	Brent Daugherty	Neighborhood	Self	Bike sharrow (bike lane would be even better) on West Blvd between exposition Blvd and Pico. Please time green lights for bicyclists on exposition Blvd. Also, in general, intersections need to detect bikes so we don't have to run red lights when the light never changes.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans will ensure this comment is appropriately redirected to the Los Angeles Department of Transportation (LADOT).				
46	Susan Nawbary	Human	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
47	Jill Green	Advocacy for safe streets	Families for Safe Streets San Diego	It's CRITICAL to fund SHOPP. Data shows that pedestrian and cyclist lives can be saved with road calming measures
<b>Caltrans' Response:</b> Thank you for your comments.				
48	Judith Johnson	individual	self	I would like to see more funding for safe cycling and pedestrian projects. These are cost effective, improve quality of life for those of us without cars, and are beneficial to the goal of reducing greenhouse gases.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
49	Kate Faulkner	Myself	Self	I support more funding for Active Transportation projects. Many CalTrans roadways ignore those who move by bike or walking. It is destructive to continue expanding roadways for motor vehicles. Improvement of safety statistics for walking and biking should be an important metric for CalTrans.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features. SHOPP is the State's "fix-it-first" funding mechanism for the rehabilitation and reconstruction of all state highway and bridges. SHOPP projects are prohibited from adding through highway lanes.				

50	Elliot Marshall	Myself	self	I'd like to see funding for SHOPP shifted to measures that make cycling and walking safer, specifically lower speed limits, roundabouts instead of intersections, and less on street parking.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
51	Shannon Bryant Martinez	Self	Self	I urge the DOT to focus more efforts on complete streets and improved safety for alternative modes of transportation, especially pedestrians and bicyclists. Connected pathways away from cars, protected bike lanes, walkways and crossings that prioritize safety of individuals. The funding exists separately from the state budget in federal funds specified for infrastructure improvements and green initiatives. Please don't shortchange or cancel projects that can have a dramatic and positive impact on health, quality of life, the environment, and reducing traffic congestion.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features. SHOPP is the State's "fix-it-first" funding mechanism for the rehabilitation and reconstruction of all state highway and bridges. SHOPP projects are prohibited from adding through highway lanes.				
52	Brad Keistler	self/senior	self/senior	Have you been to Amsterdam? THEY know the value of bikes! What about dedicated bike lanes on Freeways?
<b>Caltrans' Response:</b> Thank you for your comment.				
53	Robert Van Arsdale	self	self	I want more money spent on reducing our car dependency. I want more pedestrian and cycling spending, more crosswalk safety, more separated bicycle lanes, more pedestrian greenways. I want fewer highways of higher quality with fewer trips and to make public transportation a good alternative. Thank you.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
54	Corey Busay	Individual	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
55	Aitan Mizrahi	None	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer. I hope the money can be allocated for Complete Street Projects. I also believe we should be investing in high-speed rail.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure. State Highway Operation and Protection Program (SHOPP) does not fund rail projects. There are other programs for that purpose.				
56	Lynne Howe	Self	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
57	Odin Palen	Advocacy Organization	CalBike	Use more SHOPP funding for projects that make walking and biking safer, such as protected bike lanes, protected intersections, wide sidewalks, safe highway crossings, and more. Also invest in transit lanes on key corridors, such as Hwy 1 through San Francisco, Lombard Street, and the Bay Bridge.
<b>Caltrans' Response:</b> Caltrans District 4 is focused on how to inspire and incentivize transportation mode shift throughout our whole system. District 4 has developed a Bike Plan, a Pedestrian Plan, and is the first district to develop a Transit Plan to identify and prioritize investment opportunities for walking, biking, and transit modes, respectively. The aim is to identify comprehensive multimodal priorities that guide all our investments, including in the SHOPP. These features will be incorporated into SHOPP projects as they get programmed when feasible. District 4 Bike and Pedestrian Plans have also informed statewide and district-specific targets for walking and biking facilities that are included in the 2023 State Highway System Management Plan and apply to the 2024 SHOPP cycle. In addition, Caltrans partners and collaborates with local agencies and cities in the implementation of these multimodal plans.				

58	Elaine Astrue	public	self	I live in District 1 and it looks like most of the projects for this SHOPP round here and elsewhere are justifiable. However, looking at the map with its culvert replacements and other fixes, reminds me that most of the Caltrans roads near me are completely impassable to bikes. Even 101, the Pacific Coast Bike Route, has extremely dangerous sections (Last Chance Grade, Big Lagoon, Richardson's Grove, Confusion Hill, etc.). Highway 299 is a non-starter for longer bicycle travel, and its potential alternate Hwy 36 is too dangerous between Fortuna and Mad River. So for people like me, we are trapped right here by our Caltrans infrastructure and the way it does not provide safe passage for non-motorized travelers. I grew up here so I know how long this situation has been going on. This fact leads me to wonder, how much longer can Caltrans avoid seeing and acting on what is so clear to the rest of us? When am I going to be able to look at the map of SHOPP projects and see little red triangles that are enabling non-motorized users of a vital transportation corridor? When will Caltrans' spending priorities align themselves with the state's priorities and the needs of community members like me? I would like to see more SHOPP dollars being spent on infrastructure for active transportation. Thank you.
<p><b>Caltrans' Response:</b> It is recognized that bike and pedestrian needs on the state highway system are sizable and are of critical importance to non-motorized users. In an effort to improve conditions for bicyclists and pedestrians, every district maintains an inventory of needs and addresses those needs as funding becomes available. Statewide, the rate of making improvements a reality is constrained by budgetary limitations and the necessity of prioritizing improvements where they will have the largest impact to those who need the improvements the most. The State Highway System Management Plan (SHSMP) establishes the investment level for bike and pedestrian infrastructure. That investment level is based on the inventory of need and available funding, as well as making sure investments are in alignment with the Caltrans Strategic Plan and Climate Action Plan for Transportation Infrastructure. Ten-Year Plan SHSMP investments in bike and pedestrian infrastructure has grown from \$0.5 billion to \$3.0 billion between the 2015 10-year plan and the 2023 10-year plan.</p> <p>Of the 52 projects in the District 1 2024 SHOPP project list, 15 projects included a total of 5.4 lane miles of new bike lanes, paths or bikeways; and 10 projects included a total of 89.8 lane miles of shoulder widening. Other bike infrastructure related improvements included in the District 1 2024 SHOPP projects are restriping existing bikeways, new pedestrian and bike access on bridges, bike tolerable drainage grates, bike detection loops, and new bike and pedestrian signage.</p> <p>There are 1,037 miles of bicycle and/or pedestrian needs identified in the District 1 Active Transportation Plan. We are working on addressing these needs as funding becomes available through the SHOPP and grant programs. Highway segments are prioritized for improvement based on their identified tier in the Active Transportation Plan and availability of community-identified recommendations.</p> <p>Four projects that will improve walking and bicycling in the commenter's corridors of concern--US 101, SR 299, and SR 36--are proposed for the 2024 SHOPP:</p> <ul style="list-style-type: none"> <li>•SHOPP ID 23266: On US 101, Eureka is identified as Tier 1 in the Active Transportation plan; recommended improvements were identified in the Eureka Broadway Multimodal Corridor Plan. The project proposes to construct class I shared use path, crosswalk, and lighting improvements.</li> <li>•SHOPP ID 18672: On US 101, Hopland is identified as Tier 3 in the Active Transportation plan. This ADA project will also include constructing class II bikeway.</li> <li>•SHOPP ID 23067: On SR 299, Willow Creek is identified as Tier 2 in the Active Transportation Plan; recommended improvements were identified in the Downtown Willow Creek Walkability Study. The project proposes to construct class II bikeway, sidewalk, crosswalk, lighting, and transit stop improvements.</li> <li>•SHOPP ID 20286: On SR 36, Hydesville is identified as Tier 2 in the Active Transportation Plan; recommended improvements were identified in coordination with Hydesville Elementary School and Hydesville community members. The project proposes to construct class IV bikeway, sidewalk, crosswalk, and lighting improvements.</li> </ul> <p>Caltrans System Planning develops Corridor Management Plans (CMPs) that identify long-range needs and concepts for development, based on the level of funding that is anticipated. While all State Routes in District 1 are open to bicycle use, geographic and environmental constraints can present challenges for development of full bicycle facilities in some areas. Corridor plans seek to address non-motorized user needs, and include input from local communities and to traveling public in plan development. These CMPs identify priorities and inform our long-range project development processes. For links to current planning documents, including Transportation Concept Reports and electronic Corridor Management Plans, please see the District Webmap Gallery's System Planning Tab: Caltrans District 1 Projects Map Gallery (<a href="https://arcgis.com">arcgis.com</a>).</p>				
59	Frank Whetzel	self	self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<p><b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.</p>				
60	Ryan Lee	None	Self	I'd like to see funding put towards "Complete Streets" for better bicycling and walking infrastructure.
<p><b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.</p>				
61	Jean Severinghaus	Advocacy	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer."
<p><b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.</p>				
62	Savita Nataraj	Self	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<p><b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.</p>				

63	Sage Lee	CalBike	Self	I would like to see more SHOPP funding for projects that make walking and biking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
64	Aida ashouri	Self	Self	I'd like to see money devoted to active transportation and complete streets programs. To deal with climate change and make our cities sustainable it's required.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
65	Giles Porter	public citizen of California	self	I would like more SHOPP funding towards improving bikeable and walkable through ways.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
66	Jim Van Cura	Personal	Self	I urge CalTrans to incorporate safe bicycling infrastructure that is separate and protected from motoring traffic. I transport myself solely by bicycle in Lompoc. I do not drive, and CalTrans' current roadways are hostile and dangerous to people like me. Please stop prioritizing motorists over everyone else. The current policy makes anyone outside of a fast moving two-ton vehicle a second-class citizen. We are discriminated against for no other reason than people in cars and their throughput are perceived as more important. Imagine if our roads just randomly began and ended and motorists would need to take circuitous routes to get to the places they need to go to. Few would drive, and it's the reason few choose not to ride. Thank you for reading.
Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) utilizes our partnership with the Santa Barbara County Association of Governments (SBCAG) to deliver transportation improvements that protect, preserve and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with SBCAG and local agencies to address active transportation infrastructure improvements where feasible and within funding priorities. As a part of that continued effort, Caltrans has been partnering with the City of Lompoc to scope a bicycle/pedestrian improvement project on Highway 1, since 2022. The improvements will be aligned with the local applicable planning documents and available for public comment in the future.				
67	Hugh A. Bialecki	Self	Self	Cycling here in Santa Cruz is an essential aspect of transportation. Projects underway such as the rail-trail represent a critical part of transportation infrastructure while reducing greenhouse gases and improving personal health
<b>Caltrans' Response:</b> Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with the Santa Cruz Regional Transportation Commission (SCCRTC) to deliver transportation improvements that protect, preserve and rehabilitate the State Highway System infrastructure. Projects such as the Rail-Trail identified, are located outside of the State Right-of-Way and therefore funded outside of the SHOPP, however, we will continue to work with SCCRTC where feasible to address active transportation infrastructure improvements.				
68	Henry Moore	person	self	I'd like to see more SHOPP funding for projects that make biking and walking safer. I commute to work every day and also for recreation. During peak traffic it takes far less time to get around by bike than by car, but lots of main roads have tiny bike lanes and offer no protection from drivers. Safer active transport options will encourage more people to bike, and will simultaneously reduce traffic congestion due to fewer people driving.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features.				
69	Jessica Heiden	self	self	I want SHOPP to provide more funding for projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				



70	Robert Van Arsdale	self	self	SHOPP project 18408 is good, because it will update crosswalks to ADA compliance. However, there is no language in the plan about how these crosswalks will comply with AB413, which will require all roadways to be daylighted for 15 to 20 feet adjacent to crosswalks. It would be a shame to do the work twice. The plan should be updated so that all this work will account for both laws simultaneously (and maybe it is! But it doesn't say so). According to NACTO, the best method for daylighting a crosswalk is by using a curb extension, or bump-out. <a href="https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/">https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/</a> Are there corners where such a solution can be implemented without obscuring bicycle lanes? If so, I think a bump-out is advisable. Thank you.
<p><b>Caltrans' Response:</b> "Daylighting" or highlighting pedestrian crossings is typically carried out in areas where no control of pedestrian crossing is available such as mid-block crossings or where the through traffic is close to the flowline/curb. In the context of our 10-1G580 Project (SJ-12 City of Lodi PM 15.4/17.7), we have a total of 9 signalized intersections over the 2.3 miles and all have crosswalks. The unsignalized intersections do not have crosswalks across the highway. Also, there are raised medians that prevent crossing as well. Therefore, daylighting corridor is not recommended on this project. Additional considerations include:</p> <ul style="list-style-type: none"> <li>•At signals/cross walks, there is bike lanes and right turn lanes</li> <li>•Potential reduction in lanes if bulb-outs or daylighting measures are applied.</li> <li>•Drainage work at corners involving existing underground utilities, posing a potential conflict.</li> <li>•Possible creation of skewed crosswalks if only one side is bulb-out, impacting the overall roadway cross-section.</li> <li>•Prohibition under Bill AB413 against parking or stopping within 12 feet of crosswalks, a condition already addressed by no-parking signs along SJ-12 through Lodi.</li> </ul> <p>While the Project Development Team (PDT) remain open to consideration, a comprehensive analysis suggests that, this project's location and improvements along SJ-12 in Lodi do not align well with the feasibility of implementing "daylighting." This conclusion is reinforced by the layout of crosswalks across the highway and the tight radii of local roads, potentially causing vehicles to turn onto bulb-out areas.</p>				
71	Ted Young	My family	self	I want my money spent to make biking and walking safer and more convenient, instead of constantly expanding highways and roads that pollute our air.
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans recognizes the important role that all modes of transportation serve in meeting the needs of its users and considers the safety of all transportation users as its highest priority. Within the 2024 SHOPP, Caltrans has integrated bicycle, pedestrian, and transit improvements into the transportation network. The 2024 SHOPP project portfolio identifies that a significant number of the projects include bicycle, pedestrian, or transit-focused features. SHOPP is the State's "fix-it-first" funding mechanism for the rehabilitation and reconstruction of all state highway and bridges. SHOPP projects are prohibited from adding through highway lanes.</p>				
72	David Pierce	na	self	Stop defrauding the maintenance fund with capacity expanding highway projects disguised as "auxiliary lanes" for "safety" that are "too small" to add "significant" GHG emissions. Your LA district keeps daisy-chaining these lanes for dozens of miles at a time to circumvent state law. I hope your agency gets dissolved.
<p><b>Caltrans' Response:</b> Caltrans appreciates your concerns and we are committed to finding balanced solutions that prioritize safety, reduce congestion, and minimize greenhouse gas emissions.</p>				
73	Thorsten Ostrander	Myself	self	More funding to promote cycling and walking safety. The number one concern my noncycling coworkers and friends express is safety for cycling in traffic.
<p><b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.</p>				
74	Shahab Yarmohammadi	self	self	Please fully fund Complete Streets projects like protected intersections and bikeways. Thank you :)
<p><b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.</p>				
75	Leona Huckestein	homeowner	self	The noise from highway 4 has been overwhelmingly loud for quite some time and wakes us nightly. Paving with a sound mitigating blacktop may help however, building a sound wall in addition to the repaving would be a better solution.
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans has already programmed a pavement preservation project that overlays the pavement with Rubberized Hot Mix Asphalt (RHMA), which is expected to provide some noise reduction benefits. This project is currently in the final phases of the environmental study.</p>				

76	James Huckestein	homeowner	self	The excessive road noise has been tolerated by homeowners for a long time. A soundwall and paving with sound mitigating blacktop is a reasonable solution.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans will coordinate with the Contra Costa Transportation Authority, which is the appropriate local transportation agency, to address any concerns regarding noise or noise attenuation. In addition, Caltrans has programmed a pavement preservation project that overlays the pavement with Rubberized Hot Mix Asphalt (RHMA), which is expected to provide some noise reduction benefits. This project is currently in the final phases of the environmental study.				
77	Geoffrey Wheeler	I am a bicyclist advocate in Santa Maria; I represent bicyclists in Santa Maria	self	Santa Barbara County Project ID 0521000171 Change Class 2 bike lanes to Class 4 protected bike lanes 0521000138 Change "widen shoulders to accommodate bike lane and install bicycle conflict striping" to Create class 1 or class 4 protected bike lanes with protected intersections and conflict zone paint 0519000093 Change "class 2 bike lanes" to "class 4 protected bike lanes" Add new project: Create Highway 101 pedestrian and bicycle underpass at Bradley Channel (from Preisker Lane to Jim May Park) to provide a safe route to school and equitable access to parks and recreation and improve the active transportation network in Santa Maria. Add new project: Add protected bicycle path (class 1 or class 4) under Highway 101 on Route 166 in Santa Maria to provide at grade access to health and commerce facilities. Add new project: Upgrade Route 135 in Santa Maria to improve safety for bicyclists: Bike boxes Narrow travel lanes to 11' max Widen and protect bike lanes (upgrading to class 4 where possible) Add new project: Add shoulders with bike lanes on Highway 1 from Guadalupe to Orcutt Add new project: Create a new alternative to the Gaviota Tunnel for bicyclists (a separate tunnel?)
<b>Caltrans' Response:</b> Thank you for commenting on the Proposed 2024 State Highway Operation and Protection Program (SHOPP) project list. The Department of Transportation (Caltrans) appreciates our partnership with the Santa Barbara County Association of Governments (SBCAG) to deliver transportation improvements that protect, preserve and rehabilitate the State Highway System infrastructure. Caltrans staff look forward to working with SBCAG and local agencies to address active transportation infrastructure improvements where feasible and within funding priorities. As a part of that continued effort, enhancements are planned in Santa Barbara county to improve pedestrian and bicycle connectivity and are in alignment with the local applicable planning documents.				
78	ann wawrose	me	self	I would like to see more projects that make walking and biking safer (complete streets).
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
79	Craig Persiko	self	self	Please spend more SHOPP funds on projects that make biking and walking safer, so that more people will feel safe using active transportation, and to help the State meet its climate goals.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
80	Robert Juracich	Myself	Self	We have lived in Brentwood's Deer Ridge development that is adjacent to Highway 4. Over the years the highway has become louder and more of a nuisance to our peace and quiet. Please expedite the repaving project through Brentwood.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). The Route 4 pavement rehabilitation project (0419000450) is currently in the final phases of the environmental study. Caltrans will make every effort to expedite the delivery of the project.				
81	Joshua Nederhood	Personal	Self	I want more SHOPP funding for projects that make biking and walking safer, and less for business-as-usual highway development.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				

82	Kimberly Christian	Self	Self	<p>Highway 4, Bypass in particular. This road needs to be entirely repaved, the potholes and deplorable condition make this road even more unsafe to travel on, especially during the winter months. In addition the noise from this stretch of road is horrendous for the neighborhoods, countryside, and wildlife, that this bypass was run through. I would also like to say, as someone who lives near the Bypass, the unsafe speeds at which people are traveling unchecked from Balfour road through Camino Diablo road onto vasco, have gotten completely out of hand, we need more posted speed limits, lowered speed limits, and Hwy. Payroll. This road disrupts our once beautiful country side with people traveling at high rates of speed and frequent accidents and deaths. We are also very disappointed in the "maintenance yard" that Cal Trans decided to erect at the corner of Walnut Blvd. &amp; the bypass, it is not only an eyesore that was placed directly in the Middle of the Marsh Creek State Park, but has now become a dumping ground for trash that I am assuming was collected from roadside pick ups. This yard is placed along side a channel that runs directly into Kellogg Creek at the flood control channel on Walnut Blvd. so all trash and asphalt run off from rain goes into the once beautiful Creek. Please do better for this historical section of Contra Costa County.</p>
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans has already programmed a pavement preservation project to repair the pavement with Rubberized Hot Mix Asphalt (RHMA) for the section of Route 4 from Hillcrest Avenue to Bayron Highway. This project is currently in the final phases of the environmental study. The need for additional posted speed limits will be evaluated under this project and appropriate corrective measures will be taken.</p>				
83	Jeremiah Rohr	Cyclist	self	<p>Stop killing us with your automobile centric policies. We need massively more protected lanes for human powered and human scaled transportation. Public rights of way are not just for cars; bikes, scooters and small scale transportation need real protected space on all of our roads. Automobile violence is killing us on a daily basis and climate change caused by automobiles will get the rest of us.</p>
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans shares your concern for the safety of pedestrians and bicyclists on our roadways. Caltrans' adoption of Director's Policies 36 and 37 underscores our commitment to a forgiving transportation system that eliminates mode-based disparities in road safety outcomes and provides comfortable, convenient, and connected complete street facilities on projects we fund and oversee. Since the introduction of dedicated funding and targets in the State Highway System Management Plan in 2021, the amount of SHOPP funding dedicated to bike and pedestrian infrastructure has steadily increased. Further, the proposed 2023 state budget indicates further investments for active transportation projects to expand safe walking and biking options. The Department is also focused on ensuring that the bicycle and pedestrian facilities we build are welcoming to users of all ages and abilities; to that end, Design Information Bulletins 89 and 94 have been developed to guide the design of comfortable facilities that provide separation for non-motorized and multimodal users.</p>				
84	Jere Rohr	Bicycling advocacy	Sacramento Area Bicycle Advocates	<p>Cars have roads, pedestrians sometimes have sidewalks, where do bikes and scooter go? Bikes and scooters on sidewalks create issues with pedestrians. Cars and trucks kill cyclists and scooters on roads. We need to create protected space on our public streets and roads for human scaled ridables, bikes, e-bikes, scooters, skateboards and other rideable forms of transportation that have been neglected in our roadway construction. Cars and trucks are killing us on a daily basis. Give us some real protected space..</p>
<p><b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans shares your concern for the safety and comfort of multimodal users on our roadways. Since the initial publication of Design Information Bulletin 89 in 2015, the Department has continuously updated design guidance for Class IV bikeways to provide separated facilities to minimize interactions with other modes of travel. The latest Design Information Bulletin (DIB 94) goes further to provide guidance on the design of facilities that are comfortable for users of all ages and abilities, including wider preferred widths for both bikeways and buffers. Through prioritization of complete streets projects and increased dedicated funding and targets, the Department seeks to support the development of these critical facilities.</p>				

85	Robert Leuer	Resident	Self	Highway 4 off-ramp eastbound at Balfour Rd in Brentwood has 2 right turn lanes and 1 left turn lane. The majority of the traffic is turning left. Either make the 2 left turn lanes and 2 right or make the center lane a left/right option. Problem is the line of cars turning left is backed up constantly because it only has a single lane. The single lane needs to change and since the lane is tied up the the signal light remain red on Balfour tying up traffic. Please fix this mistake
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans will study the current traffic volume and pattern at East Bound Route 4 off-ramp to Balfour Rd and will take appropriate corrective measures based on the outcomes of the study and State guidelines.				
86	Ann Dorsey	individual	self	I would like to see more funding for Complete Streets projects like protected intersections and bikeways.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
87	Janis Hatlestad	individual	self	Please shift more transportation dollars to Complete Streets projects like protected intersections and bikeways.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
88	Jairo Avalos	N/A	Self	I'd like to see more SHOPP funding for complete streets projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
89	Chad Schott	Self	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
90	Jenny Mital	Public, member of Strong Sactown	Self	I'd like to see more SHOPP funding for projects that make biking and walking safer and less highway projects.
<b>Caltrans' Response:</b> Thank you for your comments. Caltrans continues to increase investments in our bicycle and pedestrian infrastructure.				
91	Lindsay Keare	self	self	Hello, Please prioritize pedestrian and bike safety and infrastructure in your future planning. These types of projects are not only much more fiscally responsible on a per person basis than highway and road upgrades, but are critical to reducing carbon emissions and creating a healthier population, not to mention a population that has less need to buy a huge vehicle to get around. Please also reject highway projects that will lead to induced demand in favor of those that repurpose road space to non-private car uses. Thank you!
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans shares your concerns and will continue to prioritize pedestrian and bicycle infrastructure per the Climate Action Plan for Transportation Infrastructure (CAPTI). The 2023 CAPTI Annual Report shows progress toward more sustainable, equitable, and healthy modes of transportation. Per CAPTI, the Department is working to refocus corridor planning efforts to prioritize sustainable multimodal investments in key corridors, as well as developing the Caltrans System Inventory Strategy (CSIS) to align project nominations with the CAPTI Investment Framework. With the implementation of SB 743, the Department has changed the way it evaluates transportation projects, assessing Vehicle Miles Traveled (VMT) rather than Level of Service (LOS) to study the number and length of induced car trips and support thoughtful development and access to destinations with less driving.				
92	Paul Guirguis	Caltrans District 5 Regional Planning	Caltrans	On behalf of a staff member of the City of Watsonville, there is a request to include an acronym legend with or within the SHOPP document so that the public better understands how to read and interpret the document.
<b>Caltrans' Response:</b> The 2024 SHOPP includes an acronym legend in Exhibit B: Abbreviations and Acronyms. The document can be accessed from the SHOPP Interactive Dashboard link: <a href="https://projectbook.dot.ca.gov/">https://projectbook.dot.ca.gov/</a>				

93	Darin Grossi	Regional Transportation Planning Agency	Tuolumne County Transportation Council	Tuolumne County has been working with District 10 to address the lack of safe pedestrian and bicycle facilities, transit stops, protected crossings and environmental impacts from an underdeveloped section of SR 49 through the Jamestown area. To address these needs Caltrans has proposed the candidate project Jamestown 49 Anchor Project (EA 10-1090). For unknown reasons, this project is not shown in the public draft of the 2024 draft SHOPP, yet the district project management staff has assured me the project is included in the 2024 SHOPP. This project is deparatley needed to address existing safety, air quality and social justice needs in a disadvantaged community.
<b>Caltrans' Response:</b> The correct project reference is 1P090 which is included in the project list and is going for early programming to start the Project Approval and Environmental phase.				
94	Susannah Meyer	community member	self	East County - Brentwood specifically - has been severely underserved and ignored when it comes to response to community concerns about noise and other issues. I sit on Brentwood City Council, though I am writing as an individual resident of the city. In my role I receive regular complaints about the need for pavement and drainage rehabilitation. Residents that live anywhere near the bypass/freeway have seen their quality of life and home values plummet with all of the building that was put into place many years ago but has only been completed within recent years. There is no recourse for these residents currently, other than trying to sell their homes, which is not easy when buyers taking tours are overwhelmed by outside noise levels that exceed acceptable levels. I am personally requesting that the resurfacing project scheduled for November of 2025 be accelerated and that EIR levels required by Brentwood's General Plan are followed. Speed and safety should also be critical considerations. Thank you.
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). The pavement resurfacing project, 0419000450, Route 4 Pavement Rehabilitation (PM R29.0/R44.4), is currently in the final phases of the environmental study. Caltrans will make every effort to expedite the delivery of the project.				
95	Jovita Mendoza	Resident & City Council Member	self	The transition of the highway 4 bypass to increased traffic has severely negatively impacted. The decibals are above he acceptable level in city limits. Please implement all possible noise reduction measures to reduce sound impact. I will be following up with more details in an email. Thank you!
<b>Caltrans' Response:</b> Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans will coordinate with the Contra Costa Transportation Authority, which is the appropriate local transportation agency, to address any concerns regarding noise or noise attenuation. Thank you for commenting on the proposed 2024 State Highway Operation and Protection Program (SHOPP). Caltrans will coordinate with the Contra Costa Transportation Authority, which is the appropriate local transportation agency, to address any concerns regarding noise or noise attenuation. In addition, Caltrans has programmed a pavement preservation project that overlays the pavement with Rubberized Hot Mix Asphalt (RHMA), which is expected to provide some noise reduction benefit. This project is currently in the final phases of the environmental study.				