

2024 State Highway Operation and Protection Program (SHOPP) Comment Summary

Michael Johnson – State Asset Management Engineer
California Department of Transportation
CTC Meeting Presentation
March 2024

2024 SHOPP

State Highway Operation and Protection Program

Fiscal Years 2024-25 through 2027-28



Prepared by the California Department of Transportation
In accordance with Government Code Section 14526.5

March 21, 2024

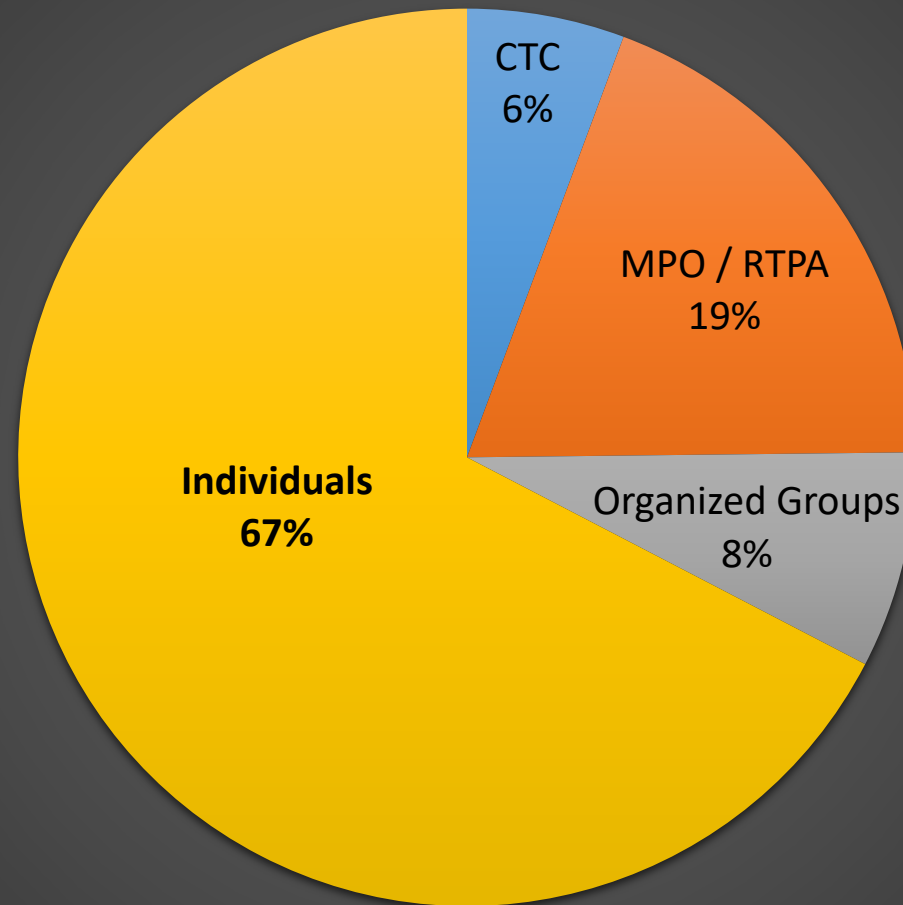
Opportunities to Comment on the 2024 SHOPP

- Project input accepted during the planning period (July 2019 – June 2023)
- Online Project Dashboard has 10 futures years of projects at any time.
- Draft 2024 SHOPP Formal public comment period (Dec – Jan 2024)
- CTC South Public Hearing in San Bernardino - Feb 2024
- CTC North Public Hearing in Sacramento - Feb 2024
- CTC Comments – March 2024

In total 141 comments were received

- Written responses to all comments received - March 2024

Draft 2024 SHOPP Comment Sources




SHOPP Dashboard Improves Community Engagement

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...

I can't locate any SHOPP projects in Valley Springs, in Calaveras County? I thought there are Complete Street plans? Am I missing something?

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.

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.



Proposed 2024 SHOPP (January 2024)

Accessibility Assistance: Caltrans makes every attempt to ensure our online content is accessible. Due to variances between assistive technologies, there may be portions of this content which are not accessible. We are committed to providing alternative access to the content. Should you need additional assistance, please contact us at (916) 654-2852 or visit <https://dot.ca.gov/request-ada-compliant-documents>.

Need help? Review the Quick Start (http://projectbook.dot.ca.gov/Quick_Start.pdf) or watch the video tutorial (<https://youtu.be/0y3jAnpysik?si=eYerCqyXKikWVhwUj>) on using the dashboard

Number of Projects

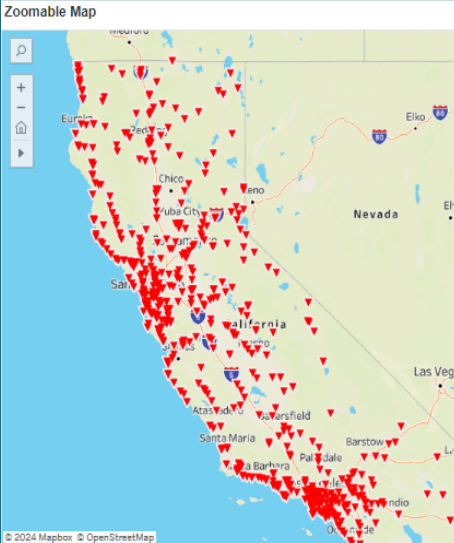
617

CARRYOVER	NEW
420	197

CA State Assembly District (All)
CA State Senate District (All)
U.S. Congressional District (All)
MPO/RTPA (All)
Caltrans District (All)
County (All)
Route (All)

Regular or Long Lead Project? (Regular)
Fiscal Year (FY) (All)
Primary Work (All)
Project Activities (All)
Type a Key Word to Filter Project Activities

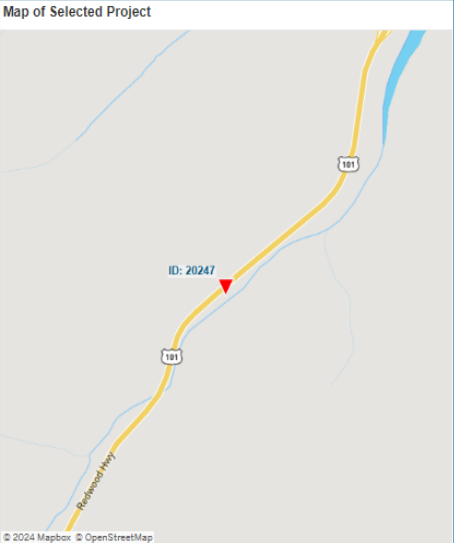
Zoomable Map



Details of Selected Project

SHOPP ID: 20247	Location: Del Norte 101 - R2.6/23.8
Description: Near Klamath and Crescent City, from 1.4 miles south of Klamath River Bridge to 0.1 mile south of Humboldt Road/Enders Beach Road. Rehabilitate pavement and upgrade signs, guardrail, and Transportation Management System (TMS) elements.	
Status: In Design	Fiscal Year (FY): 24-25
Primary Work: Pavement	Primary Scope: 50.1 Lane mile(s)
Activities: Asphalt Pavement Minor Rehab, Guard Rail, High Friction Surface Treatment (HFST), Miscellaneous Drainage Work	Contact Information: District 1 - Eureka, Street Address: 1556 Union Street, Eureka, CA 95501, Mailing Address: P.O. Box 3700, Eureka, CA 95502-3700, Phone Number: (707) 445-6600, E-mail: district.1.pio@dot.ca.gov
District Project Portal: Go to District Project Portal	Project Details Link
Google Map: Go to Google Map	

Map of Selected Project



www.projectbook.dot.ca.gov

Commission Comment

Please add a table that shows a performance-based comparison of all assets in the 2024 SHOPP to the 2019 and 2021 SHSMP target levels.

- Caltrans programs multiple activities into projects to minimize costs and reduce disruption to the traveling public.
- An anchor activity is identified for every projects (typically the most significant cost activity) and all costs are reported under the anchor program code
- Fiscal reporting by program code is not the best way to understand what the SHOPP will accomplish.

Caltrans developed the requested performance-based table for the final SHOPP.

Fiscal versus Performance Based Reporting Example

Fiscal Based Reporting by Program Code

Program Categories	2024 SHOPP (in Millions)	SHSMP Targets (in Millions)
Roadside Sign Panel Replacement	\$0	\$69

Performance Based Reporting by Activity

SHSMP Performance Objective	Unit of Measurement	2024 SHOPP Performance	SHSMP Performance Targets
Sign Panel Replacement	Each	6,939	4,150

Bicycle and Pedestrian Funding Comments

Many comments were received related to bicycle and pedestrian funding in the SHOPP

“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”

“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!”

“I'd like to see more SHOPP funding for projects that make biking and walking safer... “

“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.”

“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”.

Bicycle and Pedestrian Funding in the SHOPP

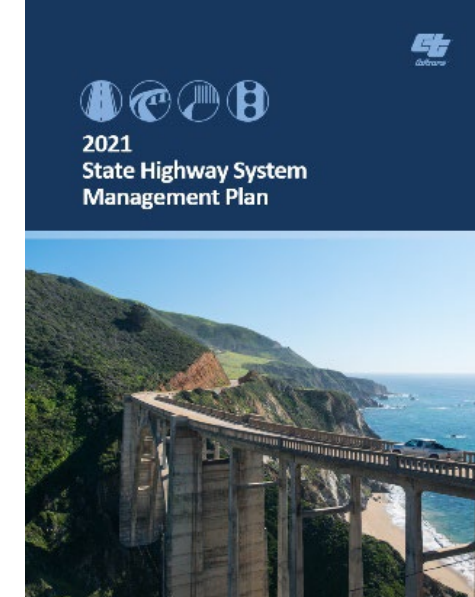
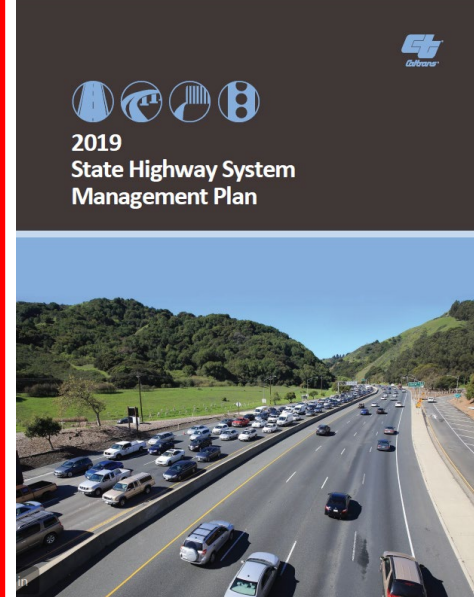
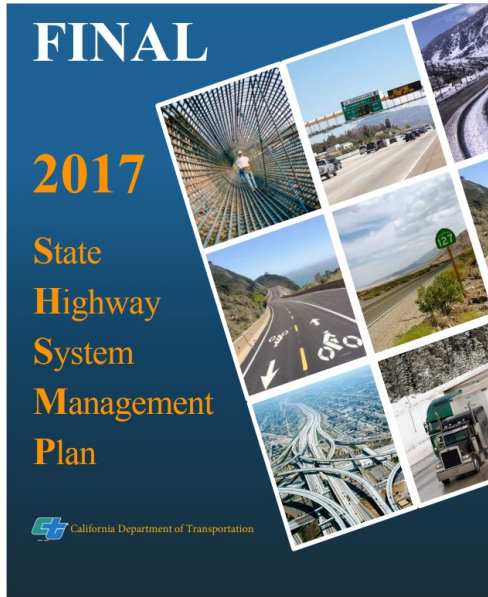
- Bicycle and pedestrian funding has increased in each State Highway System Management Plan over the last 6 years
- The 2024 SHOPP includes over 250 miles of bike lanes and over 50 miles of sidewalk and crosswalks in projects.
- The 2024 SHOPP is proposing nearly \$1 billion of bike and pedestrian work over the coming 4 years
- Actual investments in the 2024 SHOPP exceeds levels called for in the 2019 and 2021 SHSMP.

10-year SHSMP Investments in Bike & Pedestrian Infrastructure



Note: Includes investments in fixing and building new bike and pedestrian facilities in addition to ADA related pedestrian improvements. Investments presented are as reported in prior SHSMP documents and the Ten-Year SHOPP Plan.

SHSMP - SHOPP Relationship



Planning Period	July 1, 2017 - June 30, 2019	July 1, 2019 – June 30, 2021	July 1, 2021 – June 30, 2023	July 1, 2023 – June 30, 2025
Programming Years	2023/24 - 2024/25	2024/25 - 2025/26	2026/27 – 2027/28	2028/29-2029/30

2022 SHOPP

2024 SHOPP

2026 SHOPP

* - Includes sidewalks, bike lanes and ADA work

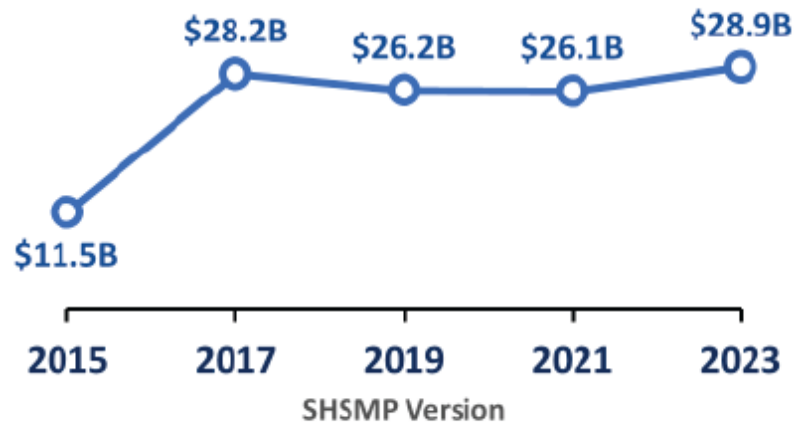
Commission Comment

How did comments received on the proposed 2024 SHOPP affect the final SHOPP?

- All comments received during the public comment period or verbally at the SHOPP hearings were captured and responses were developed.
- Comments generally fall into two categories: project specific or policy
 - Project specific comments are forwarded to the appropriate district for response and consideration during design of the project.
 - Policy related comments are reviewed by Caltrans and responded to if clarification is appropriate. Other policy suggestions are retained for future consideration

Future SHOPP Expectations

10-year SHSMP Investments in Primary Assets



Note: Includes pavement, bridge, culvert, and transportation management systems. Investments presented are as reported in prior SHSMP documents and the Ten-Year SHOPP Plan.

10-year SHSMP Investments in Bike & Pedestrian Infrastructure



Note: Includes investments in fixing and building new bike and pedestrian facilities in addition to ADA related pedestrian improvements. Investments presented are as reported in prior SHSMP documents and the Ten-Year SHOPP Plan.

10-year SHSMP Investments in Climate Focused Objectives



Note: Includes investments in climate resilience, sea level rise, EV infrastructure, and estimated half of investments towards major damage and roadway protective betterments. Investments presented are as reported in prior SHSMP documents and the Ten-Year SHOPP Plan.