

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 27-28, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1a.(2), Action Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **SHOPP AMENDMENT 24H-003**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to amend the 2024 State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 24H-003?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 24H-003 that will amend the 2024 SHOPP, in accordance with Senate Bill (SB) 486 and the Road Maintenance and Rehabilitation Program component of SB 1, which require the Commission to approve changes to projects in the SHOPP or to adopt new projects being amended into the SHOPP.

The Department recommends one new capital project be amended into the 2024 SHOPP, as detailed in 2.1a.(2a). This amendment, summarized below, would be funded from the Roadway Preservation, 2024 SHOPP programming capacity and the Infrastructure Investment and Jobs Act (IIJA). These projects are consistent with the 2022 Transportation Asset Management Plan (TAMP).

2024 SHOPP Summary of New Projects	No.	FY 2023-24 (\$1,000)	FY 2024-25 (\$1,000)	FY 2025-26 (\$1,000)	FY 2026-27 (\$1,000)	FY 2027-28 (\$1,000)
Roadway Preservation	1	\$0	\$0	\$65	\$0	\$0
Total New Amendments	1	\$0	\$0	\$65	\$0	\$0

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

The Department recommends one additional new capital project be amended into the 2024 SHOPP, targeted to the four asset classes highlighted in SB 1, as detailed in 2.1a.(2b) and summarized below. The amendment would be funded from the Roadway Preservation component of SB 1 utilizing capacity generated from 2024 SHOPP programming capacity and the IIJA. These projects are consistent with the 2022 TAMP.

2024 SHOPP Summary of New Projects	No.	FY 2023-24 (\$1,000)	FY 2024-25 (\$1,000)	FY 2025-26 (\$1,000)	FY 2026-27 (\$1,000)	FY 2027-28 (\$1,000)
Roadway Preservation	1	\$0	\$89,715	\$0	\$0	\$0
Total New Amendments	1	\$0	\$89,715	\$0	\$0	\$0

The Department further recommends that the capital projects detailed in 2.1a.(2d), be amended in the 2024 SHOPP to update scope, schedule, cost and make other technical changes. The amended projects are consistent with the Commission-adopted 2022 TAMP.

BACKGROUND:

In each even-numbered year, the Department prepares a 4-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department proposes amendments to the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

SB 486, approved by the Governor on September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

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

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.																								
Roadway Preservation																													
1 09-Mno-395 R9.8/R12.6 5970 0924000051 37881	Near Toms Place, from 0.5 mile north of Rock Creek Road to 1.3 miles south of South Landing Road. Long-term creek and biological monitoring work and permit fees for project EA 37880.	25-26	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$35 \$30 <u>\$0</u> \$65	201.120 Assembly: 8 Senate: 4 Congress: 3																								
	PA&ED: N/A R/W: N/A RTL: N/A BC: 7/1/2025																												
	<u>Performance Measure</u> 0.0 Lane mile(s)																												
<table><tr><td colspan="6">Performance Measure: Pavement</td></tr><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td></td><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td></tr><tr><td>Post Condition</td><td></td><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td></tr></table>						Performance Measure: Pavement							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition		0.0	0.0	0.0	0.0	Post Condition		0.0	0.0	0.0	0.0
Performance Measure: Pavement																													
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																								
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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.																								
Roadway Preservation																													
1 07-LA-1 18.0/33.3 5034 0716000090 32580	In the cities of Torrance, Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, and Los Angeles, from Paseo De Las Delicias to Dewey Street. Rehabilitate pavement, construct turn lanes and bus pads, install raised medians, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$1,000 \$700 \$9,810 \$1,630 <u>\$76,575</u> \$89,715	201.121 Assembly: 51, 55, 61, 66 Senate: 24, 28, 35 Congress: 36, 43																								
PA&ED: 10/30/2019 R/W: 11/20/2024 RTL: 12/2/2024 BC: 7/30/2025																													
<u>Performance Measure</u> 79.9 Lane mile(s)																													
Concurrent COS allocation under Resolution FP-23-107; June 2024.																													
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Performance Measure: Pavement																													
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																								
Existing Condition	Lane mile(s)	2.2	72.6	5.1	79.9																								
Post Condition	Lane mile(s)	79.9	0.0	0.0	79.9																								

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 04-Ala-260 R1.1/R1.8 2919C 0423000158 2Y780	In the cities of Alameda and Oakland, at the Posey Tube No. 33-0106R (PM R1.1R/R1.8R) and Webster Tube No. 33-0106L (PM R1.1L/R1.9L). Improve ventilation by installing jet fans.	25-26 201.110	PA&ED \$3,748 PS&E \$8,706 R/W Sup \$25 Con Sup \$9,191 R/W Cap \$11 <u>Const Cap \$37,348</u> Total \$59,029	Prior 25-26 25-26 25-26 25-26 25-26 25-26	\$3,748 \$8,706 \$25 \$9,191 \$11 <u>\$37,348</u> \$59,029	Prior 25-26 25-26 25-26 25-26 25-26 25-26	
	<u>Performance Measure</u> 2.0 Bridge(s)						

Note: Update performance, square feet, due to clerical error and match the Project Initiation Report (PIR).

Performance Measure: Bridges					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	666,509.0	0.0	666,509.0
Post Condition	Square feet	0.0	666,509.0	0.0	666,509.0

2 10-SJ-5 26.1/27.6 25.6/28.0 3133A 1020000076 0X461	In Stockton, at the Stockton Channel Viaduct Bridge No. 29-0176L, from Route 4 to Mount Diablo Avenue. Also on Route 4, from 0.26 mile west to 0.15 mile east of Route 4/5 Interchange (PM R15.7/R16.2). Bridge rehabilitation replacement to address structural lightweight concrete deck deterioration, superstructure deficiencies, and load carrying capacity deficiencies. This is a Construction Manager/General Contractor (CMGC) project.	24-25 25-26 201.110	PA&ED \$0 PS&E \$0 R/W Sup \$1,100 Con Sup \$8,000 R/W Cap \$24,300 <u>Const Cap \$216,600</u> Total \$250,000	Prior 24-25 24-25 24-25 24-25	\$0 \$0 \$1,100 \$8,000 \$24,300 <u>\$216,600</u> \$250,000	Prior 25-26 24-25 25-26	
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Performance Measure
1.0 Bridge(s)

Note: Update postmile, description, and performance. These updates necessary to capture the Pershing Avenue interchange within the project limits. Updated delivery year change necessary for the coordination with the construction of northbound bridge on project EA 0X462.

Performance Measure: Bridges					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	259,937.0	259,937.0
Post Condition	Square feet	349,037.0	0.0	0.0	349,037.0

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)

3	Near Woodland, from 0.2 mile west to 0.2 mile	25-26	PA&ED	\$560	Prior	\$560	Prior
03-Yol-16	east of at the intersection with County Road 95.	201.010	PS&E	\$620	24-25	\$620	24-25
37-524	Construct intersection improvements.		R/W Sup	\$300	24-25	\$300	24-25
37.315/37.729			Con Sup	\$750	25-26	\$750	25-26
8672	<u>Performance Measure</u>		R/W Cap	\$70	25-26	\$70	25-26
0323000088	0.1 Annual fatal and serious injury collision(s)		<u>Const Cap</u>	<u>\$3,590</u>	25-26	<u>\$3,590</u>	25-26
4J120			Total	\$5,890		\$5,890	

Note: Update postmiles and description to accommodate placement of flashing beacons.

4	In and near Santa Rosa, at 224 Lincoln Street and	24-25	PA&ED	\$877	Prior	\$877	Prior
04-Son-101	3251 Brickway Boulevard. Relocate Santa Rosa	201.352	PS&E	\$1,689	23-24	\$1,689	23-24
20.6	Maintenance Station by demolishing the old facility		R/W Sup	\$60	23-24	\$60	23-24
2029H	and constructing the new one.		Con Sup	\$1,633	24-25	\$7,000	24-25
0419000027			R/W Cap	\$198	24-25	\$300	24-25
2Q580	<u>Performance Measure</u>		<u>Const Cap</u>	<u>\$13,137</u>	24-25	<u>\$29,698</u>	24-25
	1.0 Location(s)		Total	\$17,594		\$39,624	

Concurrent COS allocation under Resolution
FP-23-107; June 2024.

Note: Increase R/W capital because of added permanent drainage easement, construction support due to added grading, drainage systems, environmental mitigation, and working days, and construction capital primarily due to the pandemic and resulting material and labor shortages significantly increasing costs, also the size of main building increased.

Performance Measure: Transportation Related Facilities					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	3,236.0	3,236.0
Post Condition	Square feet	27,000.0	0.0	0.0	27,000.0

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)					
5 07-Ven-101 3.0/13.8 2.5/13.9 5642 0719000312 36320	In Thousand Oaks and Camarillo, from 0.5 mile east of Rancho Road to 0.1 mile west of Route 34; also on Route 23 at Route 101 (PM R3.6); also in Los Angeles County, in the city of Los Angeles on Routes 134, 101, and 170 and at the Los Angeles Regional Transportation Management Center (LARTMC) at 2901 West Broadway. Upgrade Transportation Management System (TMS) elements, install fiber optic lines, and upgrade communication equipment at hubs and at the LARTMC.	24-25 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,460 \$4,379 \$41 \$6,576 \$290 \$33,260 \$46,000	Prior 23-24 23-24 24-25 24-25 24-25 24-25	\$1,460 \$4,379 \$41 \$6,931 \$104 \$42,254 \$55,169	Prior 23-24 23-24 24-25 24-25 24-25 24-25	

Performance Measure
37.0 Field element(s)
70.0 Field element(s)

Note: Update project limits and increase construction capital to add additional TMS elements, including traffic signals, video cameras, and ramp meters. Increase performance measure to reflect the updated scope. Increase construction support because of additional effort needed. Decrease R/W capital because fewer utility conflicts have been confirmed.

Performance Measure: TMS Elements				
	<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>
Existing Condition	Field element(s)	32.4%	67.6%	37.0
Post Condition	Field element(s)	100.0%	0.0%	70.0

6 03-Col-5 R24.3 2975 0319000287 0J460	Near Maxwell, at the Maxwell Safety Roadside Rest Area (SRRA). Reconstruct the northbound SRRA facility.	24-25 201.250	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$640 \$1,970 \$70 \$1,320 \$10 \$12,143 \$16,153	Prior Prior Prior 24-25 24-25 24-25 24-25	\$640 \$1,970 \$70 \$1,320 \$10 \$18,240 \$22,250	Prior Prior Prior 24-25 24-25 24-25 24-25
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Performance Measure
1.0 Location(s)

Note: Increase in construction capital is needed due to addition of a new electrical meter, addition of 20-foot wide paved access road per Fire Marshall requirements, and due to increase in quantities and unit prices on various items.

Performance Measure: Safety Roadside Rest Area (SRRA)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Each	0.0	0.0	1.0	1.0
Post Condition	Each	1.0	0.0	0.0	1.0

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)

7	In and near Ukiah, from north of Robinson Creek	24-25	PA&ED	\$473	Prior	\$473	Prior
01-Men-101	Bridge to Pomo Lane Undercrossing. Rehabilitate	201.122	PS&E	\$1,150	Prior	\$1,150	Prior
21.0/28.6	roadway, install vegetation control, upgrade		R/W Sup	\$48	Prior	\$48	Prior
4695	guardrail, lighting, and Transportation Management		Con Sup	\$3,424	24-25	\$5,000	24-25
0117000237	System (TMS) elements, and apply High Friction		R/W Cap	\$46	24-25	\$22	24-25
0H570	Surface Treatment (HFST).		<u>Const Cap</u>	<u>\$47,571</u>	24-25	<u>\$52,822</u>	24-25
			Total	\$52,712		\$59,515	

Performance Measure

25.0 Lane mile(s)

Note: After surveys were completed, several structures were found to have non-standard vertical clearance. The existing concrete structural sections will need to be removed and replaced with asphalt. Per new standards, 41 concrete barrier transition blocks require upgrades and the overlay thickness recommendations have also increased, resulting in an increase of construction support and capital. The R/W capital has been reduced due to a decrease in utility verification needs.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	22.9	2.1	25.0
Post Condition	Lane mile(s)	25.0	0.0	0.0	25.0

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)				
8 03-Pla-80 0.0/7.4 0.0/7.8 5150 0321000195 2J170	In and near Roseville, from Sacramento County line to 0.3 mile west 0.4 mile east of Sierra College Boulevard; also in Sacramento County. from 0.7 mile east of Antelope Road to Placer County line (PM 17.4/18.0). Rehabilitate pavement and drainage systems, and upgrade signs, guardrail, Traffic Transportation Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards. (Additional contribution of \$628,000 for Construction Capital from town of Loomis.)	27-28 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$4,150 \$4,280 \$490 \$5,430 \$1,270 <u>\$63,400</u> \$79,020	Prior 25-26 25-26 27-28 27-28 27-28 27-28	\$4,150 \$4,280 \$490 \$5,430 \$1,270 <u>\$63,400</u> \$79,020	Prior 25-26 25-26 27-28 27-28 27-28 27-28

Performance Measure

51.4 Lane mile(s)

Note: Update postmiles and project description to include mitigation fees from the town of Loomis from a local project and apply it to add Transportation Management System (TMS) elements on the onramps and offramps of Sierra College Boulevard interchange.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	2.8	48.6	0.0	51.4
Post Condition	Lane mile(s)	51.4	0.0	0.0	51.4

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	In and near Beaumont, from east of Brookside	24-25	PA&ED	\$2,261	Prior	\$2,261	Prior
08-Riv-10	Avenue to Pennsylvania Avenue. Rehabilitate	201.122	PS&E	\$4,755	Prior	\$4,755	Prior
R4.4/8.2	roadway, lighting, and drainage systems, upgrade		R/W Sup	\$26	Prior	\$26	Prior
3011V	guardrail, improve pedestrian and bicycle		Con Sup	\$8,544	24-25	\$8,544	24-25
0818000088	infrastructure and highway worker safety, install fiber		R/W Cap	\$50	24-25	\$50	24-25
1J640	optic cable, and upgrade facilities to Americans with		<u>Const Cap</u>	<u>\$57,597</u>	24-25	<u>\$57,597</u>	24-25
	Disabilities Act (ADA) standards.		Total	\$73,233		\$73,233	

Performance Measure

~~24.2 Lane mile(s)~~

24.1 Lane mile(s)

Note: Project delivery year had previously changed from FY25-26 to FY24-25 based on amendment approval at the March 2024 CTC Meeting. As a result, update performance due to change in delivery year and using 2021 Automated Pavement Condition Survey (APCS) data.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.2	17.3	6.6	24.1
Post Condition	Lane mile(s)	24.1	0.0	0.0	24.1

10	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	Prior	\$2,803	Prior
R0.0/R8.1	enhance highway worker safety, upgrade traffic		R/W Sup	\$30	Prior	\$30	Prior
1390	signals and roadside signs, add fiber, and upgrade		Con Sup	\$3,948	24-25	\$3,948	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>\$32,504</u>	24-25	<u>\$37,804</u>	24-25
			Total	\$41,168		\$46,468	

Performance Measure

33.0 Lane mile(s)

Note: Increase construction capital because High Friction Surface Treatment (HFST) is being added at seven locations, culverts that were previously being lined need replacement, and additional grading work is needed at Guajome Lake Road to accomodate a crosswalk.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	4.8	28.2	0.0	33.0
Post Condition	Lane mile(s)	33.0	0.0	0.0	33.0