

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1a.(1), Action Item

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

Subject: **SHOPP AMENDMENT 24H-012**

### **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-012?

### **RECOMMENDATION:**

The Department recommends that the Commission approve SHOPP Amendment 24H-012 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 35 new capital projects be amended into the 2024 SHOPP, as detailed in 2.1a.(1a). This amendment, summarized below, would be funded from the Bridge Preservation, Collision Reduction, Major Damage Restoration, Mobility, 2024 SHOPP programming capacity and the Infrastructure Investment and Jobs Act. These projects are consistent with the 2022 Transportation Asset Management Plan (TAMP).

2024 SHOPP Summary of New Projects	No.	FY 2024-25 (\$1,000)	FY 2025-26 (\$1,000)	FY 2026-27 (\$1,000)	FY 2027-28 (\$1,000)
Bridge Preservation	1	\$0	\$2,600	\$0	\$3,000
Collision Reduction	8	\$1,934	\$3,651	\$7,186	\$26,220
Major Damage Restoration	25	\$128,278	\$0	\$0	\$0
Mobility	1	\$0	\$0	\$0	\$3,480
Total New Amendments	35	\$130,212	\$6,251	\$7,186	\$32,700

Also, the Department recommends to begin the development of one new Long Lead project, as detailed in 2.1a.(1c). Resolution G-00-13, established in June 2000, provides the Department with authority to develop Long Lead SHOPP projects which require periods longer than the standard four-year SHOPP cycle. Long Lead projects must identify challenges that require additional time beyond the typical four years to complete.

The Department further recommends that the capital projects detailed in 2.1a.(1d), 2.1a.(1e) and 2.1a.(1f) 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

## 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>Bridge Preservation</b>						
1 05-Mon-1 62.97 2696 0516000163 1H800	Near Carmel-by-the-Sea, at the Garrapata Creek Bridge No. 44-0018. Replace bridge railing to meet current traffic safety standards.  PA&ED: 7/16/2027 R/W: 1/12/2029 RTL: 7/15/2029 BC: 2/25/2030	29-30	PA&ED PS&E R/W Sup * Con Sup * R/W Cap <u>* Const Cap</u> Total	\$2,600 \$2,500 \$500 \$2,200 \$1,000 <u>\$13,147</u> \$21,947	25-26 27-28 27-28 29-30 29-30 29-30	201.112 Assembly: 30 Senate: 17 Congress: 19
	<u>Performance Measure</u> 0.01 Annual fatal and serious injury collision(s)		* Phase not authorized			
	Concurrent COS allocation under Resolution FP-24-96; June 2025.					
<b>Collision Reduction</b>						
2 02-Sha-44 R26.94/R27.62 3921 0224000119 1K540	Near Shingletown, from 1.0 mile west to 0.3 mile west of Wilson Hill Road/Emigrant Trail. Widen shoulders, install centerline and shoulder rumble strips, install guardrail, and replace signs.  PA&ED: 10/27/2026 R/W: 10/27/2027 RTL: 1/19/2028 BC: 5/30/2028	27-28	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$820 \$790 \$100 \$610 \$31 <u>\$2,680</u> \$5,031	24-25 26-27 26-27 27-28 27-28 27-28	201.010 Assembly: 1 Senate: 1 Congress: 1
	<u>Performance Measure</u> 0.38 Annual fatal and serious injury collision(s)					
	Concurrent COS allocation under Resolution FP-24-96; June 2025.					

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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 02-Teh-99 13.4/13.9 3919 0224000113 1K470	Near Los Molinos, from 0.1 mile south of Butler Street to 0.3 mile north of Taft Street. Widen roadway to construct two way left turn lane, and replace signs, fencing, and culverts.	28-29	PA&ED	\$1,020	24-25	201.010
			PS&E	\$890	26-27	Assembly: 3
			R/W Sup	\$200	26-27	Senate: 1
			* Con Sup	\$780	28-29	Congress: 1
			* R/W Cap	\$30	28-29	
			* <u>Const Cap</u>	<u>\$2,970</u>	28-29	
		Total	\$5,890			
	<u>Performance Measure</u>		* Phase not authorized			
	0.12 Annual fatal and serious injury collision(s)					
	Concurrent COS allocation under Resolution FP-24-96; June 2025.					
4 03-ED-50 48.8/70.0 3368 0324000235 0N970	Near Kyburz, Strawberry, and Meyers, from 0.1 mile west of Kyburz Drive to Chiapa Drive. Install curve warning signs, radar feedback signs, chevron signs, roadside signs, and centerline rumblestrips.	27-28	PA&ED	\$540	24-25	201.010
			PS&E	\$1,100	25-26	Assembly: 1
			R/W Sup	\$70	25-26	Senate: 4
			Con Sup	\$610	27-28	Congress: 3
			R/W Cap	\$50	27-28	
			* <u>Const Cap</u>	<u>\$2,500</u>	27-28	
		Total	\$4,870			
	<u>Performance Measure</u>					
	3.60 Annual fatal and serious injury collision(s)					
	Concurrent COS allocation under Resolution FP-24-96; June 2025.					

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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 03-Sac-160 L2.73/L6.976 7299 0325000005 1N340	Near Rio Vista, from 0.1 mile north of Sherman Island Cross Road to Three Mile Slough. Install centerline rumble strips, place striping, and upgrade guardrail.	27-28	PA&ED	\$640	24-25	201.010
			PS&E	\$630	25-26	Assembly: 11
			R/W Sup	\$50	25-26	Senate: 3
			Con Sup	\$460	27-28	Congress: 7
			R/W Cap	\$35	27-28	
			<u>Const Cap</u>	<u>\$3,500</u>	27-28	
			Total	\$5,315		
<u>Performance Measure</u>						
0.70 Annual fatal and serious injury collision(s)						
Concurrent COS allocation under Resolution FP-24-96; June 2025.						
6 04-Sol-80 2.33 2922E 0423000325 3Y870	In Vallejo, at westbound Route 780 Connector to eastbound Route 80. Install additional safety lights, upgrade concrete barrier, power source to flashing beacons, and replace top pavement layer with open-graded asphalt pavement.	27-28	PA&ED	\$877	25-26	201.010
			PS&E	\$1,415	26-27	Assembly: 11
			R/W Sup	\$32	26-27	Senate: 3
			Con Sup	\$949	27-28	Congress: 8
			R/W Cap	\$10	27-28	
			<u>Const Cap</u>	<u>\$1,718</u>	27-28	
			Total	\$5,001		
<u>Performance Measure</u>						
0.07 Annual fatal and serious injury collision(s)						
Concurrent COS allocation under Resolution FP-24-96; June 2025.						

## 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.	
7 04-Son-116 36.92 2927T 0424000445 1X790	In Petaluma, at the intersection with Pine View Way. Construct intersection improvements.  PA&ED: 1/15/2027 R/W: 8/6/2028 RTL: 8/15/2028 BC: 2/15/2029	28-29	PA&ED PS&E R/W Sup * Con Sup * R/W Cap <u>* Const Cap</u> Total	\$914 \$989 \$216 \$1,370 \$78 <u>\$7,394</u> \$10,961	24-25 26-27 26-27 28-29 28-29 28-29	201.010 Assembly: 12 Senate: 2 Congress: 2
<u>Performance Measure</u>						
0.80 Annual fatal and serious injury collision(s) * Phase not authorized						
Concurrent COS allocation under Resolution FP-24-96; June 2025.						
8 04-Son-121 9.54/10.36 2917J 0421000152 2W230	Near Schellville, from Ramal Road to 0.4 mile south of Napa Road. Realign 2 horizontal curves, widen shoulders, and construct centerline and shoulder rumble strips.  PA&ED: 8/2/2027 R/W: 4/2/2029 RTL: 6/1/2029 BC: 3/1/2030	28-29	PA&ED PS&E R/W Sup * Con Sup * R/W Cap <u>* Const Cap</u> Total	\$3,651 \$5,446 \$557 \$6,871 \$1,393 <u>\$40,529</u> \$58,447	25-26 27-28 27-28 28-29 28-29 28-29	201.010 Assembly: 12 Senate: 3 Congress: 4
<u>Performance Measure</u>						
0.25 Annual fatal and serious injury collision(s) * Phase not authorized						
Concurrent COS allocation under Resolution FP-24-96; June 2025.						
9 08-Riv-215 R10.89/R11.6 3025A 0824000209 1R020	In Murrieta, from 0.2 mile to 1.0 mile north of Los Alamos Road. Upgrade guardrail.  PA&ED: 7/1/2026 R/W: 2/1/2027 RTL: 3/1/2027 BC: 8/15/2027	26-27	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,130 \$1,476 \$109 \$1,060 \$29 <u>\$1,087</u> \$4,891	24-25 25-26 25-26 26-27 26-27 26-27	201.010 Assembly: 71 Senate: 32 Congress: 48
<u>Performance Measure</u>						
0.15 Annual fatal and serious injury collision(s)						
Concurrent COS allocation under Resolution FP-24-96; June 2025.						

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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>						
10 01-DN-101 12.0/16.5 4957 0125000013 0P430	Near Crescent City, from 0.5 mile south to 4.0 miles north of Wilson Creek Road. Repair retaining walls, drainage systems, and roadway.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$2,125 \$25 <u>\$8,500</u> \$10,675	24-25 24-25 24-25 24-25 24-25	201.130 Assembly: 2 Senate: 2 Congress: 2
<u>Note:</u> On March 14, 2025, a landslide was reported in the area. The landslide, resulting from heavy winter rains, damaged a retaining walls and drainage. The roadway prism has undergone localized variability in settlement due to widespread earth movement causing roadway cracks, undulations, and bumps, thereby affecting the drivability. This project will repair retaining walls, drainage systems, and roadway.						
11 01-DN-199 9.1/9.4 4999 0125000123 0Q080	Near Gasquet, from 2.0 miles to 1.7 miles east of Hardscrabble Creek Bridge. Stabilize slope with a retaining wall, replace culvert, and repair roadway and guardrail.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$1,500 \$25 <u>\$4,500</u> \$6,050	24-25 24-25 24-25 24-25	201.130 Assembly: 2 Senate: 2 Congress: 2
<u>Note:</u> On February 25, 2025, maintenance crews reported a slipout that resulted in culvert separation and damage to the roadway, embankment, and guardrail. Based on geotechnical investigation, the combination of the steep incline of the embankment, saturated soils, and recent winter storms caused the slope failure and culvert separation. This project will repair the slope with a Mechanically Stabilized Earth (MSE) wall, replace the damaged culvert, and repair the roadway and guardrail.						

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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.	
12 01-Hum-36 27.9 4993 0125000108 0Q030	Near Bridgeville, at 2.6 miles east of Little Larabee Creek Bridge. Abandon existing culvert, install new culvert, reconstruct slope, place Rock Slope Protection (RSP), and repair roadway.	24-25	PA&ED	\$0	201.130 Assembly: 2 Senate: 2 Congress: 2	
			PS&E	\$0		
			R/W Sup	\$25		24-25
			Con Sup	\$390		24-25
			R/W Cap	\$25		24-25
			<u>Const Cap</u>	<u>\$1,300</u>		24-25
	Total	\$1,740				
	<u>Performance Measure</u> 1.0 Location(s)					
<u>Note:</u> Heavy rains in mid-February 2025 caused slope erosion on the outlet side of a failed culvert. This resulted in failure of the roadway embankment and damage to the pavement. This project will abandon the existing culvert, install a new culvert, reconstruct the slope, place Rock Slope Protection (RSP), and repair the roadway.						
13 01-Hum-101 R42.3 3233 0125000130 0Q130	Near Shively, at 1.0 mile south of Barkdull Road Undercrossing. Replace culvert and repair roadway.	24-25	PA&ED	\$0	201.130 Assembly: 2 Senate: 2 Congress: 2	
			PS&E	\$0		
			R/W Sup	\$25		24-25
			Con Sup	\$800		24-25
			R/W Cap	\$25		24-25
			<u>Const Cap</u>	<u>\$2,500</u>		24-25
	Total	\$3,350				
	<u>Performance Measure</u> 1.0 Location(s)					
<u>Note:</u> On March 10, 2025, maintenance forces reported a hole in the paved shoulder along the northbound lane. Upon investigation, it was determined that the culvert at this location had separated. This separation, in combination with heavy rains, caused a large void between the culvert and pavement that extended into the traveled way. This project will replace the existing culvert and repair the roadway.						
14 01-Hum-299 R21.0/R22.0 4981 0125000090 0P910	Near Blue Lake, from 1.4 miles to 0.4 miles west of Chezem Road. Repair roadway, replace guardrail, and reconstruct drainage systems.	24-25	PA&ED	\$0	201.130 Assembly: 2 Senate: 2 Congress: 2	
			PS&E	\$0		
			R/W Sup	\$25		24-25
			Con Sup	\$500		24-25
			R/W Cap	\$25		24-25
			<u>Const Cap</u>	<u>\$1,500</u>		24-25
	Total	\$2,050				
	<u>Performance Measure</u> 1.0 Location(s)					
<u>Note:</u> In February 2025, heavy winter storms caused a 300-foot section of the roadway to sink. The sink spans the full width of the roadway in both eastbound and westbound lanes and has resulted in damage to the roadway prism, pavement, guardrail, and adjacent drainage systems. This project will repair the roadway, replace guardrail, and reconstruct drainage systems.						

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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.	
15 01-Men-1 0.6 4987 0125000096 0P960	Near Gualala, at Old Stage Road. Abandon existing culvert, perform geotechnical studies, install larger culvert suitable for fish passage requirements, and repair roadway.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$3,300 \$25 <u>\$9,900</u> \$13,250	24-25 24-25 24-25 24-25	201.130 Assembly: 2 Senate: 2 Congress: 2
<p><u>Note:</u> On February 5, 2025, maintenance forces reported a sinkhole at the intersection of Route 1 and Old Stage Road. The damage was reportedly caused by culvert separation and heavy winter rains. This project will abandon the existing culvert, perform geotechnical studies, install a larger culvert suitable for fish passage requirements, and repair the roadway.</p>						
16 01-Men-1 41.8/42.5 3231 0125000125 0Q100	Near Whitesboro, from 0.6 mile south to 0.1 mile north of Navarro Ridge Road. Repair and stabilize slope, install subsurface drainage, and replace erosion control.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$600 \$25 <u>\$2,000</u> \$2,650	24-25 24-25 24-25 24-25	201.130 Assembly: 2 Senate: 2 Congress: 2
<p><u>Note:</u> On January 22, 2025, following winter rain, construction crews reported that a recently modified slope had failed at several locations. On March 5, 2025, a geotechnical investigation was performed, and it was determined that four sections of the slope require repair. This project will repair and protect the slope sections using a combination of grading and compaction, excavation and backfilling with soil-filled Rock Slope Protection (RSP), installation of subsurface drainage, and replacement of erosion control.</p>						

## 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.	
17 01-Men-101 97.4 4990 0125000102 0P990	Near Riverdale, at 0.1 mile south of Bridges Creek Bridge. Reconstruct slope, place Rock Slope Protection (RSP), and repair the overside drain and roadway.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$600 \$25 <u>\$2,000</u> \$2,650	24-25 24-25 24-25 24-25	201.130 Assembly: 2 Senate: 2 Congress: 2
	<u>Performance Measure</u> 1.0 Location(s)					
<p><u>Note:</u> On February 6, 2025, maintenance forces reported a slope and drainage system failure at this location. The damage was the result of heavy rains that overwhelmed the overside drain and caused the slope erosion. This project will reconstruct the slope, place Rock Slope Protection (RSP), and repair the overside drain and roadway.</p>						
18 01-Men-128 R28.1 4997 0125000121 0Q060	Near Boonville, at 0.1 mile south of Schoenahl Road. Repair embankment, reconstruct loss of yard, place Rock Slope Protection (RSP), and repair perimeter fencing.	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$500 \$25 <u>\$1,500</u> \$2,050	24-25 24-25 24-25 24-25	201.130 Assembly: 2 Senate: 2 Congress: 2
	<u>Performance Measure</u> 1.0 Location(s)					
<p><u>Note:</u> On February 18, 2025, maintenance forces reported significant erosion along the Anderson Creek embankment adjacent to the Boonville Maintenance Station. The erosion was caused by increased flow in the creek from heavy winter storms and has resulted in approximately 100 feet of property loss along the maintenance yard perimeter and damage to the perimeter fencing. This project will repair the embankment between the creek and the maintenance yard, reconstruct loss of yard with imported borrow, place Rock Slope Protection (RSP), and repair the perimeter fencing.</p>						

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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.	
19 01-Men-162 16.1/16.2 4989 0125000097 0P970	Near Dos Rios, at 0.8 mile to 0.9 mile east of Laytonville Dos Rios Road. Construct new retaining wall, and repair existing retaining walls, drainage systems, and roadway.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$2,000 \$25 <u>\$10,000</u> \$12,050	24-25 24-25 24-25 24-25	201.130 Assembly: 2 Senate: 2 Congress: 2
<p><u>Note:</u> On February 5, 2025, heavy winter rains caused a landslide to occur between two existing retaining walls. The landslide has caused the roadway to crack with a 6-inch horizontal offset, resulting in damage to the existing guardrail, subsurface drainage, and adjacent retaining walls. This project will construct a new soldier pile wall to connect the two existing walls and stabilize the roadway prism, as well as repair the ends of the existing walls, subsurface drainage systems, and roadway.</p>						
20 02-Sis-96 46.6 3940 0225000120 2K620	Near Happy Camp, 2.3 miles east of Gordons Ferry Road. Replace underdrain and repair slope and roadway.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$600 \$0 <u>\$2,970</u> \$3,570	24-25 24-25	201.130 Assembly: 1 Senate: 1 Congress: 1
<p><u>Note:</u> On February 25, 2025, maintenance forces reported multiple cracks in the pavement along a 225-foot section of the roadway. At the time of reporting, the cracks were on average 3 inches wide, with depths of up to 3.5 feet, and showed signs of continuous widening. It was also observed that runoff was percolating into the shoulder and contributing to the pavement failure, despite an existing underdrain system. This project will remove the existing underdrain, install a deeper underdrain, and repair the slope and roadway.</p>						

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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.	
21 03-But-70 36.42/42.35 2312 0325000202 2N010	Near Pulga, from 1.0 mile north of Deadwood Road to 0.3 mile north of Mill Creek Bridge. Repair slopes, replace culverts, and place Rock Slope Protection (RSP).	24-25	PA&ED	\$0	201.130	
			PS&E	\$0	Assembly: 3	
			R/W Sup	\$0	Senate: 1	
			Con Sup	\$500	24-25	Congress: 1
			R/W Cap	\$0		
			<u>Const Cap</u>	<u>\$2,500</u>	24-25	
	8.0 Location(s)		Total	\$3,000		
<p><u>Note:</u> On February 18, 2025, following heavy winter rain, maintenance forces reported multiple slipout locations within the project limits. Upon further investigation, it was determined that multiple drainage systems in the area were also damaged and in need of repair. This project will replace the damaged culverts, repair the slopes, and place Rock Slope Protection (RSP).</p>						
22 04-Mrn-1 18.91/19.29 2929P 0425000224 3X260	Near Woodville, from 1.3 miles to 1.7 miles north of Horseshoe Hill Road. Construct retaining wall, repair roadway, drainage system, and reconstruct slope embankment.	24-25	PA&ED	\$0	201.130	
			PS&E	\$0	Assembly: 12	
			R/W Sup	\$0	Senate: 2	
			Con Sup	\$350	24-25	Congress: 2
			R/W Cap	\$0		
			<u>Const Cap</u>	<u>\$990</u>	24-25	
	3.0 Location(s)		Total	\$1,340		
<p><u>Note:</u> On January 14, 2025, a roadway slipout had been reported. On January 22, 2025, an investigation found excessive rain from early January 2025 resulted in surface water and over saturated soils that caused a disconnected cross culvert, slope erosion, roadway settlement, and two roadway slipouts. This project will reconstruct the roadway slope embankment and backfill with engineering fill, replace the damaged sections of 2 cross culverts, construct a drainage inlet, repair roadway slipouts and install gabion baskets to stabilize the roadway.</p>						

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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.	
23 04-Mrn-101 3.0 2929S 0425000237 3X360	Near Marin City, at 0.5 mile north of Rodeo Avenue. Remove sediment and debris from roadway and drainage system and reconstruct slope embankment.	24-25	PA&ED	\$0	201.130 Assembly: 12 Senate: 2 Congress: 2	
			PS&E	\$0		
			R/W Sup	\$15		24-25
			Con Sup	\$200		24-25
			R/W Cap	\$30		24-25
			<u>Const Cap</u>	<u>\$720</u>		24-25
	Total	\$965				
	<u>Note:</u> A heavy storm beginning February 13, 2025 saturated soils, resulting in a landslide the next day, sending mud and debris down the slope, covering the two of four southbound lanes. This project will remove debris from catchment area at the toe of slope and roadway, remove loose rocks and damaged trees from the slope, and clean sediment and debris from the drainage systems.					
24 04-Nap-29 45.51 2930A 0425000263 3X490	Near Calistoga, at 6.0 miles north of Tubbs Lane. Remove mud and debris, reconstruct slope embankments, regrade unlined ditch, and place Rock Slope Protection (RSP) to stabilize slope embankments.	24-25	PA&ED	\$0	201.130 Assembly: 4 Senate: 3 Congress: 4	
			PS&E	\$0		
			R/W Sup	\$0		
			Con Sup	\$210		24-25
			R/W Cap	\$40		24-25
			<u>Const Cap</u>	<u>\$660</u>		24-25
	Total	\$910				
	<u>Note:</u> In February 2024, heavy rains caused an embankment slipout at the southbound cut slope, resulting in mud clogging the drainage ditch, and sending mud and debris down the slope, covering the roadway with mud and debris. This project will remove mud and debris, reconstruct slope embankments, regrade an unlined ditch, and place Rock Slope Protection (RSP) to stabilize slope embankments.					

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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.	
25 04-Nap-121 19.5 2929M 0425000226 3X280	Near Moskowitz Corner, at 2.6 miles south of Route 128. Clear and remove debris, construct retaining wall, stabilize slope embankment, and repair pavement.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$40 \$1,750 \$80 <u>\$3,600</u> \$5,470	24-25 24-25 24-25 24-25	201.130 Assembly: 4 Senate: 3 Congress: 4
<p><u>Note:</u> Early February 2025 storms brought excessive rainfall that caused water seepage into pavement cracks and oversaturated soils, resulting in pavement settlement, additional pavement cracks, and pavement movement. Additionally, a landslide occurred along the southbound cut slope. This project will clear and remove debris, design and construct a retaining wall, repair pavement by using a combination of sheet piles to avoid soil creep and lightweight Expanding Polyurethane Material (EPM) injections to fill voids, and place Rock Slope Protection (RSP) to stabilize slope embankment.</p>						
26 04-SCL-237 R9.14R 2930C 0425000270 3X520	In Milpitas, at eastbound McCarthy Boulevard onramp. Repair pavement and reconstruct slope embankment.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$421 \$0 <u>\$1,202</u> \$1,623	24-25 24-25	201.130 Assembly: 24 Senate: 10 Congress: 17
<p><u>Note:</u> On February 24, 2025, a field investigation found tension cracks or separation between the lip of curb and gutter and pavement, measuring 123 feet and 193 feet. The damages were likely caused by storm events filling water into these tension cracks and gradually increasing the depth and width of the cracks while also saturating the adjacent slope embankment. This project will repair pavement by injecting Lightweight Expanded Polyurethane Material (LEPM) to fill voids, and reconstruct the slope embankment.</p>						

## 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.
27 04-Sol-80 6.7 2929V 0425000264 3X500	Near Vallejo, at 1.1 mile east of Route 37/80 Separation. Haul away and dispose slide material, reconstruct slope embankment, and repair drainage systems, pavement, and dike.	24-25	PA&ED	\$0	201.130 Assembly: 4, 11 Senate: 3 Congress: 4, 8
			PS&E	\$0	
			R/W Sup	\$0	
			Con Sup	\$700	
			R/W Cap	\$0	
			<u>Const Cap</u>	<u>\$2,645</u>	
	Total	\$3,345			
	<u>Performance Measure</u> 1.0 Location(s)				
<p><u>Note:</u> Heavy winter storms from early February 2025 brought heavy rains that caused saturated soils and unstable slopes, resulting in a landslide onto the Solano Bike Trail (covering approximately 26,000 square feet), cracked trail pavement, and a full trail closure to public use. This project will haul away and dispose of slide material, reconstruct the slope embankment using engineered buttress fill, and repair drainage systems, pavement, and asphalt dike.</p>					
28 04-Son-116 15.4 2930G 0425000286 3X570	Near Noel Heights, at 0.6 mile west of Green Valley Road. Remove loose soil material, and tree stump, construct retaining wall, and install cable railing.	24-25	PA&ED	\$0	201.130 Assembly: 2 Senate: 2 Congress: 2
			PS&E	\$0	
			R/W Sup	\$0	
			Con Sup	\$265	
			R/W Cap	\$30	
			<u>Const Cap</u>	<u>\$500</u>	
	Total	\$795			
	<u>Performance Measure</u> 1.0 Location(s)				
<p><u>Note:</u> Heavy rains from March 13 - 17, 2025 caused over saturated soils and high water creek flows that resulted in slope failure from the roadside above and an undermined toe of slope from a lodged tree stump below near the creek. This project will remove loose soil material, and tree stump, construct a retaining wall, backfill using engineering imported fill, and install cable railing.</p>					

## 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.	
29 07-LA-1 43.7 6301 0725000183 2XR10	Near Malibu, at 0.4 miles east of Las Flores Canyon Road. Remove and replace fire damaged structures and equipment.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$1,400 \$100 \$825 \$100 <u>\$12,375</u> \$14,800	24-25 24-25 24-25 24-25 24-25 24-25	201.130 Assembly: 42 Senate: 24 Congress: 32
<p><u>Note:</u> The Palisades Fire began on January 7, 2025 and quickly spread, burning over 23,700 acres. On January 13, 2025, maintenance and engineering forces investigated the impact the fire had on the Las Flores Maintenance Station and determined it had caused extensive structural and equipment damage. This project will remove and replace the damaged equipment building, fuel island and tank, storage sheds, mechanical, electrical, and wastewater components, and construct a new retaining wall.</p>						
30 07-LA-1 R39.89/40.04 6369 0725000181 2XS10	In the city of Los Angeles (Pacific Palisades), from 0.3 mile north of Porto Marina Way to Getty Villa Drive. Reconstruct retaining wall and associated drainage systems.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$300 \$100 \$1,300 \$100 <u>\$8,200</u> \$10,000	24-25 24-25 24-25 24-25 24-25	201.130 Assembly: 42 Senate: 24 Congress: 32
<p><u>Note:</u> On January 7, 2025, the Palisades Fire began and spread quickly through the region. The wildfire burned over 23,700 acres and was 100% contained as of February 11, 2025. The Governor issued a State of Emergency Proclamation on January 7, 2025 and the President issued a State of Emergency Declaration on January 8, 2025. The wildfire destroyed state assets and residences and forced evacuations. The wildfire damaged and burned the slopes and the timber lagging retaining wall. This project will reconstruct the retaining wall and the associated drainage systems.</p>						

## 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.	
31 07-LA-Var Var 6298 0725000182 2XQ60	In Los Angeles County, on various routes at various locations. Remove damaged and fallen trees.  <u>Performance Measure</u> 22.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$100 \$0 <u>\$900</u> \$1,000	24-25 24-25	201.130 Assembly: 41, 42, 44, 46, 48, 49, 51, 52, 54, 56, 57 Senate: 20, 22, 24, 25, 26, 27, 28, 30, 32 Congress: 26, 28, 29, 30, 31, 32, 34, 37, 38, 42
<p><u>Note:</u> On January 7, 2025, high winds started in the area and contributed to fires and also resulted in fallen trees. The winds caused some trees to lose their stability, resulting in either falling or severely leaning. This poses a potential hazard to the traveling public and state and private property. This project will remove damaged and fallen trees at various locations.</p>						
32 11-SD-8 R41.8 1616 1125000211 43282	Near Pine Valley, at 0.1 mile west of Pine Valley Creek Bridge. Replace polyester concrete overlay and joint seals.  <u>Performance Measure</u> 2.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$1,900 \$0 <u>\$9,500</u> \$11,400	24-25 24-25	201.130 Assembly: 75 Senate: 40 Congress: 48
<p><u>Note:</u> On February 13, 2025, maintenance forces responded to an emergency call during a storm event to make temporary pavement repairs on the eastbound Pine Valley Bridge. On February 22, 2025, engineering forces investigated the site and recommended repairs for both the left and right bridges. This project will replace the polyester concrete overlays and joint seals for both bridges.</p>						

## 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.	
33 11-SD-Var Var 1610 1125000122 43278	In San Diego County, at Routes 8, 15, 78, and 805 at various locations. Remove and clear debris and vegetation. This project will utilize the Emergency Limited Bid contract method.  PA&ED: N/A R/W: N/A RTL: 6/19/2025 BC: 7/19/2025	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$1,900 \$0 <u>\$9,500</u> \$11,400	24-25 24-25	201.131 Assembly: 74, 76, 78, 79, 80 Senate: 18, 38, 39, 40 Congress: 48, 49, 50, 51, 52
<u>Performance Measure</u>						
5.0 Location(s)						
Concurrent CONST and CON ENG allocation under Resolution FP-24-95; June 2025.						
<u>Note:</u> Recent storm events have resulted in sediment and debris buildup, and excessive vegetation growth, in multiple drainage channels throughout San Diego county. This accumulation reduces drainage capacity of the channels and poses a fire risk. This project will remove the excess vegetation to reduce fire risk and restore the drainage channels to their original cross sections.						
34 12-ORA-39 3.00/3.25 3116 1225000093 0V840	In Huntington Beach, from 0.1 mile south to 0.2 mile north of Ellis Avenue. Abandon culvert, install new culvert, and repair sidewalk.  <u>Performance Measure</u> 1.0 Location(s)	24-25	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$495 \$0 <u>\$1,650</u> \$2,145	24-25 24-25	201.130 Assembly: 70 Senate: 36 Congress: 47
<u>Note:</u> On February 11, 2025, maintenance forces discovered a sinkhole at the project location. It was determined that the sinkhole was caused by a culvert that had failed during the recent storm event. This project will abandon the existing culvert, install a new culvert, and repair the adjacent sidewalk.						

## 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>Mobility</b>					
35 04-Nap-121 7.2/7.4 1483B 0414000097 0J890	In the city of Napa, at the intersection with Third Street/East Avenue/Coombsville Road. Construct intersection improvements. Additional STIP RIP contribution of \$1,153,000 for R/W cap; Additional contribution of \$2,400,000 for PA&ED, \$3,510,000 for PS&E, \$600,000 for R/W sup from City of Napa; Additional contribution of \$2,000,000 for R/W cap from Metropolitan Transportation Commission; Additional contribution of \$833,000 for Con sup, \$1,847,000 for R/W cap, \$17,000,000 for Con cap from Napa Valley Transportation Authority.	27-28	PA&ED \$0 PS&E \$0 R/W Sup \$0 Con Sup \$2,480 R/W Cap \$0 <u>Const Cap</u> \$1,000 Total \$3,480	27-28 27-28	201.310 Assembly: 4 Senate: 3 Congress: 4
	PA&ED: 5/1/2026 R/W: 3/31/2028 RTL: 4/30/2028 BC: 12/1/2028				
	<u>Performance Measure</u> 400.0 Daily vehicle hour(s) of delay (DVHD)				

### List of New 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	FY	Project Costs (\$1,000)	Program Code Leg./Congress. Dists. Perf. Meas.
Sustainability and Miscellaneous				
1 04-Sol-220	Near Howard Landing, at Steamboat Slough Ferry (J-Mack) Bridge No. 23-0037; also on Route 84 at Real McCoy II Ferry	30-31	PA&ED \$4,000 * PS&E \$7,956	25-26 27-28 Assembly: 9, 11
3.2 2927B 0424000242 1X070	Bridge No. 23-0245 (PM2.49). Replace ferries. (Long Lead Project)		* R/W Sup \$25 * Con Sup \$9,588 * R/W Cap \$136 * <u>Const Cap</u> \$47,803 Total \$69,508	27-28 30-31 30-31 30-31 Senate: 3 Congress: 4, 7
	PA&ED: 12/31/2027 R/W: 6/28/2030 RTL: 7/31/2030 BC: 5/30/2031			
	<u>Performance Measure</u> 0.0 Centerline mile(s)			
	Concurrent COS allocation under Resolution FP-24-96; June 2025.			
			* Phase not authorized	

## 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-DN-101 <del>39.2/39.6</del> <b>39.2/39.7</b> 1152 0122000010 0L430	Near Smith River, from <del>0.5 mile south of Rowdy Creek Bridge</del> <b>East Denney Street</b> to Rowdy Creek <b>Bridge Road</b> . Construct left turn lane at Timbers Boulevard, install lighting and widen shoulders.	25-26 201.010	PA&ED	\$1,093	Prior	\$1,093	Prior
			PS&E	\$1,027	Prior	\$1,027	Prior
			R/W Sup	\$187	Prior	\$187	Prior
			Con Sup	\$1,260	25-26	\$1,260	25-26
			R/W Cap	\$110	25-26	\$110	25-26
			<u>Const Cap</u>	<u>\$3,623</u>	25-26	<u>\$3,623</u>	25-26
			Total	\$7,300		\$7,300	
<u>Performance Measure</u>							
0.11 Annual fatal and serious injury collision(s)							
<b>0.24 Annual fatal and serious injury collision(s)</b>							

Note: Update postmile limits and description after the refinement of scope and project limits. Change in performance measures is to reflect the new methodology.

2 01-DN-199 <del>T0.8</del> <b>T0.6R/0.8</b> 1154 0122000073 0L990	Near Crescent City, at <b>intersection with Elk Valley Cross Road</b> . Construct roundabout <b>and place signage</b> .	25-26 201.010	PA&ED	\$710	Prior	\$710	Prior
			PS&E	\$922	Prior	\$922	Prior
			R/W Sup	\$211	Prior	\$211	Prior
			Con Sup	\$2,125	25-26	\$2,125	25-26
			R/W Cap	\$23	25-26	\$23	25-26
			<u>Const Cap</u>	<u>\$7,094</u>	25-26	<u>\$7,094</u>	25-26
			Total	\$11,085		\$11,085	
<u>Performance Measure</u>							
0.28 Annual fatal and serious injury collision(s)							
<b>0.32 Annual fatal and serious injury collision(s)</b>							

Note: Adjust postmiles and description due to extended limits of striping to address roundabout impacts to the turning movements at local roads. Change in performance measures is to reflect the new methodology.

3 01-Hum-36 11.3/34.6 2363M 0122000096 0C501	Near Bridgeville, at Hely Creek Bridge No. 04-0092, Little Larabee Creek Bridge No. 04-0102 (PM 25.3), and Butte Creek Bridge No. 04-0116. Environmental mitigation for revegetation and monitoring for project EA 0C500.	25-26 <del>27-28</del> 201.112	PA&ED	\$0		\$0	
			PS&E	\$0		\$0	
			R/W Sup	\$0		\$0	
			Con Sup	<del>\$393</del>	25-26	<b>\$469</b>	<b>27-28</b>
			R/W Cap	\$18	25-26	\$18	27-28
			<u>Const Cap</u>	<u>\$376</u>	25-26	<u>\$472</u>	<b>27-28</b>
			Total	\$787		<b>\$959</b>	
<u>Performance Measure</u>							
0.00 Annual fatal and serious injury collision(s)							

Note: Delay fiscal year due to increase in number of working days for construction of the parent project. Construction capital and support increase is due to change in entity that will be doing mitigation work and to also account for the permanent erosion control work that was previously missed.

## 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)				
4 01-Hum-101 73.3/75.4 2569 0122000046 0L780	Near Eureka, from 1.5 miles south of Herrick Avenue to Sunset Avenue. Construct pedestrian and bicycle infrastructure and rehabilitate drainage systems.  <u>Performance Measure</u> 2,225.0 Bicycle and pedestrian infrastructure (linear feet)	26-27 201.400	PA&ED	\$2,029	Prior	\$2,029	Prior
			PS&E	\$2,027	<del>25-26</del>	\$2,027	<b>26-27</b>
			R/W Sup	\$650	<del>25-26</del>	\$650	<b>26-27</b>
			Con Sup	\$2,119	26-27	\$2,119	26-27
			R/W Cap	\$1,488	26-27	\$1,488	26-27
			<u>Const Cap</u>	<u>\$5,180</u>	26-27	<u>\$5,180</u>	26-27
			Total	\$13,493		\$13,493	

**Note:** The alternatives developed were found to be not feasible due to impacts to wastewater treatment plant and a private parcel. Additional developed alternative needs a Permit To Enter (PTE) to do technical studies, but the PTE is stuck in legal challenges. This has delayed the environmental technical studies, thus delaying the completion of PA&ED and delaying the start of PS&E and R/W phases. The construction schedule will be adjusted in the future.

5 02-Sha-5 R20.3/R27.9 3792 0220000065 1J390	In and near Shasta Lake City, from 0.7 mile south of Pine Grove Avenue to north of Bridge Bay Road. Rehabilitate drainage system.  <u>Performance Measure</u> <del>39.0 Culvert(s) (ea)</del> <b>36.0 Culvert(s) (ea)</b>	25-26 201.151	PA&ED	\$1,440	Prior	\$1,440	Prior
			PS&E	\$930	Prior	\$930	Prior
			R/W Sup	\$300	Prior	\$300	Prior
			Con Sup	\$1,050	25-26	\$1,050	25-26
			R/W Cap	\$644	25-26	\$644	25-26
			<u>Const Cap</u>	<u>\$6,926</u>	25-26	<u>\$7,720</u>	25-26
			Total	\$13,284		\$12,084	

**Note:** Reduction in construction capital and performance is due to elimination of some culvert segments that were found to be outside of the state's right of way.

Performance Measure: Culverts					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	0.0	4,577.5	4,577.5
Post Condition	Linear feet	4,395.5	0.0	0.0	4,395.5

## 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)				
6 02-Sha-299 41.1/55.3 3789 0220000061 1J350	Near Redding, from west of Seaman Gulch Road to west of Fenders Ferry Road at various locations. Rehabilitate drainage systems.  <u>Performance Measure</u> <del>26.0 Culvert(s) (ea)</del> <b>39.0 Culvert(s) (ea)</b>	25-26 201.151	PA&ED	\$1,750	Prior	\$1,750	Prior
			PS&E	\$910	Prior	\$910	Prior
			R/W Sup	\$180	Prior	\$180	Prior
			Con Sup	\$950	25-26	\$950	25-26
			R/W Cap	\$496	25-26	\$496	25-26
			<u>Const Cap</u>	<u>\$4,240</u>	25-26	<u>\$4,240</u>	25-26
			Total	\$8,526		\$8,526	

**Note:** As a result of scope refinement during design phase, it was realized that additional culvert segments to some drainage systems will be required. This has resulted in change in performance.

Performance Measure: Culverts					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	392.9	1,504.3	1,897.2
Post Condition	Linear feet	2,086.6	0.0	0.0	2,086.6

7 02-Sha-299 57.5/59.0 3763 0219000152 0J710	Near Montgomery Creek, from 0.1 mile west of Woodhill Drive to 1.0 mile west of Big Bend Road. Improve curves, widen shoulders, correct cross slope, and install guardrail.  <u>Performance Measure</u> <del>0.40 Annual fatal and serious injury collision(s)</del> <b>0.14 Annual fatal and serious injury collision(s)</b>	25-26 201.010	PA&ED	\$1,710	Prior	\$1,710	Prior
			PS&E	\$1,170	Prior	\$1,170	Prior
			R/W Sup	\$460	Prior	\$460	Prior
			Con Sup	\$1,740	25-26	\$1,740	25-26
			R/W Cap	\$701	25-26	\$701	25-26
			<u>Const Cap</u>	<u><del>\$6,199</del></u>	25-26	<u><del>\$6,199</del></u>	25-26
			Total	\$11,980		<b>\$14,231</b>	

**Note:** Additional construction capital is needed due to increase in quantities and unit costs for drainage, roadway excavation, structural section, and traffic control. Change in performance measures is to reflect the new methodology.

## 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 02-Sis-96 71.2 3660 0216000125 0H730	Near Hamburg, at Scott River Bridge No. 02-0079. Replace <del>bridge existing bridge deck and widen</del> <u>bridge.</u>  <u>Performance Measure</u> 1.0 Bridge(s)	26-27 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,130 <del>\$1,840</del> \$190 \$3,860 \$543 <u>\$12,060</u> \$20,623	Prior 25-26 25-26 26-27 26-27 26-27 26-27	\$2,130 <b>\$2,340</b> \$190 \$3,860 \$543 <u>\$12,060</u> <b>\$21,123</b>	Prior 25-26 25-26 26-27 26-27 26-27 26-27

Note: During project development, it was determined that the deck replacement would require extensive widening to accommodate traffic and worker safety. In addition, scour was discovered around the existing foundations. Therefore, additional PS&E support is needed to pursue the bridge replacement strategy on a new alignment. As design and estimates are further developed, changes to construction and R/W costs will be revised at a later date.

Performance Measure: Bridge(s)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	7,330.0	7,330.0
Post Condition	Square feet	9,858.0	0.0	0.0	9,858.0

9 02-Sis-263 54.5/56.4 3785 0220000059 1J330	Near Yreka, at Dry Gulch Bridge No. 02-0012 and Shasta River Bridge No. 02-0014. Rehabilitate bridges.  <u>Performance Measure</u> 2.0 Bridge(s)	26-27 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$810 \$740 \$30 <del>\$1,530</del> \$54 <u>\$14,390</u> \$17,554	Prior 25-26 25-26 26-27 26-27 26-27 26-27	\$810 \$740 \$30 <b>\$3,196</b> \$54 <u>\$22,336</u> <b>\$27,166</b>	Prior 25-26 25-26 26-27 26-27 26-27 26-27
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Concurrent COS allocation under Resolution  
 FP-24-96; June 2025.

Note: Increase construction support as there was an error in calculating resource dollars and also due to the increase in working days. Further studies revealed that the extent of unsound concrete and the area of repair is significantly more than anticipated. This will require temporary support structures and silane waterproofing. This has resulted in increased construction capital in addition to increase in unit costs for scaffolding, concrete repair, and structures items.

Performance Measure: Bridge(s)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	25,489.0	0.0	25,489.0
Post Condition	Square feet	25,489.0	0.0	0.0	25,489.0

## 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)				
10 03-Col-5 R6.67/R7.94 <del>3168</del> <b>7207</b> 0324000166 0N640	In Colusa, El Dorado, Sutter, and Sacramento Counties, on Routes 5, 49, 99, and 104 at various locations. Install curve warning signs, flashing beacons, rumble strips, radar speed feedback signs, and intersection warning systems, and upgrade roadside signs.	26-27 201.010	PA&ED	\$510	Prior	\$510	Prior
			PS&E	\$900	25-26	\$900	25-26
			R/W Sup	\$40	25-26	\$40	25-26
			Con Sup	\$930	26-27	\$930	26-27
			R/W Cap	\$50	26-27	\$50	26-27
			<u>Const Cap</u>	<u>\$4,000</u>	26-27	<u>\$4,000</u>	26-27
			Total	\$6,430		\$6,430	
<u>Performance Measure</u>							
1.17 Annual fatal and serious injury collision(s)							
<u>Note:</u> Change duplicate PPNO.							

11 03-Col-5 Var 8145 0319000304 0J630	In Butte, Colusa, <del>and Sutter,</del> <del>and Yolo</del> Counties, on Routes 5, <del>46</del> , 20, 70, and <del>505</del> at various locations. Bridge scour mitigation.	25-26 201.111	PA&ED	\$1,730	Prior	\$1,730	Prior
			PS&E	\$1,200	Prior	\$1,200	Prior
			R/W Sup	\$330	Prior	\$330	Prior
			Con Sup	<del>\$1,130</del>	25-26	<b>\$750</b>	25-26
			R/W Cap	<del>\$3,340</del>	25-26	<b>\$2,105</b>	25-26
			<u>Const Cap</u>	<u><del>\$3,920</del></u>	25-26	<u><b>\$1,950</b></u>	25-26
			Total	\$11,620		<b>\$8,065</b>	
<u>Performance Measure</u>							
<del>9.0 Bridge(s)</del>							
<b>4.0 Bridge(s)</b>							
<u>Note:</u> After further field inspections, it was determined that five structures do not require rock slope protection, but rather routine maintenance and repairs. The reduction in scope resulted in change in description and performance, and decrease in costs.							

Performance Measure: Bridge(s)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	10,376.0	166,109.0	176,485.0
Post Condition	Square feet	10,376.0	0.0	166,109.0	176,485.0

## 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)			
12 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	PA&ED	\$1,360	Prior	\$1,360	Prior
		201.121	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	\$657	25-26	\$657	25-26
			<u>Const Cap</u>	<del>\$13,960</del>	25-26	<b>\$16,375</b>	25-26
			Total	\$20,557		<b>\$22,972</b>	

**Note:** Additional construction capital is needed due to increase in unit costs for rubberized asphalt, hot mix asphalt, and pavement grinding. Some items, such as concrete transitions for guardrails on bridges and railroad crossing work, were previously omitted in the cost estimate.

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	20.7	0.0	20.7
Post Condition	Lane mile(s)	20.7	0.0	0.0	20.7

13 03-Nev-80 R5.3R/R5.8R 4325 0323000003 3J790	Near Truckee, at Donner Summit Safety Roadside Rest Areas (SRRAs) in eastbound and westbound (PM R5.6L) directions. Rehabilitate water and sewer lines <b>and construct new median utility line cross over.</b>  <u>Performance Measure</u> 2.0 Location(s)	<del>26-27</del>	PA&ED	\$160	Prior	\$160	Prior
		<b>27-28</b>	PS&E	<del>\$740</del>	25-26	<b>\$800</b>	25-26
		201.250	R/W Sup	\$90	25-26	\$90	25-26
			Con Sup	<del>\$550</del>	<del>26-27</del>	<b>\$1,020</b>	<b>27-28</b>
			R/W Cap	\$360	<del>26-27</del>	\$360	<b>27-28</b>
			<u>Const Cap</u>	<del>\$2,300</del>	<del>26-27</del>	<b>\$5,520</b>	<b>27-28</b>
			Total	\$4,170		<b>\$7,950</b>	

**Note:** On a Minor A project EA 03-1J400, the utility company informed the Department that separate cross overs will be needed to house wet and dry utilities and that the existing utility cross over cannot be used for both. Therefore, the scope of that other project is being included in this project. The project description, schedule, and costs are being updated to account for this additional work.

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	2.0	0.0	2.0
Post Condition	Each	2.0	0.0	0.0	2.0

## 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)			
14 03-Pla-267 0.00/9.63 5728 0321000197 2J190	Near Truckee, from Nevada County line to Dolly Varden Avenue. Rehabilitate pavement and drainage systems, upgrade guardrail and facilities to Americans with Disabilities Act (ADA) standards, and extend southbound truck climbing lane.	26-27 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$3,280 \$3,130 \$600 \$3,850 \$1,240 <del>\$31,900</del> \$44,000	Prior 25-26 25-26 26-27 26-27 26-27 26-27	\$3,280 \$3,130 \$600 \$3,850 \$1,240 <b>\$33,500</b> <b>\$45,600</b>	Prior 25-26 25-26 26-27 26-27 26-27
	<u>Performance Measure</u> 19.3 Lane mile(s)						

**Note:** Increase in construction capital is due to work on additional 22 drainage systems which will be impacted because of the proposed widening.

Performance Measure: Pavement					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0.0	19.3	0.0	19.3
Post Condition	Lane mile(s)	19.3	0.0	0.0	19.3

15 03-Yol-16 21.2/21.9 8679 0323000285 4J880	Near Cadenasso, from 0.3 mile east of County Road 79 to 0.2 mile west of County Road 81. Construct 4-foot shoulders, rumble strips, and retaining wall, rehabilitate drainage systems, and upgrade signs and guardrail.	<del>26-27</del> <b>27-28</b> 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,150 \$1,310 \$280 \$1,770 \$115 <del>\$4,900</del> \$9,525	Prior 25-26 25-26 <del>26-27</del> <del>26-27</del> <del>26-27</del> <del>26-27</del>	\$1,150 \$1,310 \$280 \$1,770 \$115 <b>\$4,900</b> \$9,525	Prior 25-26 25-26 <b>27-28</b> <b>27-28</b> <b>27-28</b> <b>27-28</b>
	<u>Performance Measure</u> <del>0.23 Annual fatal and serious injury collision(s)</del> <b>0.57 Annual fatal and serious injury collision(s)</b>						

**Note:** Delay project delivery by one fiscal year to allow for sufficient time needed for R/W Certification due to numerous utility relocations. This delay will not cause any delays to the beginning of construction season. Change in performance measures is to reflect the new methodology.

## 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)				
16 04-Ala-238 0.0/7.8 2912J 0421000323 3W180	In and near Fremont and Union City, from Route 680 to Lexington Avenue. Rehabilitate pavement, construct Class 4 bike lanes, pedestrian and bicycle infrastructure, landscape planting, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	<del>27-28</del>	PA&ED	\$3,982	Prior	\$3,982	Prior
		<b>29-30</b>	* PS&E	<del>\$5,433</del>	25-26	<b>\$6,118</b>	28-29
		201.121	* R/W Sup	<del>\$647</del>	25-26	<b>\$695</b>	28-29
			* Con Sup	<del>\$10,492</del>	27-28	<b>\$11,373</b>	29-30
			* R/W Cap	<del>\$1,158</del>	27-28	<b>\$1,255</b>	29-30
			* <u>Const Cap</u>	<del>\$42,713</del>	27-28	<b>\$46,301</b>	29-30
			Total	\$64,395		<b>\$69,724</b>	

Performance Measure

30.9 Lane mile(s)

\* Phase not authorized

Note: Extensive complete streets effort on the route result in increased impacts to and R/W acquisition from the Mission San Jose Community Park requiring enhanced consultations and studies to comply with federal statutes. As a result, the project delivery is delayed by two years and cost increased for PS&E, R/W support, R/W capital, construction support, and construction capital costs due to escalation.

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	30.9	0.0	30.9
Post Condition	Lane mile(s)	30.9	0.0	0.0	30.9

17 04-CC-123 0.0/2.198 2031N 0419000452 0AA21	In El Cerrito <del>and Richmond</del> , from Alameda County line to Route 80. Rehabilitate pavement and <del>upgrade facilities to Americans with Disabilities Act (ADA) standards</del> <b>upgrade safety lighting.</b>	25-26	PA&ED	\$835	Prior	\$835	Prior
		201.121	PS&E	\$1,532	Prior	\$1,532	Prior
			R/W Sup	\$179	Prior	\$179	Prior
			Con Sup	\$2,260	25-26	\$2,260	25-26
			R/W Cap	\$25	25-26	\$25	25-26
			<u>Const Cap</u>	<del>\$9,122</del>	25-26	<b>\$10,490</b>	25-26
			Total	\$13,953		<b>\$15,321</b>	

Note: It was determined that the current cost estimate would require an additional \$6,000,000 construction capital and \$1,500,000 construction support. To keep close to programmed costs but to also prioritize public safety, the PDT has chosen to eliminate all complete streets work and add safety lightings. This project will update description and increase construction capital cost to reflect the updated scope.

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	11.2	0.0	11.2
Post Condition	Lane mile(s)	11.2	0.0	0.0	11.2

## 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)				
18 04-CC Ala-24 R0-04 R5.8/R6.2 0480B 0414000011 0J540	In Orinda, at the Caldecott Tunnel No. 28-0015R, 28-0015, and 28-0015L.; <b>also in Contra Costa at Caldecott Tunnel (R0.0/R0.6).</b> Rehabilitate and upgrade ventilation system of Caldecott Tunnel Bores 1, 2, and 3. (G13 Contingency)  <u>Performance Measure</u> 3.0 Bridge(s)	25-26 201.110	PA&ED PS&E R/W Sup * Con Sup R/W Cap * <u>Const Cap</u> Total	\$6,269 \$14,400 \$184 \$20,850 \$253 <del>\$163,000</del> \$204,956	Prior 24-25 24-25 25-26 25-26 25-26 25-26	\$6,269 \$14,400 \$184 \$20,850 \$253 <b>\$200,652</b> <b>\$242,608</b>	Prior 24-25 24-25 25-26 25-26 25-26 25-26
							* Phase not authorized

**Note:** Increase scope of work by adding upgraded ventilation system. As a result, change description and increase costs for construction capital. Also, change post mile limits to include areas of guardrail and traffic control.

Performance Measure: Bridge(s)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0.0	785,287.0	0.0	785,287.0
Post Condition	Square feet	785,287.0	0.0	0.0	785,287.0

19 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. ( <del>G13 Contingency</del> )  <u>Performance Measure</u> 1.0 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 <del>\$0</del> \$130 <del>\$0</del> \$5,680	Prior Prior Prior 23-24 23-24 23-24 23-24	\$1,810 \$3,630 \$110 <b>\$7,030</b> \$130 <b>\$31,040</b> <b>\$43,750</b>	Prior Prior Prior 23-24 23-24 23-24 23-24
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Concurrent CONST and CON ENG allocation under Resolution FP-24-95; June 2025.

**Note:** Fully program unfunded phases of this previous G13 Contingency project.

Performance Measure: Bridge(s)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0.0	0.0	146,830.0	146,830.0
Post Condition	Square feet	146,830.0	0.0	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)				
20	In and near Novato, from Route 101 to Atherton Avenue. Replace Novato Creek Bridge No. 27-0011L/R and construct drainage systems.	25-26	PA&ED	\$0		\$0	
04-Mrn-37		201.999	PS&E	\$0		\$0	
R11.2/13.8			R/W Sup	\$0		\$0	
2925W	Additional contribution of \$15,000,000 for PS&E from the General Fund provided by Assembly Bill 179 (AB 179); <b>Additional contribution of \$25,000,000 for Const Cap from Transportation Authority of Marin (TAM).</b>		* Con Sup	<del>\$25,000</del>	25-26	<b>\$30,000</b>	25-26
0424000193			R/W Cap	<del>\$200</del>	25-26	<b>\$4,200</b>	25-26
4Q321	(G13 Contingency)		* <u>Const Cap</u>	<u>\$130,000</u>	25-26	<b>\$186,000</b>	25-26
			Total	\$155,200		<b>\$220,200</b>	

\* Phase not authorized

Performance Measure  
 0.2 Centerline mile(s)

Note: Update description adding additional funding from TAM for pedestrian and bike path. Increase construction capital due to bridge structure involved items including increased cost index, foundations and pile depth, added stage construction, and transition structures. Increase construction support due to a revised traffic handling plan and more extensive than anticipated environmental monitoring requirements, and RW capital to fund environmental mitigation.

21	Near Napa, from 2.8 miles north of Vichy Avenue to 1.4 miles south of Route 128 at various locations.	23-24	PA&ED	\$1,635	Prior	\$1,635	Prior
04-Nap-121		201.131	PS&E	\$2,053	Prior	\$2,053	Prior
13.4/20.7	Repair and restore slope washouts with Rock Slope Protection (RSP), erosion control, steel sheet piles, and drainage upgrades.		R/W Sup	\$199	Prior	\$199	Prior
2022D			Con Sup	\$1,361	23-24	\$1,361	23-24
0418000153			R/W Cap	\$639	23-24	\$639	23-24
0Q790			<u>Const Cap</u>	<u>\$4,304</u>	23-24	<b>\$2,789</b>	23-24
			Total	\$10,191		<b>\$8,676</b>	

Concurrent CONST and CON ENG allocation under Resolution FP-24-95; June 2025.

Note: Split plant establishment and environmental mitigation into project EA 0Q79A/PPNO 04-2929W from parent project EA 0Q790/PPNO 04-2022D.

## 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)				
22 <b>04-Nap-121</b> 13.4/20.7 2929W <b>0425000234</b> 0Q79A	<b>Near Napa, from 2.8 miles north of Vichy Avenue to 1.4 miles south of Route 128 at various locations. Plant establishment and environmental mitigation work for permanent restoration EA 0Q790.</b>	<b>27-28</b> <b>201.131</b>	PA&ED			<b>\$0</b>	
			PS&E			<b>\$200</b>	<b>25-26</b>
			R/W Sup			<b>\$10</b>	<b>25-26</b>
			Con Sup			<b>\$675</b>	<b>27-28</b>
			R/W Cap			<b>\$30</b>	<b>27-28</b>
			<u>Const Cap</u>			<b>\$600</b>	<b>27-28</b>
		<b>Total</b>			<b>\$1,515</b>		
	<b><u>Performance Measure</u></b> 0.0 Location(s)						

Note: Split plant establishment and environmental mitigation into project EA 0Q79A/PPNO 04-2929W from parent project EA 0Q790/PPNO 04-2022D.

23 04-SCI-880 0.0/10.502 2915J 0419000436 4Q770	In and near San Jose and Milpitas, from Route 280 to 0.1 mile north of Dixon Landing Road. Rehabilitate pavement, upgrade curb ramps to Americans with Disabilities Act (ADA), guardrail, and rectangular rapid flashing beacons (RRFBs).	<del>27-28</del> <b>29-30</b> 201.121	PA&ED	\$3,471	Prior	\$3,471	Prior
			* PS&E	<del>\$7,877</del>	<del>25-26</del>	<b>\$8,620</b>	<b>28-29</b>
			* R/W Sup	\$265	<del>25-26</del>	<b>\$290</b>	<b>28-29</b>
			* Con Sup	<del>\$8,534</del>	<del>27-28</del>	<b>\$9,073</b>	<b>29-30</b>
			* R/W Cap	\$220	<del>27-28</del>	<b>\$234</b>	<b>29-30</b>
			* <u>Const Cap</u>	<del>\$75,647</del>	<del>27-28</del>	<b>\$80,458</b>	<b>29-30</b>
	<b>Total</b>	\$96,011		<b>\$102,146</b>			
	<b><u>Performance Measure</u></b> 81.7 Lane mile(s)						

\* Phase not authorized

Note: The PDT identified several additional storm drains also requiring repair that will need a higher level environmental assessment requiring additional time. As a result, the project delivery is delayed by three years and cost increased for PS&E, R/W support, R/W capital, construction support, and construction capital costs due to escalation.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	19.7	62.0	0.0	81.7
Post Condition	Lane mile(s)	81.7	0.0	0.0	81.7

## 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)			
24 04-SF-101 0.0/T4.9 2904K 0418000341 1Q820	In the City and County of San Francisco, from San Mateo County line to Market Street. Rehabilitate roadway, upgrade signs, concrete barrier, and Transportation Management System (TMS) elements, rehabilitate drainage, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (G13 Contingency)	23-24 201.120	PA&ED	\$2,594	Prior	\$2,594	Prior
			PS&E	\$4,500	Prior	\$4,500	Prior
			R/W Sup	\$223	Prior	\$223	Prior
			Con Sup	\$0	23-24	\$6,833	23-24
			R/W Cap	\$250	23-24	\$250	23-24
			<u>Const Cap</u>	\$0	23-24	<u>\$69,027</u>	23-24
			Total	\$7,567		<b>\$83,427</b>	

Performance Measure

15.4 Lane mile(s)

Concurrent Greater than 20 percent CONST and CON ENG allocation under Resolution FP-24-85; June 2025.

Note: Fully program unfunded phases of this previous G13 Contingency project.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	1.1	11.6	2.7	15.4
Post Condition	Lane mile(s)	15.4	0.0	0.0	15.4

25 04-SF-101 1.7/4.2 2028C 0419000029 2Q600	In the City and County of San Francisco, from south of Silver Avenue to 16th Street, at various locations. Rehabilitate highway planting.	25-26 26-27 201.210	PA&ED	\$751	Prior	\$751	Prior
			PS&E	\$857	Prior	\$857	Prior
			R/W Sup	\$80	Prior	\$80	Prior
			Con Sup	\$895	25-26	\$895	26-27
			R/W Cap	\$10	25-26	\$10	26-27
			<u>Const Cap</u>	<u>\$4,251</u>	25-26	<u>\$4,251</u>	26-27
			Total	\$6,844		\$6,844	

Note: Delay project delivery by one year to allow overlapping roadway rehabilitation project EA 04-1Q820 to complete construction before beginning this landscape construction. Originally, EA 04-1Q820 was to complete construction by spring 2027 but has recently received a time extension and is now expecting construction completion in early 2028.

## 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)				
26 04-SM-1 17.9/18.0 2021J 0418000035 0Q010	Near San Gregorio, at San Gregorio Creek Bridge No. 35-0030. Bridge seismic retrofit and upgrade bridge rails.  <u>Performance Measure</u> 1.0 Bridge(s)	<del>25-26</del>	PA&ED	\$2,866	Prior	\$2,866	Prior
		<b>26-27</b>	PS&E	\$2,932	23-24	\$2,932	23-24
		201.113	R/W Sup	\$183	23-24	\$183	23-24
			Con Sup	<del>\$3,160</del>	<del>25-26</del>	<b>\$8,126</b>	<b>26-27</b>
			R/W Cap	<del>\$438</del>	<del>25-26</del>	<b>\$1,782</b>	<b>26-27</b>
			<u>Const Cap</u>	<u><del>\$12,280</del></u>	<del>25-26</del>	<b><u>\$43,854</u></b>	<b><u>26-27</u></b>
			Total	\$21,859		<b>\$59,743</b>	

**Note:** Increase construction capital and support due to price index escalation, added architectural features to bridge, added retaining walls, COZEED, additional on-site environmental mitigation and increased number of working days. Increase RW capital due the additional mitigation. Update existing condition performance to reflect inventory. Delay delivery year one year due to a delayed release of the Draft Environmental Document.

Performance Measure: Bridge(s)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	13,515.0	0.0	0.0	13,515.0
Post Condition	Square feet	13,515.0	0.0	0.0	13,515.0

27 04-SM-280 R25.3 2024H 0418000311 1Q640	In Daly City, at northbound Route 280 to southbound Route 1 Connector No. 35-0179G. Seismic retrofit.  <u>Performance Measure</u> 1.0 Bridge(s)	25-26	PA&ED	\$651	Prior	\$651	Prior
		201.113	PS&E	\$1,266	Prior	\$1,266	Prior
			R/W Sup	\$48	Prior	\$48	Prior
			Con Sup	<del>\$1,298</del>	25-26	<b>\$1,480</b>	25-26
			R/W Cap	<del>\$7</del>	25-26	<b>\$30</b>	25-26
			<u>Const Cap</u>	<u><del>\$1,689</del></u>	25-26	<b><u>\$6,480</u></b>	25-26
			Total	\$4,959		<b>\$9,955</b>	

**Note:** Increase construction capital and support due to added scope of work including a seismic retrofit at three footings and increase of structural costs to be in alignment with latest market conditions. There is no change to the number of working days. Increase RW capital due to additional funds needed to provide positive underground utility verification within the limits of this added scope.

Performance Measure: Bridge(s)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	17,943.0	17,943.0
Post Condition	Square feet	17,943.0	0.0	0.0	17,943.0

## 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)				
28 04-Sol-80 1.0/R28.0 2915C 0422000412 1Y000	In and near Vallejo, Fairfield and Vacaville, from Route 29 to Nut Tree Road. Replace traffic striping and pavement markings at ramps.  <u>Performance Measure</u> <del>0.09 Annual fatal and serious injury collision(s)</del> <b>0.20 Annual fatal and serious injury collision(s)</b>	25-26	PA&ED	\$445	Prior	\$445	Prior
		201.010	PS&E	\$510	24-25	\$510	24-25
			R/W Sup	\$12	24-25	\$12	24-25
			Con Sup	<del>\$500</del>	25-26	<b>\$663</b>	25-26
			R/W Cap	\$48	25-26	\$48	25-26
			<u>Const Cap</u>	<del>\$1,464</del>	25-26	<b>\$1,814</b>	25-26
			Total	\$2,982		<b>\$3,492</b>	

Note: Update performance measures to reflect the new methodology. Increase construction capital due to a refined cost estimate adding COZEEP, and additional traffic control, and erosion control. On review of the traffic control system, the number of working days was found to be insufficient and therefore increased from 30 to 65. As a result, construction support is also increased.

29 04-Sol-84 12.0/12.40 0886 0400000343 0G660	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge.  <u>Performance Measure</u> 1.0 Bridge(s)	<del>25-26</del>	PA&ED	\$0	Prior	\$0	Prior
		<b>26-27</b>	PS&E	\$2,291	Prior	\$2,291	Prior
		201.116	R/W Sup	\$800	Prior	\$800	Prior
			Con Sup	<del>\$8,000</del>	25-26	<b>\$14,410</b>	<b>26-27</b>
			R/W Cap	\$2,800	25-26	\$2,800	<b>26-27</b>
			<u>Const Cap</u>	<del>\$44,400</del>	25-26	<b>\$58,550</b>	<b>26-27</b>
			Total	\$58,291		<b>\$78,851</b>	

Note: This project will be constructed on existing non-engineered levees which introduces complexities in both design and constructability. As a result, the delivery schedule will be delayed by one year. Also, construction capital and support will increase due to additional soldier pile depth, unit price increases to match current bids, added scope for temporary roadway and retaining wall to reduce lengthy traffic closures, and increased number of working days.

Performance Measure: Bridge(s)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	6,986.0	0.0	6,986.0
Post Condition	Square feet	17,600.0	0.0	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)			
30 04-Son-1 51.1/56.4 2907A 0420000285 0W740	Near Sea Ranch, from north of Moonraker Road to north of Leeward Spur, at various locations. Rehabilitate drainage systems.  <u>Performance Measure</u> <del>23.0 Culvert(s) (ea)</del> <b>14.0 Culvert(s) (ea)</b>	<del>25-26</del>	PA&ED	\$829	Prior	\$829	Prior
		<b>26-27</b>	PS&E	\$1,361	Prior	\$1,361	Prior
		201.151	R/W Sup	\$495	Prior	\$495	Prior
			Con Sup	\$1,710	<del>25-26</del>	\$1,710	<b>26-27</b>
			R/W Cap	\$796	<del>25-26</del>	\$796	<b>26-27</b>
			<u>Const Cap</u>	<del>\$4,286</del>	<del>25-26</del>	<b>\$4,874</b>	<b>26-27</b>
			Total	\$9,477		<b>\$10,065</b>	

**Note:** During PA&ED phase, a site investigation determined that multiple culverts are undersized and require a temporary creek diversion system to replace and upsize. As a result, an increase to construction capital and a decrease in performance is needed to stay on budget. Remaining culverts, deemed to be in fair condition, will be programmed in a future delivery year. Delay project delivery due to 3 additional required parcel acquisitions.

Performance Measure: Culverts					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Linear feet	0.0	1,024.5	0.0	1,024.5
Post Condition	Linear feet	1,024.5	0.0	0.0	1,024.5

31 04-Son-12 <del>34.93/36.4</del> <b>35.75/36.1</b> 2921L 0423000292 3Y710	Near the city of Sonoma, from <del>Waterman Avenue</del> <b>0.2 mile east of Siesta Way</b> to Lomita Avenue. Construct left-turn lane onto Verano Avenue, install audible accessible pedestrian signals (APS), and upgrade facilities to Americans with Disabilities Act (ADA) standards.  <u>Performance Measure</u> <del>0.04 Annual fatal and serious injury collision(s)</del> <b>0.02 Annual fatal and serious injury collision(s)</b>	25-26	PA&ED	\$1,000	Prior	\$1,000	Prior
		201.015	PS&E	\$1,010	Prior	\$1,010	Prior
			R/W Sup	\$470	Prior	\$470	Prior
			Con Sup	<del>\$1,230</del>	25-26	<b>\$1,500</b>	25-26
			R/W Cap	\$150	25-26	\$150	25-26
			<u>Const Cap</u>	<del>\$4,480</del>	25-26	<b>\$5,800</b>	25-26
			Total	\$8,340		<b>\$9,930</b>	

**Note:** Increase construction capital and support due to design modifications including additional retaining wall, adding plant establishment period and COZEEP, and elimination of Rectangular Rapid Flashing Beacons (RRFBs). Update post mile, description, and performance due to the removal of these RRFBs.

## 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)			
32 04-Son-128 <del>0-0/24.764</del> <b>L4.859/24.761</b> 2027A 0419000012 2Q430	Near <del>Cloverdale</del> , Geyserville; and Calistoga, from <del>Mendocino County line</del> <b>Route 101</b> to Napa County line. Rehabilitate pavement, upgrade guardrail, and upgrade facilities to Americans with Disabilities Act (ADA) standards.  <u>Performance Measure</u> <del>52.6 Lane mile(s)</del> <b>41.3 Lane mile(s)</b>	<del>25-26</del>	PA&ED	\$3,370	Prior	\$3,370	Prior
		<b>26-27</b>	PS&E	\$4,892	24-25	\$4,892	24-25
		201.121	R/W Sup	\$151	24-25	\$151	24-25
			Con Sup	\$3,411	<del>25-26</del>	\$3,411	<b>26-27</b>
			R/W Cap	\$144	<del>25-26</del>	\$144	<b>26-27</b>
			<u>Const Cap</u>	<u>\$31,271</u>	<del>25-26</del>	<u>\$31,271</u>	<b>26-27</b>
			Total	\$43,239		\$43,239	

Concurrent COS allocation under Resolution FP-24-96; June 2025.

**Note:** Delay project delivery by one year due to an initially delayed environmental permit caused by added culverts and a current need for additional time to secure one right of way parcel. Increase construction capital and support due to increased pavement unit prices, flashing beacons, and traffic items. Reduce post mile limits and scope to keep within programmed costs. Update performance as a result.

Performance Measure: Pavement					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0.0	36.9	4.4	41.3
Post Condition	Lane mile(s)	41.3	0.0	0.0	41.3

33 05-Mon-1 27.5/27.7 2853 0518000105 1K010	Near Lucia, from 0.6 mile to 0.8 mile south of Big Creek Bridge. Construct tieback wall, restore roadway and drainage facilities, and install permanent erosion control measures.  <u>Performance Measure</u> 1.0 Location(s)	25-26	PA&ED	\$1,049	Prior	\$1,049	Prior
		201.131	PS&E	\$1,743	Prior	\$1,743	Prior
			R/W Sup	\$416	Prior	\$416	Prior
			Con Sup	<del>\$2,366</del>	25-26	<b>\$2,866</b>	25-26
			R/W Cap	\$185	25-26	\$185	25-26
			<u>Const Cap</u>	<u>\$6,093</u>	25-26	<u>\$12,843</u>	25-26
	Total	\$13,852		\$19,102			

**Note:** Update construction cost estimate to demo existing failed retaining system and construct additional earth retaining structures as a result of ongoing slide activity while geotechnical investigations continue. Construction working days increased from 144 to 271 days.

## 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 05-Mon-1 60.1 3104 0522000172 1Q140	Near Carmel-by the-Sea, at Rocky Creek Bridge No. 44-0036. Replace bridge rail, overlay bridge deck, and replace bridge approach railing.  <u>Performance Measure</u> 0.01 Annual fatal and serious injury collision(s)	<del>27-28</del>	PA&ED	\$1,221	Prior	\$1,221	Prior
		<del>28-29</del>	PS&E	\$2,123	<del>25-26</del>	\$2,123	<del>26-27</del>
		201.112	R/W Sup	\$48	<del>25-26</del>	\$48	<del>26-27</del>
			* Con Sup	\$2,154	<del>27-28</del>	\$2,154	<del>28-29</del>
			* R/W Cap	\$37	<del>27-28</del>	\$37	<del>28-29</del>
			* <u>Const Cap</u>	<u>\$6,532</u>	<del>27-28</del>	<u>\$6,532</u>	<del>28-29</del>
			Total	\$12,115		\$12,115	

\* Phase not authorized

Note: Update delivery schedule due to additional time needed in preliminary engineering for the bridge rail design alternative to be approved.

35 05-Mon-1 R90.980/R102.031 2889 0519000034 1K870	Near Castroville, Moss Landing, and Watsonville, from north of Molera Road to Santa Cruz County line. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, upgrade facilities to Americans with Disabilities Act (ADA) standards, and replace guardrail and sign panels.  <u>Performance Measure</u> 22.4 Lane mile(s)	<del>25-26</del>	PA&ED	\$2,875	Prior	\$2,875	Prior
		<del>26-27</del>	PS&E	\$3,578	Prior	\$3,578	Prior
		201.121	R/W Sup	\$179	Prior	\$179	Prior
			Con Sup	\$3,088	<del>25-26</del>	\$3,088	<del>26-27</del>
			R/W Cap	<del>\$102</del>	<del>25-26</del>	<del>\$157</del>	<del>26-27</del>
			<u>Const Cap</u>	<u>\$16,810</u>	<del>25-26</del>	<u>\$19,090</u>	<del>26-27</del>
			Total	\$26,632		\$28,967	

Note: Update to delivery year to address environmental impacts from newly encountered Monarch Butterfly endangered species. Right of way capital, and construction to address inflationary cost of asphalt, mobilization, and traffic contract items, as well for an increased number of existing utility positive location verifications (POSLOC) increased from 25 to 59. Update to the existing condition in the performance table.

Performance Measure: Pavement					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	3.4	19.0	0.0	22.4
Post Condition	Lane mile(s)	22.4	0.0	0.0	22.4

## 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)				
36 05-Mon-101 R22.00/R28.00 3009 0519000119 1M350	Near San Ardo and San Lucas, from Cattlemen Road to south of Paris Valley Road Overcrossing. Rehabilitate roadway, reconstruct guardrail and drainage systems, and replace Transportation Management System (TMS) elements and signs.	25-26	PA&ED	\$2,078	Prior	\$2,078	Prior
		26-27	PS&E	\$2,616	Prior	\$2,616	Prior
		201.122	R/W Sup	\$65	Prior	\$65	Prior
			Con Sup	\$5,608	25-26	\$5,608	26-27
			R/W Cap	\$80	25-26	\$80	26-27
			<u>Const Cap</u>	<u>\$37,114</u>	25-26	<u>\$37,114</u>	26-27
		Total		\$47,561		\$47,561	
	<u>Performance Measure</u> 24.0 Lane mile(s)						

**Note:** Updated delivery year to align construction schedules with planned combined for construction with project EA 1K490 scheduled year of delivery.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	2.9	19.6	1.5	24.0
Post Condition	Lane mile(s)	24.0	0.0	0.0	24.0

37 05-SB-101 12.4/22.6 2798 0518000085 1J900	In and near the cities of Santa Barbara and Goleta, from south of Milpas Street Undercrossing to North Fairview Avenue. Rehabilitate pavement, replace bridge rail and concrete barrier, seismic restoration, install Transportation Management System (TMS) elements, rehabilitate drainage systems, and enhance highway worker safety.	25-26	PA&ED	\$3,325	Prior	\$3,325	Prior
		201.121	PS&E	\$3,636	Prior	\$3,636	Prior
			R/W Sup	\$346	Prior	\$346	Prior
			Con Sup	<del>\$7,293</del>	25-26	<del>\$7,293</del>	25-26
			R/W Cap	\$425	25-26	\$425	25-26
			<u>Const Cap</u>	<u><del>\$52,677</del></u>	25-26	<u><del>\$52,677</del></u>	25-26
		Total		\$67,702		<b>\$77,725</b>	

Performance Measure  
56.6 Lane mile(s)

**Note:** Update construction cost to address refined cost estimate and increases to multiple contract items including bridge rail replacement and retrofit, rubberized asphalt, mobilization, and traffic control, as well as an additional 45 working days for the constructability of 96 concrete anchor blocks.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	13.3	43.3	0.0	56.6
Post Condition	Lane mile(s)	56.6	0.0	0.0	56.6

## 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)			
38	Near Santa Barbara, from Dos Pueblos Creek	27-28	PA&ED	\$2,646	Prior	\$2,646	Prior
05-SB-101	Undercrossing to Route 1. Rehabilitate pavement, replace sign panels, upgrade guardrail, and improve wildlife crossing. Includes federal Wildlife Crossings Pilot Program (WCPP) Grant amount of \$8,000,000.	201.999	PS&E	\$4,339	25-26	\$4,339	25-26
30.1/R48.8			R/W Sup	<del>\$185</del>	25-26	<b>\$375</b>	25-26
3072			Con Sup	\$7,824	27-28	\$7,824	27-28
0521000172			R/W Cap	<del>\$108</del>	27-28	<b>\$453</b>	27-28
1P130			<u>Const Cap</u>	<u>\$50,924</u>	27-28	<u>\$50,924</u>	27-28
			<u>Total</u>			\$66,026	
	<u>Performance Measure</u> 1.0 Location(s)						

Note: Update right of way due to additional utility relocations and verifications needed for scope refinement of the wildlife crossing.

39	In and near Guadalupe and Santa Maria, from Route 1 to Route 101. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, guardrail, and signs, install complete streets and safety improvements, improve pedestrian crossing, and upgrade facilities to Americans with Disabilities Act (ADA) standards. Signalize intersections, and install traffic signal preemption in UPRR rail crossing and median.	<del>25-26</del>	PA&ED	\$1,415	Prior	\$1,415	Prior
05-SB-166		<b>27-28</b>	PS&E	\$2,863	Prior	\$2,863	Prior
0.000/8.927		201.121	R/W Sup	\$763	Prior	\$763	Prior
3006			Con Sup	<del>\$4,263</del>	25-26	<b>\$4,590</b>	27-28
0519000093			R/W Cap	<del>\$69</del>	25-26	<b>\$467</b>	27-28
1M310			<u>Const Cap</u>	<u>\$18,381</u>	25-26	<u>\$21,210</u>	27-28
	<u>Total</u>			\$27,754		<b>\$31,308</b>	

(Additional contribution to PS&E, RW Support, RW Capital, Construction Support, and Construction Capital from City of Guadalupe and Santa Barbara County Association of Governments)

Performance Measure  
22.6 Lane mile(s)

Note: Update delivery year to address right of way challenges. The project includes multiple utility relocations, r/w acquisitions, and coordination with railroad for a new railroad crossing. The properties involve railroad, agriculture, and businesses. Update right of way capital due to refined R/W data sheet that reflects an increase in the number of parcels from 16 to 36. Update construction to account for associated escalation.

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	22.6	0.0	22.6
Post Condition	Lane mile(s)	22.6	0.0	0.0	22.6

## 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)				
40 05-SCr-1 17.5/20.2 2725 0519000067 1M110	In and near the city of Santa Cruz, from south of River Street (Route 9) to north of Western Drive. Rehabilitate pavement, reconstruct guardrail, replace sign panels, modify transit stops, upgrade facilities to Americans with Disabilities Act (ADA) standards, update crosswalks, and repair Class 2 bike lanes.	<del>25-26</del>	PA&ED	\$1,591	Prior	\$1,591	Prior
		<del>26-27</del>	PS&E	\$2,119	Prior	\$2,119	Prior
		201.121	R/W Sup	\$903	Prior	\$903	Prior
			Con Sup	\$2,111	<del>25-26</del>	\$2,111	<del>26-27</del>
		R/W Cap	<del>\$190</del>	<del>25-26</del>	<del>\$990</del>	<del>26-27</del>	
		<u>Const Cap</u>	<u><del>\$9,892</del></u>	<del>25-26</del>	<u><del>\$15,672</del></u>	<del>26-27</del>	
		Total	\$16,806		<del>\$23,386</del>		

Performance Measure

~~8.3 Lane mile(s)~~

**8.2 Lane mile(s)**

**Note:** Update delivery year and right of way capital to address the number of utility verifications needed from 40 to 348 locations to evaluate potential utility conflicts with ADA curb ramp locations in downtown urban area. Update performance to reflect the latest pavement data.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.1	8.0	0.0	8.1
Post Condition	Lane mile(s)	8.2	0.0	0.0	8.2

41 05-SCr-9 19.2 2880F 0523000059 1K901	At the San Lorenzo River, in Castle Rock State Park. Replace Waterman Gap culvert with a bridge to improve fish passage. Includes federal Culvert Aquatic Organism Passage (AOP) Grant amount of \$6,000,000.  (Additional contribution of \$2,000,000 from State Parks.)	25-26	PA&ED	\$300	Prior	\$300	Prior
		201.999	PS&E	\$2,824	Prior	\$2,824	Prior
			R/W Sup	\$387	Prior	\$387	Prior
		Con Sup	\$1,888	25-26	\$1,888	25-26	
		R/W Cap	<del>\$55</del>	25-26	<del>\$81</del>	25-26	
		<u>Const Cap</u>	<u><del>\$6,259</del></u>	25-26	<u><del>\$9,171</del></u>	25-26	
		Total	\$11,707		<del>\$14,651</del>		

Performance Measure

1.0 Location(s)

**Note:** Update right of way and construction capital to address refined design in bridge profile, and a refined structure estimate for items such as mobilization, bridge removal, irrigation, National Pollutant Discharge Elimination System (NPDES), and streambed restoration of fish passage.

## 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 05-SCr-152 T2.5/0.7 3105 0522000174 1Q150	In Watsonville, from Freedom Boulevard to Beck Street. Construct bulbouts and high visibility crosswalks and upgrade a pedestrian beacon.  <u>Performance Measure</u> <del>0.38 Annual fatal and serious injury collision(s)</del> <b>0.24 Annual fatal and serious injury collision(s)</b>	25-26 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,926 \$1,896 \$46 \$1,578 <del>\$62</del> <del>\$4,618</del> \$10,126	Prior 25-26 25-26 25-26 25-26 25-26 25-26	\$1,926 \$1,896 \$46 \$1,578 <b>\$296</b> <b>\$5,415</b> <b>\$11,157</b>	Prior 25-26 25-26 25-26 25-26 25-26 25-26

Note: Update right of way capital due to additional utility verifications needed that were identified after utility mapping was completed. Update construction capital due to refined cost estimate for various contract items. Update performance measures to reflect the new methodology.

43 05-SLO-1 32.6 3165 0523000125 1R100	Near Morro Bay, at Toro Creek Bridge No. 49-0068L. Replace bridge.  <u>Performance Measure</u> 1.0 Bridge(s)	25-26 201.116	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,200 \$2,419 \$159 <del>\$1,800</del> \$2,306 <del>\$13,948</del> \$21,832	Prior Prior Prior 25-26 25-26 25-26 25-26	\$1,200 \$2,419 \$159 <b>\$2,500</b> \$2,306 <b>\$13,248</b> \$21,832	Prior Prior Prior 25-26 25-26 25-26 25-26
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Note: Update construction cost due to updated bridge construction schedule and refined cost estimate. Split biological monitoring work into project EA 1R101/PPNO 05-3165X from parent project EA 1R100/PPNO 05-3165.

Performance Measure: Bridge(s)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0.0	0.0	4,639.0	4,639.0
Post Condition	Square feet	4,639.0	0.0	0.0	4,639.0

44 05-SLO-1 32.6 3165X 0525000210 1R101	Near Morro Bay, at Toro Creek Bridge No. 49-0068L. Biological monitoring for bridge preservation project EA 1R100.  <u>Performance Measure</u> 0.0 Bridge(s)	26-27 201.116	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$40 \$15 \$0 \$55	26-27 26-27	
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Note: Split biological monitoring work into project EA 1R101/PPNO 05-3165X from parent project EA 1R100/PPNO 05-3165.

**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 06-Fre-168 49.1/49.5 7061 062000065 1A090	Near Shaver Lake, from 0.6 mile west to 0.2 mile west of Huntington Lake Road. Construct sidehill viaduct structure.  <u>Performance Measure</u> 1.0 Location(s)	24-25 201.131	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$4,800 \$4,300 \$240 \$7,500 \$681 <del>\$45,000</del> \$62,521	Prior Prior Prior 24-25 24-25 24-25 24-25	\$4,800 \$4,300 \$240 \$7,500 \$681 <b>\$40,055</b> <b>\$57,576</b>	Prior Prior Prior 24-25 24-25 24-25 24-25

Note: Split landscape mitigation planting into project EA 1A091/PPNO 06-8148 and split biological off-site Riparian mitigation planting and monitoring into Project EA 1A092/PPNO 06-8151 from parent project EA 1A090/PPNO 06-7061.

46 06-Fre-168 49.1/49.5 8148 062500089 1A091	Near Shaver Lake, from 0.6 mile west to 0.2 mile west of Huntington Lake Road. Landscape mitigation planting for permanent restoration project EA 1A090.  <u>Performance Measure</u> 0.0 Location(s)	29-30 201.131	PA&ED * PS&E * R/W Sup * Con Sup * R/W Cap * <u>Const Cap</u> Total			\$0 \$735 \$10 \$700 \$5 <u>\$1,660</u> \$3,110	28-29 28-29 29-30 29-30 29-30 29-30
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\* Phase not authorized

Note: Split landscape mitigation planting into project EA 1A091/PPNO 06-8148 from parent project EA 1A090/PPNO 06-7061.

47 06-Fre-168 49.1/49.5 8151 0625000218 1A092	Near Shaver Lake, from 0.6 mile west to 0.2 mile west of Huntington Lake Road. Biological off-site Riparian planting mitigation and monitoring for permanent restoration project EA 1A090.  <u>Performance Measure</u> 0.0 Location(s)	25-26 201.131	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total			\$0 \$0 \$715 \$0 \$1,120 <u>\$0</u> \$1,835	25-26 25-26
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Note: Split biological off-site Riparian mitigation planting and monitoring into Project EA 1A092/PPNO 06-8151 from parent project EA 1A090/PPNO 06-7061.

**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)			
48 06-Fre-180 Var 7071 062000076 1A730	In Fresno County, on Routes 180, 5, 33, 41, 63, 168, 198, 245, and 269 at various locations. Rehabilitate drainage systems.  <u>Performance Measure</u> 104.0 Culvert(s) (ea)	<del>25-26</del>	PA&ED	\$2,460	Prior	\$2,460	Prior
		<del>26-27</del>	PS&E	\$1,960	Prior	\$1,960	Prior
		201.151	R/W Sup	\$955	Prior	\$955	Prior
			Con Sup	\$2,120	<del>25-26</del>	\$2,120	<del>26-27</del>
			R/W Cap	\$890	<del>25-26</del>	\$890	<del>26-27</del>
			<u>Const Cap</u>	<del>\$9,340</del>	<del>25-26</del>	<b>\$10,369</b>	<del>26-27</del>
			Total	\$17,725		<b>\$18,754</b>	

Note: Update delivery year due to challenges in mountainous site conditions that require 24 months to complete right of way work. Update construction cost estimate for various contract items such as Earthwork, state furnished materials, and traffic cost. Split ITP funding assurance for mitigation requirements, as well as Riparian mitigation planting and monitoring into Project EA 1A731/PPNO 06-8154 from parent project EA 1A730/PPNO 06-7071.

Performance Measure: Culverts					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	98.8	8,387.4	370.6	8,856.8
Post Condition	Linear feet	8,856.8	0.0	0.0	8,856.8

49 06-Fre-180 Var 8154 0625000170 1A731	In Fresno County, on Routes 180, 5, 33, 41, 63, 168, 198, 245, and 269 at various locations. ITP funding assurance and Riparian mitigation and monitoring for culvert rehabilitation project EA 1A730.  <u>Performance Measure</u> 0.0 Culvert(s) (ea)	<del>27-28</del>	PA&ED		<b>\$0</b>	
		<del>201.151</del>	PS&E		<b>\$500</b>	<del>25-26</del>
			R/W Sup		<b>\$1,940</b>	<del>25-26</del>
			Con Sup		<b>\$424</b>	<del>27-28</del>
			R/W Cap		<b>\$2,366</b>	<del>27-28</del>
			<u>Const Cap</u>		<b>\$462</b>	<del>27-28</del>
			Total		<b>\$5,692</b>	

Note: Split ITP funding assurance for California Tiger Salamander (CTS), Crotchs Bumble Bee (CBB), and Carpenteria shrubbery mitigation requirements, as well as Riparian mitigation planting and monitoring into Project EA 1A731/PPNO 06-8154 from parent project EA 1A730/PPNO 06-7071.

## 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	Near McKittrick, from south of Lokern Road to 0.9	26-27	PA&ED	\$0		\$0	
06-Ker-33	mile south of Route 46. Environmental mitigation	201.121	PS&E	\$0		\$0	
40.4/59.3	funding assurance for pavement rehabilitation project		R/W Sup	\$75	25-26	\$75	25-26
8091	EA 0Y130.		Con Sup	\$0		\$0	
0624000074			R/W Cap	<del>\$3,500</del>	26-27	<b>\$9,620</b>	26-27
0Y131	<u>Performance Measure</u>		<u>Const Cap</u>	<u>\$0</u>	26-27	<u>\$0</u>	26-27
	0.0 Lane mile(s)		Total	\$3,575		<b>\$9,695</b>	

Note: Update right of way capital cost to account for an amended Incidental Take Permit (ITP) that now requires a multiple-species permit, and additional mitigation needs of parent EA 0Y130 refined scope that requires additional construction staging areas.

51	In and near Kettleman City, from 0.3 mile north of	26-27	PA&ED	\$3,266	Prior	\$3,266	Prior
06-Kin-41	Utica Avenue to the Fresno County line; also on	201.151	PS&E	<del>\$2,382</del>	25-26	<b>\$1,500</b>	25-26
11.97/R48.20	Route 33, 43, 198, and 269 at various locations.		R/W Sup	<del>\$2,706</del>	25-26	<b>\$250</b>	25-26
8088	Rehabilitate drainage systems.		Con Sup	<del>\$2,163</del>	26-27	<b>\$400</b>	26-27
0622000122			R/W Cap	<del>\$832</del>	26-27	<b>\$1,800</b>	26-27
1E950	<u>Performance Measure</u>		<u>Const Cap</u>	<u><del>\$13,341</del></u>	26-27	<u><b>\$9,500</b></u>	26-27
	<del>86.0 Culvert(s) (ea)</del>		Total	\$24,690		<b>\$16,716</b>	
	<b>51.0 Culvert(s) (ea)</b>						

Note: Updated scope, cost and performance of project resulting in cost savings. In review and scope refinement, it was determined several culverts no longer required rehabilitation due to discovery that either they were rehabilitated so their condition had changed from poor to good or were abandoned.

Performance Measure: Culverts					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	2,086.0	2,448.0	4,534.0
Post Condition	Linear feet	4,534.0	0.0	0.0	4,534.0

**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	Near Coarsegold, at the intersection with Road 416.	25-26	PA&ED	\$1,300	Prior	\$1,300	Prior
06-Mad-41	Raise vertical profile of Road 416, and install lighting, signs, and striping at the intersection.	201.010	PS&E	\$970	Prior	\$970	Prior
23.5			R/W Sup	\$465	Prior	\$465	Prior
8016			Con Sup	\$700	25-26	\$700	25-26
0622000114	<u>Performance Measure</u>		R/W Cap	\$165	25-26	\$1,129	25-26
1E910	<del>0.56 Annual fatal and serious injury collision(s)</del>		<u>Const Cap</u>	<del>\$2,915</del>	25-26	<del>\$3,565</del>	25-26
	<b>0.45 Annual fatal and serious injury collision(s)</b>		Total	\$6,515		<b>\$8,129</b>	

Note: Update construction and right of way capital due to refined cost estimate for increased quantity of earthwork and full take r/w acquisition needed for driveway conflict. Change in performance measures is to reflect the new methodology.

53	In the cities of Long Beach and Los Angeles, from the Orange County line to Figueroa Street. Install stormwater treatment Best Management Practices (BMPs), including bioswales and Design Pollution Prevention Infiltration Areas (DPPIAs).	<del>25-26</del> <b>26-27</b>	PA&ED	\$1,040	Prior	\$1,040	Prior
07-LA-1		201.335	PS&E	\$1,881	Prior	\$1,881	Prior
0.0/11.5			R/W Sup	\$18	Prior	\$18	Prior
5686			Con Sup	<del>\$1,483</del>	25-26	<b>\$2,338</b>	<b>26-27</b>
0719000353			R/W Cap	<del>\$138</del>	25-26	<b>\$253</b>	<b>26-27</b>
36700	<u>Performance Measure</u>		<u>Const Cap</u>	<del>\$2,626</del>	25-26	<b>\$3,188</b>	<b>26-27</b>
	<del>13.1 Acre(s) treated/pollutant</del>		Total	\$7,180		<b>\$8,718</b>	
	<b>16.9 Acre(s) treated/pollutant</b>						

Note: Fifteen BMPs were added to the scope to meet stormwater requirements by offsetting lost acreage from other projects. Additionally, a new Maintenance Vehicle Pullout (MVP), landscaping, and irrigation improvements have increased project cost. An easement is also needed, increasing R/W capital. The project is delayed one year to avoid conflict with the Vincent Thomas Bridge deck replacement, which will require a portion of this project for traffic detours.

## 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	In and near the cities of Santa Monica, Los Angeles, and Malibu, from Colorado Avenue to south of Cross Creek Road. Rehabilitate pavement, upgrade guardrail, Transportation Management System (TMS) elements, and culverts, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	<del>25-26</del>	PA&ED	\$4,085	Prior	\$4,085	Prior
07-LA-1		<b>26-27</b>	PS&E	\$3,140	23-24	\$3,140	23-24
35.2/46.9		201.121	R/W Sup	\$1,159	23-24	\$1,159	23-24
5625			Con Sup	\$4,226	<del>25-26</del>	\$4,226	<b>26-27</b>
0719000287			R/W Cap	\$2,360	<del>25-26</del>	\$2,360	<b>26-27</b>
36150			<u>Const Cap</u>	<u>\$38,537</u>	<del>25-26</del>	<u>\$38,537</u>	<b>26-27</b>
			Total	\$53,507		\$53,507	

Performance Measure

57.2 Lane Miles

Concurrent Greater than 20 percent PS&E and R/W Sup allocation under Resolution FP-24-88; June 2025.

Note: During the environmental phase, a Road Safety Audit (RSA) was conducted within the project limits, prompted by a fatal collision. The RSA identified safety improvements not in the original scope. As a result, additional time was needed for field reviews and coordination with cities and agencies for additional safety measures, thus delaying environmental phase and extending project delivery by one year.

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	55.3	1.9	57.2
Post Condition	Lane mile(s)	57.2	0.0	0.0	57.2

**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)			
55 07-LA-1 4.5/7.1 5575 0719000180 36480	In Long Beach, from Temple Avenue to De Forest Avenue. Upgrade traffic signals, crosswalks, curb ramps, sidewalks, driveways, and Accessible Pedestrian Signals (APS) to Americans with Disabilities Act (ADA) standards.	<del>25-26</del>	PA&ED	\$2,483	Prior	\$2,483	Prior
		<b>27-28</b>	PS&E	\$4,193	Prior	\$4,193	Prior
		201.361	R/W Sup	\$5,065	Prior	\$5,065	Prior
			Con Sup	\$3,806	<del>25-26</del>	\$3,806	<b>27-28</b>
			R/W Cap	\$5,496	<del>25-26</del>	\$5,496	<b>27-28</b>
			<u>Const Cap</u>	<u>\$18,157</u>	<del>25-26</del>	<u>\$18,157</u>	<b>27-28</b>
	<u>Performance Measure</u>	Total	\$39,200		\$39,200		
	<del>127.0</del> Curb ramp(s) <b>114.0 Curb ramps(s)</b>						

Note: The planned delivery year was delayed due to several factors. Of 91 parcels needed for Temporary Construction Easements (TCE), 25 require condemnation. Construction also overlaps with the LA'28 Olympics and Vincent Thomas Bridge deck replacement closure, with the latter requiring a portion of this project for traffic detours. Performance was reduced due to some curb ramps that were upgraded by another project or converted to driveways.

Performance Measure: Curb ramps					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Each	0.0	0.0	97.0	97.0
Post Condition	Each	114.0	0.0	0.0	114.0

**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)			
56 07-LA-2 <del>R17.0/27.0</del> <b>R17.0/26.72</b> 5973 0721000254 37930	In the cities of Los Angeles, Glendale, La Canada Flintridge, and Pasadena, from Verdugo Road to <b>0.3 mile west of the</b> Angeles Forest; also on Route 210, from 0.2 mile west of Wentworth Street to Washington Boulevard (PM R10.6/R23.5). Construct Best Management Practices (BMPs) to achieve statewide National Pollutant Discharge Elimination System (NPDES) permit compliance units for Total Maximum Daily Load (TMDL).	25-26 201.335	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,027 \$2,156 \$31 <del>\$2,259</del> <del>\$72</del> <del>\$6,916</del> \$13,461	Prior 24-25 24-25 25-26 25-26 25-26 25-26	\$2,027 \$2,156 \$31 <b>\$2,843</b> <b>\$96</b> <b>\$8,375</b> <b>\$15,528</b>	Prior 24-25 24-25 25-26 25-26 25-26

Performance Measure  
~~90.7 Acres Treated/Pollutant~~  
**83.9 Acres Treated/Pollutant**

Concurrent COS allocation under Resolution FP-24-96; June 2025.

Note: Increase in construction capital and support is due to the addition of Maintenance Vehicle Pullouts (MVPs), additional traffic control measures, and increase in construction working days. Change in performance and postmile limits is attributed to the removal of stormwater BMPs that were found to have limited access or are included on a separate project.

57 07-LA-5 42.8/R43.6 6127 0723000251 39580	In the city of Los Angeles, near San Fernando, from 0.2 mile north of Roxford Street Undercrossing to 0.2 mile south of San Fernando Road Overhead. Install High Friction Surface Treatment (HFST) and guardrail, <b>rehabilitate pavement consisting of slab replacement</b> , and improve drainage system.	25-26 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$590 \$1,180 \$17 <del>\$1,120</del> <del>\$52</del> <del>\$2,911</del> \$5,870	Prior 24-25 24-25 25-26 25-26 25-26	\$590 \$1,180 \$17 <b>\$1,448</b> <b>\$44</b> <b>\$5,971</b> <b>\$9,250</b>	Prior 24-25 24-25 25-26 25-26
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Performance Measure  
~~1.20 Annual fatal and serious injury collision(s)~~  
**0.40 Annual fatal and serious injury collision(s)**

Concurrent COS allocation under Resolution FP-24-96; June 2025.

Note: Add scope of work to replace damaged slabs prior to installing HFST to avoid possible delamination. Increase capital construction and support due to above added scope, added structural section relating to drainage, pavement grinding, additional drainage, traffic control items. Update description to reflect added scope. Decrease R/W capital due to reduced utility verification locations. Update performance measures to reflect the new methodology.

## 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)				
58 07-LA-39 40.0/44.4 5381 0718000117 34770	Near Falling Springs, from 1.8 miles north of Crystal Lake Road to Route 2. Rehabilitate and reopen a 4.4 mile segment of Route 39 <b>as an evacuation route.</b> (Long Lead Project) (PA&ED, PS&E, R/W Sup only)	<del>29-30</del> <b>28-29</b> 201.150	PA&ED PS&E R/W Sup * Con Sup * R/W Cap * <u>Const Cap</u> Total	\$7,900 <del>\$7,000</del> <del>\$100</del> <del>\$7,000</del> <del>\$100</del> <del>\$35,000</del> \$57,100	Prior 25-26 25-26 <del>29-30</del> <del>29-30</del> <del>29-30</del>	\$7,900 <b>\$8,632</b> <b>\$178</b> <b>\$13,201</b> <b>\$3</b> <b>\$51,582</b> <b>\$81,496</b>	Prior 25-26 25-26 <b>28-29</b> <b>28-29</b> <b>28-29</b>
	<u>Performance Measure</u> 1.0 Location(s)						

\* Phase not authorized

Note: Program PS&E and R/W support phases on this long lead project because the environmental document has been completed. Advance the year of delivery to expedite the reopening of the route so that it can be used as an evacuation route in case emergencies such as wildfires. Update project description to match the preferred alternative. Increase in cost is based on the estimate for the preferred alternative.

59 <del>07-LA-110</del> 23.7/25.0 5415 0717000342 34300	In the city of Los Angeles, from Route 101 to Amador Street (PM 25.0L/R). Construct auxiliary lanes, make intersection improvements, and reconstruct bridges.	<del>27-28</del> 201.310	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	<del>\$10,000</del> \$0 \$0 \$0 \$0 \$0 \$10,000	Prior	
	<u>Performance Measure</u> 691.0 Daily vehicle hour(s) of delay (DVHD)					

Note: Delete project. This project was a joint project between City of Los Angeles and the Department. The City has reconsidered their objectives and are no longer pursuing the proposed improvements. Other viable alternatives without City's involvement are not feasible.

60 07-LA-170 R17-0 5739 0720000151 37140	In the city of Los Angeles, at Alexandria Park: Financial Contribution Only (FCO) to Los Angeles Department of Water and Power (LADWP) to construct infiltration gallery to treat stormwater runoff.	25-26 201.335	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$0 \$0 <del>\$10,315</del> \$10,315	<del>25-26</del>	
	<u>Performance Measure</u> 171.3 Acre(s) treated/pollutant					

Note: Delete project because LADWP has decided to put this project on an indefinite hold as the project site is currently being used by the City of Los Angeles to shelter people experiencing homelessness. The Department plans to reprogram this project within another location and under a future fiscal year.

## 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)				
61 07-LA-210 R27.4/R31.9 5629 0719000293 36190	In and near Pasadena and Arcadia, from Allen Avenue to Santa Anita Avenue. Rehabilitate drainage systems.	25-26 201.151	PA&ED	\$609	Prior	\$609	Prior
			PS&E	\$1,522	Prior	\$1,522	Prior
			R/W Sup	\$23	Prior	\$23	Prior
			Con Sup	\$1,115	25-26	\$1,115	25-26
			R/W Cap	<del>\$320</del>	25-26	<del>\$67</del>	25-26
			<u>Const Cap</u>	<del>\$2,004</del>	25-26	<del>\$2,359</del>	25-26
			Total	\$5,673		<b>\$5,695</b>	

**Note:** Increase in construction capital is due to required excavation of Aerially Deposited Lead (ADL) material and shoring for the replacement of 3 existing culverts that was not originally identified. Changed performance because four culverts were removed from the project scope due to unanticipated permit from LA metro that would considerably delay project delivery. Decrease in R/W Capital is due to decrease in acquisition and utility relocation needs.

Performance Measure: Culverts					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	632.0	187.0	819.0
Post Condition	Linear feet	819.0	0.0	0.0	819.0

62 07-LA-213 0.000/9.984 5371 0718000076 34660	In and near the cities of Los Angeles, Rancho Palos Verdes, Lomita, and Torrance, from West 25th Street to Route 405. Rehabilitate pavement, upgrade guardrail, install complete streets elements, including bike lanes, <del>and</del> crosswalk improvements, <b>new sidewalk</b> , and upgrade <del>facilities</del> <b>curb ramps and signal</b> to Americans with Disabilities Act (ADA) standards.	25-26 201.121	PA&ED	\$910	Prior	\$910	Prior
			PS&E	\$2,420	Prior	\$2,420	Prior
			R/W Sup	\$775	Prior	\$775	Prior
			Con Sup	<del>\$4,828</del>	25-26	<del>\$7,200</del>	25-26
			R/W Cap	<del>\$999</del>	25-26	<del>\$1,286</del>	25-26
			<u>Const Cap</u>	<del>\$26,441</del>	25-26	<del>\$46,179</del>	25-26
			Total	\$36,373		<b>\$58,770</b>	

Performance Measure  
 42.9 Lane mile(s)

**Note:** Additional sidewalk was added to the scope to provide continuous connectivity along the corridor resulting in an increase of R/W capital, construction capital and support, and change in project description. Additionally, increases in material and labor as well as additional project elements like roadway digouts, retaining walls, and traffic related items have also increased project cost.

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	42.9	0.0	42.9
Post Condition	Lane mile(s)	42.9	0.0	0.0	42.9

## 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)				
63 07-LA-710 19.567/19.893 5938 0722000123 38410	In Bell, at the Florence Avenue interchange. Improve pedestrian and bicycle infrastructure by reconfiguring interchange, modifying sidewalks, upgrading railings, and upgrading facilities to Americans with Disability Act (ADA) standards.  <u>Performance Measure</u> 3,642.0 Bicycle and pedestrian infrastructure (linear feet)	<del>27-28</del>	PA&ED	\$1,799	Prior	\$1,799	Prior
		<b>28-29</b>	PS&E	\$4,169	<del>25-26</del>	\$4,169	<b>26-27</b>
		201.400	R/W Sup	\$451	<del>25-26</del>	\$451	<b>26-27</b>
			* Con Sup	\$6,526	<del>27-28</del>	\$6,526	<b>28-29</b>
			* R/W Cap	\$307	<del>27-28</del>	\$307	<b>28-29</b>
			* <u>Const Cap</u>	<u>\$15,202</u>	<del>27-28</del>	<u>\$15,202</u>	<b>28-29</b>
			Total	\$28,454		\$28,454	
			* Phase not authorized				

**Note:** Based on comments received from a public meeting, additional project studies are needed to verify the feasibility and cost effectiveness of all proposed alternatives within the original Project Initiation Report. As a result, the project delivery year is delayed by one year.

64 07-Ven-118 14.7/15.6 5406 0718000176 35010	In and near Moorpark, from Grimes Canyon Road to Montair Drive. Construct Commercial Vehicle Enforcement Facility (CVEF) and Weigh-In-Motion (WIM) scale.  <u>Performance Measure</u> 1.0 Location(s)	<del>25-26</del>	PA&ED	\$1,358	Prior	\$1,358	Prior
		<b>26-27</b>	PS&E	\$3,183	Prior	\$3,183	Prior
		201.321	R/W Sup	\$439	Prior	\$439	Prior
			Con Sup	\$3,740	<del>25-26</del>	\$3,740	<b>26-27</b>
			R/W Cap	\$2,069	<del>25-26</del>	\$2,069	<b>26-27</b>
			<u>Const Cap</u>	<u>\$23,640</u>	<del>25-26</del>	<u>\$23,640</u>	<b>26-27</b>
			Total	\$34,429		\$34,429	

**Note:** Delays in obtaining a utility connection permit from Ventura County Public Works have delayed PS&E. Utility connection permit application requires ownership of parcels at the time of application, which are still pending acquisition. Pending parcels have potential to have hazardous waste material and will cause project delays.

Performance Measure: Weigh-in-Motion Scales					
	<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)			
65 07-Ven-118 T18.3/R32.4 6196 0721000249 38030	In and near Moorpark and Simi Valley, from 0.1 mile east of New Los Angeles Avenue to Rocky Peak Road. Construct stormwater Best Management Practices (BMPs) to meet requirements of National Pollutant Discharge Elimination System (NPDES) permit.	25-26 201.335	PA&ED	\$1,670	Prior	\$1,670	Prior
			PS&E	\$2,860	Prior	\$2,860	Prior
			R/W Sup	\$15	Prior	\$15	Prior
			Con Sup	\$2,525	25-26	\$2,525	25-26
			R/W Cap	\$53	25-26	\$53	25-26
			<u>Const Cap</u>	<u>\$10,702</u>	25-26	<u>\$9,525</u>	25-26
			Total	\$17,825		<b>\$16,648</b>	

Performance Measure  
~~105.9 Acre(s) treated/pollutant~~  
**72.1 Acres(s) treated/pollutant**

Note: Several BMP locations were removed from scope due to size constraints and maintainability issues, while other locations had treated areas recalculated based on updated survey information. Four access roads were added to the scope to maintain new BMPs as well as additional landscape, irrigation and plant establishment not originally identified. These updates have resulted in decrease of performance and change in construction capital.

66 08-Riv-371 67.1/67.4 3021J 0823000053 1N530	Near Temecula, from 0.1 mile west to 0.2 mile east of Homestead Road. Construct westbound left-turn lane and retaining walls, and rehabilitate drainage system.	25-26 <del>26-27</del> 201.010	PA&ED	\$1,599	Prior	\$1,599	Prior
			PS&E	\$1,273	24-25	\$1,273	24-25
			R/W Sup	\$226	24-25	\$226	24-25
			Con Sup	\$1,288	25-26	\$1,288	26-27
			R/W Cap	\$94	25-26	\$94	26-27
			<u>Const Cap</u>	<u>\$2,164</u>	25-26	<u>\$2,164</u>	26-27
	Total	\$6,644		\$6,644			

Performance Measure  
~~0.04 Annual fatal and serious injury collision(s)~~  
**0.06 Annual fatal and serious injury collision(s)**

Concurrent twelve month allocation time extension for PS&E and R/W Sup under Waiver 25-95; June 2025.

Note: During PA&ED phase, a sacred burial ground for Cahuilla Tribe was discovered within the Department's right of way which triggers an elevated environmental document, requiring additional time to complete PA&ED phase. As a result, the project delivery must be delayed by 1 year. Additionally, update performance measures to reflect the new methodology.

## 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)				
67 08-SBd-18 56.2/66.9 3016F 082000076 1L420	Near Big Bear Lake, from 2.0 miles south of Holcomb Valley Road 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	PA&ED	\$1,694	Prior	\$1,694	Prior
		201.121	PS&E	\$1,642	Prior	\$1,642	Prior
			R/W Sup	\$944	Prior	\$944	Prior
			Con Sup	\$3,691	25-26	\$3,691	25-26
			R/W Cap	<del>\$150</del>	25-26	<b>\$450</b>	25-26
			<u>Const Cap</u>	<u><del>\$18,760</del></u>	25-26	<u><b>\$21,612</b></u>	25-26
			Total	\$26,881		<b>\$30,033</b>	

Performance Measure

17.8 Lane mile(s)

Note: Increase construction capital due to overall additional quantities of asphalt and traffic control system, reduced quantities of aggregate base, and unit cost adjustments. Increase RW capital is due to additional need for positive location of underground utilities, to fund a contribution agreement with the Bureau of Land Management, and to provide additional funding for higher escrow and condemnation costs.

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	13.1	4.7	17.8
Post Condition	Lane mile(s)	17.8	0.0	0.0	17.8

68 08-SBd-247 73.2/78.096 3015A 0819000155 1L090	In and near Barstow, from Stoddard Wells Road to Route 15. Rehabilitate pavement, replace sign panels, add bike lanes, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	25-26	PA&ED	\$1,480	Prior	\$1,480	Prior
		201.121	PS&E	\$1,417	Prior	\$1,417	Prior
			R/W Sup	\$1,415	Prior	\$1,415	Prior
			Con Sup	\$1,524	25-26	\$1,524	25-26
			R/W Cap	<del>\$652</del>	25-26	<b>\$2,099</b>	25-26
			<u>Const Cap</u>	<u><del>\$9,399</del></u>	25-26	<u><b>\$9,399</b></u>	25-26
	Total	\$15,887		<b>\$17,334</b>			

Note: During the PA&ED phase, positive location of underground utilities has identified a gas line conflict and requires relocation. As a result, additional RW capital funds are required.

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	12.3	0.0	12.3
Post Condition	Lane mile(s)	12.3	0.0	0.0	12.3

## 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)				
69 08-SBd-Var Var 3014F 0819000126 1K870	In San Bernardino County, at various locations. Upgrade traffic census stations.	25-26	PA&ED	\$514	Prior	\$514	Prior
		201.315	PS&E	\$1,043	Prior	\$1,043	Prior
			R/W Sup	\$45	Prior	\$45	Prior
			Con Sup	\$1,113	25-26	\$1,113	25-26
			R/W Cap	\$23	25-26	\$23	25-26
			<u>Const Cap</u>	<u>\$3,542</u>	25-26	<u>\$3,542</u>	25-26
			Total	\$6,280		\$6,280	

Note: Reduce performance due to one field element already programmed under SHOPP project EA 08-1J300 and currently in construction. Update pre-construction conditions to reflect current inventory conditions.

Performance Measure: TMS Elements				
<u>Unit</u>	<u>Good (Operational)</u>	<u>Poor (Not Operational)</u>	<u>Quantity</u>	
Existing Condition Field element(s)	16.2%	83.8%	37.0	
Post Condition Field element(s)	100.0%	0.0%	39.0	

## 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)				
70 09-Ker-178 92.0/R93.4 2685 0919000069 38330	In and near Ridgecrest, from Redrock Inyokern Road to Clodt Road; also from 0.1 mile west of Mahan Street to the San Bernardino County line (99.0/104.6). Rehabilitate pavement and drainage systems, upgrade lighting and Transportation Management System (TMS) elements, replace guardrail and sign panels, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct Class 2 bike lanes as complete street elements. (Long Lead Project)	29-30	PA&ED	\$3,117	Prior	\$3,117	Prior
		<del>201.120</del>	PS&E	<del>\$4,000</del>	24-25	<b>\$4,400</b>	24-25
		<b>201.121</b>	R/W Sup	<del>\$3,800</del>	24-25	<b>\$4,180</b>	24-25
			* Con Sup	\$9,213	29-30	\$9,213	29-30
			R/W Cap	<del>\$3,400</del>	29-30	<b>\$2,700</b>	29-30
			* <u>Const Cap</u>	<u>\$34,700</u>	29-30	<u>\$34,700</u>	29-30
			Total	\$58,230		<b>\$58,310</b>	

\* Phase not authorized

Performance Measure

23.8 Lane mile(s)

Concurrent COS allocation under Resolution FP-24-96; June 2025.

Future SB1 Baseline Agreement required.

Note: Fully program previously unfunded PS&E, RW support, and RW capital phases of this Long Lead Project. Increase PS&E and RW support costs due to refined scope. Decrease RW capital cost due to a decrease in acquisition cost and utilities. Change pavement strategy and program code from major rehabilitation to capital maintenance due to technical correction and existing pavement survey.

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	23.8	0.0	23.8
Post Condition	Lane mile(s)	23.8	0.0	0.0	23.8

## 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)			
71	Near Kirkwood, on Routes 88, and 89 in Alpine, Amador, and El Dorado Counties at various locations. Install new Transportation Management System (TMS) elements and construct Maintenance Vehicle Pullouts (MVPs). <del>(G13 Contingency)</del>	24-25	PA&ED	\$2,094	Prior	\$2,094	Prior
10-Alp-88		201.315	PS&E	\$2,589	Prior	\$2,589	Prior
2.00/25.00			R/W Sup	\$1,073	Prior	\$1,073	Prior
3436			Con Sup	<del>\$0</del>	24-25	<b>\$2,033</b>	24-25
1018000275			R/W Cap	\$20	24-25	\$20	24-25
1G020			<u>Const Cap</u>	<del>\$0</del>	24-25	<b>\$9,082</b>	24-25
				Total	\$5,776		<b>\$16,891</b>

Performance Measure

21.0 Field element(s)

Concurrent CONST and CON ENG allocation under Resolution FP-24-95; June 2025.

Note: Fully program unfunded phases of this previous G13 Contingency project.

Performance Measure: TMS Elements				
	Unit	Good (Operational)	Poor (Not Operational)	Quantity
Existing Condition	Field element(s)	0.0%	100.0%	4.0
Post Condition	Field element(s)	100.0%	0.0%	21.0

72	In Angels Camp, on Main Street from north of Stockton Road to north of Francis Street; also on Route <del>49</del> 4 from 0.2 miles west and east of Main Street (PM R20.9/R21.3). Construct roundabouts, upgrade facilities to Americans with Disabilities Act (ADA) standards, and enhance pedestrian and bicyclist safety.	25-26	PA&ED	\$1,727	Prior	\$1,727	Prior
10-Cal-49		201.310	PS&E	\$2,158	Prior	\$2,158	Prior
8.5/9.1			R/W Sup	\$1,248	Prior	\$1,248	Prior
3434			Con Sup	<del>\$1,530</del>	25-26	<b>\$1,953</b>	25-26
1017000057			R/W Cap	\$3,639	25-26	\$3,639	25-26
1H010			<u>Const Cap</u>	<del>\$9,183</del>	25-26	<b>\$16,445</b>	25-26
				Total	\$19,485		<b>\$27,170</b>

Performance Measure

204.0 Daily vehicle hour(s) of delay (DVHD)

Note: Update description to project to correct a secondary route reference from 49 to 4. Updated construction cost due to scope refinement that identified a stormwater regulatory requirement change that requires an addition of a drainage basin for stormwater treatment mitigation. Scope refinement included additional complete streets, staged construction, and traffic handling.

## 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)			
73 10-Mer-152 18.50/23.00 3425 1018000274 1E980	In Los Banos, from west of Badger Flat Road to west of Santa Fe Road. Rehabilitate pavement and drainage systems, upgrade Transportation Management System (TMS) elements, roadway signs, guardrail and facilities to Americans with Disabilities Act (ADA) standards.	25-26 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,281 \$2,244 \$1,146 <del>\$3,142</del> <del>\$239</del> <u>\$21,919</u> \$29,971	Prior Prior Prior 25-26 25-26 25-26	\$1,281 \$2,244 \$1,146 <b>\$3,298</b> <b>\$6,017</b> <b>\$27,401</b> <b>\$41,387</b>	Prior Prior Prior 25-26 25-26 25-26

Performance Measure

18.0 Lane mile(s)

**Note:** Updated right of way capital and construction due to extensive public outreach which identified a STAA truck turning improvement study was needed and a deficiency of sidewalk and bike lanes which resulted in the limits of existing facilities to be addressed were increased to include an additional 5,556 linear feet of sidewalk and 5,002 linear feet of bike lanes. The number of parcels required increased from 28 to 54 parcels.

Performance Measure: Pavement					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0.0	18.0	0.0	18.0
Post Condition	Lane mile(s)	18.0	0.0	0.0	18.0

74 10-Mpa-49 27.000/48.835 3618 1022000060 1P020	In and near Coulterville, from 2.0 miles north of Mt. Ophir Road to Tuolumne County line; also on Route 140 at Miles Creek Bridge No. 40-0015 (PM 3.5) and 40-0016 (PM 3.64); also in Stanislaus County, on Route 132 at Snake Ravine Bridge No. 38-0062 (PM 46.82). Rehabilitate pavement and drainage systems, upgrade bridge rail, mitigate bridge scour, incorporate complete streets features, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	<del>27-28</del> <del>28-29</del> 201.121	PA&ED PS&E R/W Sup * Con Sup * R/W Cap * <u>Const Cap</u> Total	\$2,461 \$3,562 \$1,322 \$5,557 \$507 <u>\$42,492</u> \$55,901	Prior 26-27 26-27 <del>27-28</del> <del>27-28</del> <del>27-28</del>	\$2,461 \$3,562 \$1,322 \$5,557 \$507 <u>\$42,492</u> \$55,901	Prior 26-27 26-27 <del>28-29</del> <del>28-29</del> <del>28-29</del>
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\* Phase not authorized

Performance Measure

42.8 Lane mile(s)

**Note:** Update delivery year to account for additional mitigation measure needed and additional right of way acquisitions needed to preserve historic features important to our local partners.

Performance Measure: Pavement					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0.0	42.8	0.0	42.8
Post Condition	Lane mile(s)	42.8	0.0	0.0	42.8

## 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)				
75 10-SJ-4 19.5/38.1 3277 1017000178 1C050	Near Stockton, from Route 99 to Stanislaus County line (PM 38.059); also in Stanislaus County from San Joaquin County line to 0.5 mile east of Dunton Road (PM 0.0/7.2). Rehabilitate pavement, upgrade guardrail, construct rumble strips, upgrade facilities to Americans with Disabilities Act (ADA) standards, rehabilitate drainage systems, install Transportation Management System (TMS) elements, and upgrade bridge railing. (G13 Contingency)	23-24 201.121	PA&ED	\$2,660	Prior	\$2,660	Prior
			PS&E	\$2,701	Prior	\$2,701	Prior
			R/W Sup	\$657	Prior	\$657	Prior
			Con Sup	\$0	23-24	\$5,250	23-24
			R/W Cap	\$379	23-24	\$379	23-24
			<u>Const Cap</u>	\$0	23-24	<b>\$36,437</b>	23-24
			Total	\$6,397		<b>\$48,084</b>	

Performance Measure

50.8 Lane mile(s)

Concurrent CONST and CON ENG allocation under Resolution FP-24-95; June 2025.

Note: Fully program unfunded phases of this previous G13 Contingency project.

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	44.1	1.9	50.8
Post Condition	Lane mile(s)	50.8	0.0	0.0	50.8

## 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)				
76 10-SJ-4 R15.9/R17.7 3516 1020000192 1L890	In Stockton, from Route 5 to Wilson Road at various locations, and on Route 5 at March Lane. Replace Transportation Management System (TMS) elements, rehabilitate drainage systems and upgrade facilities to Americans with Disabilities Act (ADA) standards.	<del>25-26</del>	PA&ED	\$770	Prior	\$770	Prior
		<del>27-28</del>	PS&E	\$1,940	Prior	\$1,940	Prior
		201.315	R/W Sup	\$220	Prior	\$220	Prior
			Con Sup	\$1,850	<del>25-26</del>	\$1,850	<del>27-28</del>
			R/W Cap	<del>\$114</del>	<del>25-26</del>	<del>\$394</del>	<del>27-28</del>
			<u>Const Cap</u>	<u><del>\$9,430</del></u>	<del>25-26</del>	<u><del>\$13,663</del></u>	<del>27-28</del>
			Total	\$14,324		<b>\$18,837</b>	

Performance Measure  
~~24.0~~ Field element(s)  
**22.0** Field element(s)

Note: Update to delivery year, cost, and performance. Schedule delay and right of way capital cost increase due to increase right of way parcel acquisitions. Construction capital cost increase due to cost increases to several items of work including earthwork, pavement, and traffic lighting system. Performance reduced due to one signal replacement and one new camera that were already completed in separate project.

Performance Measure: TMS Elements				
	Unit	Good (Operational)	Poor (Not Operational)	Quantity
Existing Condition	Field element(s)	0.0%	100.0%	11.0
Post Condition	Field element(s)	100.0%	0.0%	22.0

77 10-SJ-120 10.82 3620 1022000221 1Q010	Near Manteca, at the intersection with Murphy Road. Improve safety by constructing roundabout.	<del>25-26</del>	PA&ED	\$1,530	Prior	\$1,530	Prior
		<del>27-28</del>	PS&E	\$2,467	24-25	\$2,467	24-25
		201.010	R/W Sup	\$498	24-25	\$498	24-25
			Con Sup	<del>\$1,159</del>	<del>25-26</del>	<del>\$1,280</del>	<del>27-28</del>
			R/W Cap	<del>\$942</del>	<del>25-26</del>	<del>\$1,737</del>	<del>27-28</del>
			<u>Const Cap</u>	<u><del>\$5,870</del></u>	<del>25-26</del>	<u><del>\$6,500</del></u>	<del>27-28</del>
			Total	\$12,466		<b>\$14,012</b>	

Note: Update delivery year to account for right of way parcel acquisition challenges which will require 26 months of lead time to resolve six parcels changing from simple to complex. Update right of way capital and construction for associated escalation cost and six right of way complex parcels, and implementing interim safety measures.

## 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)			
78 10-Sta-33 18.6/19.2 3560 1021000169 1N340	Near Westley, from south of Frank Cox Road to south of Howard Road. Construct left-turn channelized lane.  <u>Performance Measure</u> <del>0.13 Annual fatal and serious injury collision(s)</del> <b>0.14 Annual fatal and serious injury collision(s)</b>	<del>25-26</del> <b>26-27</b> 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,004 \$2,359 \$440 \$1,787 \$762 <u>\$5,500</u> \$12,852	Prior 24-25 24-25 <del>25-26</del> <del>25-26</del> <del>25-26</del> 24-25	\$2,004 \$2,359 \$440 \$1,787 \$762 <u>\$5,500</u> \$12,852	Prior 24-25 24-25 <b>26-27</b> <b>26-27</b> <b>26-27</b> <b>26-27</b>

**Note:** Update delivery year to account for bridge redesign, including a culvert relocation. It was determined in the later stages of PA&ED that the culvert needed to be addressed as a utility relocation since it was owned by a local irrigation district. So this requires extensive coordination and review of alternative non-standard bridge design for the shoulder width. Update performance measures to reflect the new methodology. Interim safety measures to be implemented.

79 10-Sta-99 R16.8 3527 1020000182 1M430	In Modesto, at the Modesto Maintenance Station (908 North Emerald Avenue). Reconstruct crew building and construct a new office building, storage building, mechanic shop, <b>equipment shop, fuel island, water filtration system</b> , canopies, and a Zero Emission Vehicle (ZEV) charging station.  <u>Performance Measure</u> 1.0 Location(s)	<del>25-26</del> <b>27-28</b> 201.352	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,299 \$3,091 \$65 <del>\$2,243</del> \$281 <del>\$29,233</del> \$36,212	Prior Prior Prior <del>25-26</del> <del>25-26</del> <del>25-26</del> 24-25	\$1,299 \$3,091 \$65 <b>\$2,355</b> \$281 <b>\$37,429</b> <b>\$44,520</b>	Prior Prior Prior <b>27-28</b> <b>27-28</b> <b>27-28</b>
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**Note:** Scope refinement and new information regarding new heavy equipment and vehicles recently ordered including new hydrogen vehicles prompted an update to construction cost and the delivery year in order to address a change in the preferred alternative which includes additional needs for the demolition of six buildings, new equipment shop, new storage bins, new fuel island, level 3 EV chargers, new water filtration system, and additional pavement and drainage.

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	20,818.0	20,818.0
Post Condition	Square feet	37,467.0	0.0	0.0	37,467.0

## 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)			
80 10-Sta-120 8.9/9.5 3540 1021000168 1N330	Near Oakdale, east of Orange Blossom Road to east of Wamble Road. Widen roadway to install left-turn channelized lane.  <u>Performance Measure</u> 0.06 Annual fatal and serious injury collision(s)	25-26 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$905 \$1,176 \$149 <del>\$1,162</del> <del>\$509</del> <del>\$6,774</del> \$10,675	Prior 24-25 24-25 25-26 25-26 25-26 25-26	\$905 \$1,176 \$149 <b>\$1,530</b> <b>\$1,255</b> <b>\$8,178</b> <b>\$13,193</b>	Prior 24-25 24-25 25-26 25-26 25-26

Note: Update right of capital and construction estimate to address drainage design refinement, offsite mitigation, and utility relocations. After field reviews and property owner engagement, a need to improve the discharge of onsite storm water and flooding of adjacent areas. Right of way capital needed to account for increases in offsite mitigation acquisition and utility relocations of electrical poles, pull boxes, and controlling box at southwest corner of intersection.

81 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, make bicycle and pedestrian safety improvements, and upgrade facilities to Americans with Disabilities Act (ADA) standards.  <u>Performance Measure</u> 1.0 Bridge(s)	25-26 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$354 \$826 \$30 <del>\$1,154</del> \$25 <del>\$11,101</del> \$13,490	Prior Prior Prior 25-26 25-26 25-26	\$354 \$826 \$30 <b>\$2,800</b> <b>\$233</b> <b>\$21,300</b> <b>\$25,543</b>	Prior Prior Prior 25-26 25-26 25-26
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Note: During PA&ED, it was found that some structural and roadway items such as galvanic anodes, a raised median, and lighting system were not originally included in the scope. Rising unit costs have also significantly increased project cost. Also, a change in planned closures extended working days from 40 to 200, raising construction support costs. Additionally, more R/W capital is required due to higher railroad flagging costs and utility relocation.

Performance Measure: Bridge(s)		Good	Fair	Poor	Quantity
	Unit				
Existing Condition	Square feet	0.0	0.0	75,573.0	75,573.0
Post Condition	Square feet	75,573.0	0.0	0.0	75,573.0

## 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)			
82 11-SD-5 R30.4/R32.7 1431 1121000047 43123	In the city of San Diego, from Route 805 to Route 56; also on Route 56 from Route 5 to Carmel Valley Road (PM 0.0/3.1). Financial Contribution Only (FCO) to the city of San Diego to restore the Los Penasquitos Lagoon and reduce sediment transport to the lagoon to achieve statewide National Pollutant Discharge Elimination System (NPDES) permit compliance units for Total Maximum Daily Load (TMDL).	25-26 201.335	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 <del>\$0</del> \$0 \$0 \$0 <del>\$2,024</del> \$2,024	25-26 25-26	\$0 <b>\$200</b> \$0 \$0 \$0 <b>\$2,139</b> <b>\$2,339</b>	25-26 25-26

Performance Measure

46.0 Acre(s) treated/pollutant

Note: Additional construction capital is needed due to project cost inflation and escalation from the time the project was initiated in 2021. PS&E support resources needed for the Department to assist in constructability reviews.

83 11-SD-8 R67.6 1398 1119000204 43096	Near Boulevard, at the Boulevard Maintenance Station at 40945 Old Highway 80. Replace maintenance station building, construct wash rack, upgrade electrical service, and install solar panels and a Zero Emission Vehicle (ZEV) charging station.	<del>25-26</del> <b>28-29</b> 201.352	PA&ED PS&E R/W Sup * Con Sup * R/W Cap * <u>Const Cap</u> Total	\$837 \$2,306 \$35 \$2,684 \$5 <del>\$11,896</del> \$17,757	Prior Prior Prior <del>25-26</del> <del>25-26</del> <del>25-26</del>	\$837 \$2,306 \$35 \$2,684 \$5 <b>\$29,660</b> <b>\$35,527</b>	Prior Prior Prior <b>28-29</b> <b>28-29</b> <b>28-29</b>
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Performance Measure

1.0 Location(s)

\* Phase not authorized

Note: Update in delivery year and construction capital. A funding shortfall in the 2024 SHOPP has resulted in this project moving out of the current SHOPP cycle and into the 2026 SHOPP. Additional construction capital is needed to fund the programmed scope. Rising labor and material costs as well as evolving building code and regulations have contributed significantly to project cost increases.

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	5,600.0	5,600.0
Post Condition	Square feet	7,857.0	0.0	0.0	7,857.0

## 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)				
84 11-SD-15 R49.9/R50.5 1515 1123000180 43185	Near Rainbow, from 0.7 mile to 0.1 mile south of Mission Road. Install high-tension cable barrier and guardrail to improve safety.  <u>Performance Measure</u> 0.28 Annual fatal and serious injury collision(s) <b>0.24 Annual fatal and serious injury collision(s)</b>	25-26	PA&ED	\$298	Prior	\$298	Prior
		201.010	PS&E	\$368	Prior	\$368	Prior
			R/W Sup	\$0		\$0	
			Con Sup	<del>\$509</del>	25-26	<b>\$707</b>	25-26
			R/W Cap	\$0		\$0	
			<u>Const Cap</u>	<del>\$2,704</del>	25-26	<b>\$3,453</b>	25-26
			Total	\$3,879		<b>\$4,826</b>	

Note: Unit prices on some items such as mobilization and high-tension cable barrier, have significantly increased since last estimate. Increase in construction support is due to the additional 250 plant establishment days that were added to the construction schedule during design per environmental requirements. Update performance measures to reflect the new methodology.

85 11-SD-56 0.0/2.9 1400 1119000202 43093	In the city of San Diego, from Route 5 to west of Carmel Valley Road. Rehabilitate pavement, install Light Emitting Diode (LED) lighting, and upgrade facilities to Americans with Disabilities Act (ADA) standards.  <u>Performance Measure</u> 13.0 Lane mile(s)	25-26	PA&ED	\$877	Prior	\$877	Prior
		201.121	PS&E	\$1,807	Prior	\$1,807	Prior
			R/W Sup	\$129	Prior	\$129	Prior
			Con Sup	\$3,202	25-26	\$3,202	25-26
			R/W Cap	<del>\$109</del>	25-26	<b>\$358</b>	25-26
			<u>Const Cap</u>	<del>\$17,165</del>	25-26	<b>\$26,500</b>	25-26
			Total	\$23,289		<b>\$32,873</b>	

Note: During PA&ED, it was determined that additional items not included in the PID estimate, such as asphaltic binder, seal coat, signing/stripping, and ramp metering, would be required for the project. Rising unit cost for contract items like rubberized asphalt, grinding, electrical, mobilization, thermoplastic pavement marking, and minor concrete also have increased project cost significantly. Additional R/W capital is needed due to unforeseen utility impacts.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	1.9	11.1	0.0	13.0
Post Condition	Lane mile(s)	13.0	0.0	0.0	13.0

## 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)				
86 11-SD-67 R4.1/15.9 1314 1118000095 43031	Near Lakeside and Eucalyptus Hills, from 0.2 mile north of Riverford Road to Ellie Lane. Rehabilitate culverts, upgrade lighting, enhance highway worker safety, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	23-24 201.151	PA&ED	\$1,128	Prior	\$1,128	Prior
			PS&E	\$1,461	Prior	\$1,461	Prior
			R/W Sup	\$305	Prior	\$305	Prior
			Con Sup	\$3,076	23-24	\$3,076	23-24
			R/W Cap	\$663	23-24	\$663	23-24
			<u>Const Cap</u>	<u>\$12,200</u>	23-24	<u>\$11,910</u>	23-24
			<b>Total</b>	<b>\$18,833</b>		<b>\$18,543</b>	
<u>Performance Measure</u>							
<del>34.0 Culverts</del>							
<b>33.0 Culverts</b>							

Concurrent CONST and CON ENG allocation under Resolution FP-24-95; June 2025.

Note: Split plant establishment into project EA 43287/PPNO 11-1623 from parent project EA 43031/PPNO 11-1314. Reduction in performance is due to elimination of one culvert that was addressed in a separate project.

Performance Measure: Culverts					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	1,566.0	1,697.7	3,263.7
Post Condition	Linear feet	3,263.7	0.0	0.0	3,263.7

87 11-SD-67 R4.1/15.9 1623 1125000224 43287	<b>Near Lakeside and Eucalyptus Hills, from 0.2 mile north of Riverford Road to Ellie Lane. Plant establishment work for pavement rehabilitation project EA 11-43031</b>	<b>28-29 201.151</b>	PA&ED			<b>\$0</b>	
			PS&E			<b>\$35</b>	<b>27-28</b>
			R/W Sup			<b>\$0</b>	
			Con Sup			<b>\$58</b>	<b>28-29</b>
			R/W Cap			<b>\$0</b>	
			<u>Const Cap</u>			<u><b>\$197</b></u>	<b>28-29</b>
<u>Performance Measure</u>							
<b>0.0 Culvert(s)</b>							
			<b>Total</b>			<b>\$290</b>	

Note: Split plant establishment into project EA 43287/PPNO 11-1623 from parent project EA 43031/PPNO 11-1314.

Performance Measure: Culverts					
	<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

## 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)																						
88 44-SD-78 44.7/15.3 4476 4122000234 43163	In San Marcos, from 0.3 mile west to 0.3 mile east of Mission Road. Modify auxiliary lanes. This is a Construction Manager/General Contractor (CMGC) project.  <u>Performance Measure</u> 204.0 Daily vehicle hour(s) of delay (DVHD)	25-26 201.310	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$1,546 \$850 \$3,050 \$2,044 \$18,550 \$26,037	Prior Prior 25-26 25-26 25-26																				
<u>Note:</u> Deleted project. The scope of this project is being delivered by a non-SHOPP project, EA 11-2T240.																									
89 11-SD-78 37.2/60.0 1383 1119000197 43089	Near Ramona, from east of Magnolia Avenue to west of Wynola Road. Rehabilitate pavement and drainage systems, replace roadside sign panels, and upgrade facilities to Americans with Disabilities Act (ADA) standards.  <u>Performance Measure</u> 45.6 Lane mile(s)	25-26 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,864 \$1,746 \$1,039 \$3,821 \$435 \$25,809 \$34,714	Prior Prior Prior 25-26 25-26 25-26	\$1,864 \$1,746 \$1,039 \$3,821 <b>\$735</b> \$25,809 <b>\$35,014</b>	Prior Prior Prior 25-26 25-26																		
<u>Note:</u> Increase in R/W capital is due to additional utility conflicts that would need relocation, which were not originally identified.																									
Performance Measure: Pavement <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th style="width: 20%;"></th> <th style="width: 10%; text-align: center;"><u>Unit</u></th> <th style="width: 10%; text-align: center;"><u>Good</u></th> <th style="width: 10%; text-align: center;"><u>Fair</u></th> <th style="width: 10%; text-align: center;"><u>Poor</u></th> <th style="width: 10%; text-align: center;"><u>Quantity</u></th> </tr> </thead> <tbody> <tr> <td>Existing Condition</td> <td>Lane mile(s)</td> <td style="text-align: center;">0.0</td> <td style="text-align: center;">45.6</td> <td style="text-align: center;">0.0</td> <td style="text-align: center;">45.6</td> </tr> <tr> <td>Post Condition</td> <td>Lane mile(s)</td> <td style="text-align: center;">45.6</td> <td style="text-align: center;">0.0</td> <td style="text-align: center;">0.0</td> <td style="text-align: center;">45.6</td> </tr> </tbody> </table>									<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Lane mile(s)	0.0	45.6	0.0	45.6	Post Condition	Lane mile(s)	45.6	0.0	0.0	45.6
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																				
Existing Condition	Lane mile(s)	0.0	45.6	0.0	45.6																				
Post Condition	Lane mile(s)	45.6	0.0	0.0	45.6																				
90 12-Ora-5 21.1/R29.1 2750 1223000008 0T950	In and near Irvine and Tustin, from 0.3 mile north of Bake Parkway to Red Hill Avenue. Modify High-Occupancy Vehicle (HOV) lane to address service degradation.  <u>Performance Measure</u> 400.0 Daily vehicle hour(s) of delay (DVHD)	<del>27-28</del> <del>28-29</del> 201.310	PA&ED PS&E R/W Sup * Con Sup * R/W Cap * <u>Const Cap</u> Total	\$778 \$1,068 \$0 \$902 \$8 \$4,642 \$7,398	Prior 25-26 25-26 <del>27-28</del> <del>27-28</del> <del>27-28</del>	\$778 \$1,068 \$0 \$902 \$8 \$4,642 \$7,398	Prior 25-26 <del>28-29</del> <del>28-29</del> <del>28-29</del>																		

\* Phase not authorized

Note: Additional environmental analyses and a public scoping meeting are required, which will need additional time to process the environmental document resulting in project schedule delay.

## 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)			
91 12-Ora-22 <del>R0.9/R1.9</del> <b>R0.6/R1.9</b> 2870A 1221000088 OT020	In Garden Grove, from <del>Valley View Street</del> <b>Route 405</b> to Springdale Street. Construct auxiliary lane and modify exit ramp.  <u>Performance Measure</u> 0.14 Annual fatal and serious injury collision(s)	25-26 201.010	PA&ED	\$1,136	Prior	\$1,136	Prior
			PS&E	\$1,384	Prior	\$1,384	Prior
			R/W Sup	\$298	Prior	\$298	Prior
			Con Sup	<del>\$1,978</del>	25-26	<b>\$2,571</b>	25-26
			R/W Cap	<del>\$40</del>	25-26	<b>\$80</b>	25-26
			<u>Const Cap</u>	<del>\$7,118</del>	25-26	<b>\$8,000</b>	25-26
			Total	\$11,924		<b>\$13,469</b>	

Note: Increase in construction support and capital is due to the additional effort needed for the relocation of tolling system and fiber line that was recently installed by the County of Orange. The change in post miles is also a result of the relocation of the fiber line. Additional R/W capital is needed for the ingress/egress access during construction that was previously not identified.

92 12-Ora-22 R12.1/R13.164 2982 1219000088 0S080	In and near the cities of Santa Ana and Orange, from west of Cambridge Street to Route 55; also at the Orange Maintenance Station at 691 South Tustin Street. Upgrade and install new Transportation Management System (TMS) elements, construct guardrail, reconstruct buildings at the Orange Maintenance Station, construct bicycle and pedestrian improvements, install Zero Emission Vehicle (ZEV) chargers, and construct stormwater treatment Best Management Practices (BMPs).	25-26 201.315	PA&ED	\$1,383	Prior	\$1,383	Prior
			PS&E	\$3,220	Prior	\$3,220	Prior
			R/W Sup	\$0		\$0	
			Con Sup	<del>\$4,910</del>	25-26	<b>\$5,330</b>	25-26
			R/W Cap	\$0		\$0	
			<u>Const Cap</u>	<del>\$29,195</del>	25-26	<b>\$45,020</b>	25-26
			Total	\$38,708		<b>\$54,953</b>	

Performance Measure  
~~13.0 Field element(s)~~  
**11.0 Field element(s)**

Note: Additional 7,414 square feet of space requirement was identified after Fire Marshal review to satisfy current operational needs. However, because the size of the site cannot accommodate this required building pad area, the building must be reconfigured into a two-story structure. Increase construction capital and support due to the added building space. Decrease performance due to two field elements already addressed under EA 12-0P42U.

Performance Measure: TMS Elements				
	Unit	Good (Operational)	Poor (Not Operational)	Quantity
Existing Condition	Field element(s)	0.0%	0.0%	0.0
Post Condition	Field element(s)	100.0%	0.0%	11.0

**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)			
93	Near Lake Forest, from 0.5 mile south of Portola Parkway to 0.4 mile south of Windy Ridge Toll Plaza; also on Route 133 from 0.5 mile south of Irvine Boulevard to Route 241(PM 11.4/13.6). Restore fire damaged assets, including guardrail, drainage systems, traffic control devices, signs, and electrical systems; also make drainage improvements to increase resiliency against natural disasters.	25-26	PA&ED	\$2,484	Prior	\$2,484	Prior
12-Ora-241		201.131	PS&E	\$3,297	24-25	\$3,297	24-25
24.5/35.7			R/W Sup	\$0		\$0	
5498			Con Sup	<del>\$3,509</del>	25-26	<b>\$3,819</b>	25-26
1222000083			R/W Cap	<del>\$10</del>	25-26	<b>\$331</b>	25-26
0T730			<u>Const Cap</u>	<u><del>\$22,490</del></u>	25-26	<b>\$26,726</b>	25-26
			Total	\$31,790		<b>\$36,657</b>	

Performance Measure

16.0 Location(s)

Note: Additional construction capital is needed due to newly identified damaged electrical elements requiring replacement. This has led to more roadway and shoulder closures, increasing project costs and the need for additional construction support. Moreover, additional R/W capital is necessary to address impacts within the Conservation Habitat Area, which the project was recently discovered to encroach upon.

**List of 2024 SHOPP Amendments  
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)  
 for Senate Bill 1 Projects**

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	Near Lancaster, at Avenue G Overcrossing Bridge	25-26	PA&ED	\$0
<del>07-LA-14</del>	<del>No. 53-1860. Financial Contribution Only (FCO) to</del>	<del>201.322</del>	<del>PS&amp;E</del>	<del>\$0</del>
<del>R71.0</del>	<del>city of Lancaster to replace bridge.</del>		R/W Sup	\$0
<del>5728</del>			Con Sup	\$0
<del>0720000106</del>	<u>Performance Measure</u>		R/W Cap	\$0
<del>37010</del>	<del>1.0 Bridge(s)</del>		<u>Const Cap</u>	<del>\$2,000</del> <u>25-26</u>
			Total	\$2,000

Note: Delete project. The Department was informed by the City of Lancaster that the locally sponsored interchange improvement project (EA 07-30950) will not be able to meet the delivery timeline, with local funding not available until FY 34/35. Although the bridge is rated to be in good condition, the Department would have contributed to improve goods movement with the planned widening of the bridge, thus no plans to reprogram this project.

## 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)**

1	Near Crescent City, at Last Chance Grade, from Wilson Creek Bridge to 3.8 miles north of Wilson Creek Bridge. Permanent roadway restoration and realignment <b>through a constructed tunnel bypass.</b>	30-31	PA&ED	\$10,000	Prior	\$10,000	Prior
01-DN-101	<b>This is a Construction Manager/General Contractor (CMGC) project.</b> (Long Lead Project)	201.131	PS&E	\$0		<b>\$40,000</b>	<b>25-26</b>
<del>42-0/45-5</del>			R/W Sup	\$0		\$0	
<b>12.7/16.5</b>			Con Sup	\$0		\$0	
1112			R/W Cap	\$205	30-31	\$205	30-31
0115000099			<u>Const Cap</u>	<u>\$0</u>		<u>\$0</u>	
0F280			Total		\$10,205		<b>\$50,205</b>

Performance Measure

1.0 Location(s)

Note: Update the postmiles and project description to include the selected alternative for a tunnel bypass and to include CMGC as the delivery method. PA&ED was initially programmed and allocated at \$10 million and the allocation was later adjusted to \$50 million. PS&E will be programmed at \$40 million to secure initial funding for design activities in the fiscally constrained 2024 SHOPP for this unique permanent restoration project with a construction capital estimate of \$2-3 billion. The remaining PS&E funding will be programmed in the 2026 SHOPP when funding capacity is available.

2	Near Elk Grove, from Mokelumne River Bridge to Lambert Road Undercrossing. Raise roadway profile, rehabilitate <del>pavement roadway</del> and drainage systems, <del>construct concrete barrier and maintenance vehicle pullouts,</del> and upgrade signs, <del>facilities to Americans with Disabilities Act (ADA) standards,</del> and Transportation Management System (TMS) elements.	30-31	PA&ED	\$4,350	Prior	\$4,350	Prior
03-Sac-5	(Long Lead Project)	<del>201.999</del>	* PS&E	\$6,560	27-28	\$6,560	27-28
0.21/4.63		<b>201.122</b>	* R/W Sup	\$570	27-28	\$570	27-28
5881			* Con Sup	\$10,640	30-31	\$10,640	30-31
0323000171			* R/W Cap	\$890	30-31	\$890	30-31
4J470			* <u>Const Cap</u>	<u>\$110,700</u>	30-31	<u>\$85,414</u>	30-31
			Total		\$133,710		<b>\$108,424</b>

\* Phase not authorized

Performance Measure

~~4.4 Centerline mile(s)~~

**16.3 Lane mile(s)**

Note: The median barrier and paving work is being removed as the location did not meet the safety warrant. ADA elements were also determined to not be necessary. The location is no longer susceptible to sea level rise and the hydraulic analysis shows that a 10-year storm did not overtop the roadway. Roadway rehabilitation is still needed. These updates have resulted in change in program code, description, performance and costs.

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	14.9	1.4	16.3
Post Condition	Lane mile(s)	16.3	0.0	0.0	16.3

## 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)	
3	Near Gaviota and Las Cruces, from north of	28-29	PA&ED	\$3,598	Prior	\$3,598	Prior
05-SB-101	Beckstead Overcrossing to 1.2 miles north of Route	201.150	* PS&E	\$3,489	26-27	\$3,489	26-27
45.0/R50.0	1. Stabilize roadway shoulder, replace failed		* R/W Sup	\$204	26-27	\$204	26-27
3015	retaining walls, and improve fish passage.		* Con Sup	\$1,605	28-29	\$1,605	28-29
0519000150	(Long Lead Project)		* R/W Cap	\$502	28-29	\$502	28-29
1M440			* <u>Const Cap</u>	<del>\$15,653</del>	28-29	<b>\$20,653</b>	28-29
	<u>Performance Measure</u>		Total	\$25,051		<b>\$30,051</b>	

\* Phase not authorized

Note: Update construction capital due to continued refinement of scope to address staging and traffic control demands as a result of constructability review and the development of fish passage remediation.



The following comment letter was received directly by the California Transportation Commission and subsequently added to the Department's agenda item for reference.



# United States Department of the Interior

NATIONAL PARK SERVICE  
Redwood National Park  
1111 Second St.  
Crescent City, CA 95531



IN REPLY REFER TO:  
3.1.03(REDW-8481)

June 3, 2025

Darnell Grisby, Chair  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Subject: Caltrans \$40M Programming Request for Last Chance Grade Design Phase

Dear Chair Grisby,

The National Park Service (NPS) is aware that the California Department of Transportation's (Caltrans) has requested \$40 million from the 2024 State Highway Operation and Protection Program (SHOPP) for the Design phase of the Last Chance Grade Permanent Restoration project in Del Norte County.

Last Chance Grade is a critical transportation corridor along U.S. Highway 101 that connects rural northwestern California communities with essential services, economic opportunities, and the broader state transportation network. Chronic landslides and geologic instability have long jeopardized the reliability of this route, threatening public safety, emergency response, and the regional economy.

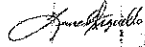
This \$40 million down payment represents the essential first year of funding for the PS&E phase, which is estimated to total \$225 million. The remaining \$185 million is anticipated for programming in the 2026 SHOPP. Beginning the Design phase in January 2026 will keep the project on schedule for a December 2030 Ready to List (RTL) milestone.

Timely investment in the PS&E phase is vital to sustaining project momentum following years of environmental review, public engagement, and preliminary engineering. Advancing this project is not only about infrastructure, but also about protecting communities, preserving economic resilience, and ensuring Californians can rely on one of the only north-south lifelines in the region.

Redwood National and State Parks leadership has worked very closely with Caltrans on this project as it occurs solely within Redwood National and State Parks, an administrative park unit cooperatively managed with California Department of Parks and Recreation. The level of careful planning and support for park resources and values, demonstrated by Caltrans planners, cannot be overstated. This project is ready for full planning and design development, to realize a stable US Highway 101 corridor and minimize impact to park resources. We respectfully urge the Commission to approve the \$40 million programming request at the June 2025 meeting and continue to support full funding for the Design phase in the 2026 SHOPP.

We look forward to your favorable review of this project request and to your continued leadership and commitment to addressing California's most urgent infrastructure need.

Sincerely,



Digitally signed by LEONEL  
ARGUELLO  
Date: 2025.06.03 15:51:41 -0700

Leonel Arguello  
Superintendent (acting)  
Redwood National Park  
National Park Service

900 Northcrest Drive, PMB 16  
Crescent City, California 95531  
www.dnltc.org



Tamera Leighton, Executive Director  
Tamera@dnltc.org  
Desk: (707) 465-3878  
Cell: (707) 218-6424

June 3, 2025

California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814



Subject: Support for Last Chance Grade Design Phase

Dear Commissioners:

Delivering a solution to the traveling public and our local community has been the highest priority project for Del Norte Local Transportation Commission for decades. We're grateful for your support to date, and we need to keep going. Please program \$40 million in the 2024 SHOPP as requested by Caltrans for the Design phase of the Last Chance Grade Permanent Restoration project in Del Norte County.

The Del Norte region is unwavering in its support for a permanent solution at Last Chance Grade. I have collected resolutions of support from every organization I could identify, and every vote has been unanimous. We recognize this is a long process (I've been working on it since 2006), and our support for this vital west coast US Highway 101 will not waver.

Maintaining the demanding project schedule is a financially responsible action for California and is vital to sustaining the project momentum. This request of \$40 million for the first year of the design phase keeps us moving forward. The remaining \$185 million is anticipated for programming in the 2026 SHOPP and this will keep the project on schedule for a December 2030 Ready to List (RTL) milestone.

Moving this project forward is about protecting the Del Norte region, preserving our economic resilience, and ensuring we can rely on our only north-south lifeline in our region.

Please approve the \$40 million programming request at the June 2024 meeting and continue to support full funding for the Design phase in the 2026 SHOPP.

We're here to be strong partners with you in every way possible, and we're grateful for your commitment to our most urgent need.

Sincerely,

A handwritten signature in blue ink that reads "Tamera Leighton".

Tamera Leighton, Executive Director  
Del Norte Local Transportation Commission