Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: March 19-20, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.7, Action

Prepared By: Jon Pray
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Subject: Adoption of the Final 2026 State Highway Operation and Protection Program, Resolution #G-26-33

Recommendation:

Staff recommends the Commission find that the California Department of Transportation's (Caltrans) proposed 2026 State Highway Operation and Protection Program (SHOPP) is adequate and consistent with the Transportation Asset Management Plan and adopt the 2026 SHOPP. A full copy of the Draft 2026 SHOPP is available on the Commission's website and the introduction is included as Attachment B.

Issue:

The 2026 SHOPP is a four-year, approximately $17.9 billion program of projects, including reservations, necessary to preserve and protect the state highway system. Caltrans developed the projects in the 2026 SHOPP under an asset management framework established through the Transportation Asset Management Plan and implemented with the State Highway System Management Plan. This framework is critical for ensuring that the State is cost effectively maintaining its existing transportation highway assets by keeping them in a state of good repair and also addressing safety.

In August 2025, the Commission adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate, which identified the level of SHOPP funding for the 2026 SHOPP based on state law. Over half of the program's $17.9 billion will address condition improvements across the four primary asset classes: pavement, bridges, culverts, and transportation management systems. The breakdown of the Draft 2026 SHOPP related to the primary asset classes is as follows:

- The Pavement asset class proposes a total of $5.6 billion to rehabilitate 5,440 lane miles of pavement.
- The Bridges asset class proposes a total of $2.7 billion to improve 5.4 million square feet of bridge deck area.
- The Culverts asset class proposes a total of $0.6 billion to rehabilitate 262,000 linear feet of culverts.

- The Transportation Management Systems asset class proposes a total of $0.4 billion to fix 700 elements.

The remainder of the program is comprised of projects that address critical needs for various supplementary asset classes as well as projects that address other program objectives such as safety improvements and emergency response projects. It should also be noted that most of the projects funded under the Pavement asset class address many different program objectives in addition to the pavement work. For example, in the Draft 2026 SHOPP, 45 percent of all projects include bicycle, pedestrian, or transit-focused features as part of the project.

Upon reviewing Caltrans's strategic asset management process and the nearly 600 individual projects in the program, over half of which focus on the four primary asset classes, Commission staff believes the 2026 SHOPP is adequate and consistent with the Transportation Asset Management Plan. While the decreased target funding capacity in the 2026 STIP Fund Estimate may make it challenging to meet some of the Commission adopted transportation asset management plan performance targets, the four-year portfolio of projects in the Draft 2026 SHOPP proposes a balanced distribution of projects across all asset classes to make progress towards meeting the performance targets.

The Final 2026 SHOPP will consist of the Draft 2026 SHOPP that was submitted to the Commission on January 30, 2026 with project revisions as noted in Attachment D, and with an updated Introduction and Funding Summary as noted in Attachments B and C. After adoption, the Final 2026 SHOPP will be submitted to the Legislature and the Governor no later than April 1st.

Background:

On January 30, 2026, Caltrans submitted the Draft 2026 SHOPP to the Commission with comments from regional transportation agencies included as required by California Government Code Section 14526.5. Prior to adoption, California Government Code Section 14526.5 requires the Commission review the SHOPP relative to its overall adequacy and consistency with the Transportation Asset Management Plan and to hold at least one hearing in Northern California and one hearing in Southern California. On February 5, 2026, the Commission held the required Southern California hearing in the city of San Diego, and on February 12, 2026, the Commission held the required Northern California hearing in the city of Stockton. The Commission received comments at both hearings. The comments have been evaluated along with all other comments received and have been addressed in the Final 2026 SHOPP. Caltrans's response to comments received at the SHOPP hearings as well as other Commission comments on the Draft 2026 SHOPP will be included in the final 2026 SHOPP document and are also included as Attachment E.

After a finding that the SHOPP is consistent with the Transportation Asset Management Plan, California Government Code Section 14526.5 requires the Commission to adopt the SHOPP and submit it to the Legislature and the Governor no later than April 1st of each even numbered year. The Commission may decline to adopt the SHOPP if the Commission determines that the Draft SHOPP is not sufficiently consistent with the Transportation Asset Management Plan.

Attachments:

- Attachment A: Resolution G-26-33
- Attachment B: 2026 SHOPP Introduction
- Attachment C: 2026 SHOPP Funding Summary (Exhibit A)
- Attachment D: Changes to the Draft 2026 SHOPP
- Attachment E: Caltrans' Response to Commission Comments on the 2026 SHOPP
- Attachment F: Comment Letters (received after January 31, 2026)

Reference No.: 4.7
March 19-20, 2026
Attachment A

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2026 State Highway Operation and Protection Program

RESOLUTION G-26-33

1.1 WHEREAS, California Government Code Section 14526.5(a) requires the California Department of Transportation (Caltrans) to prepare, based on the Transportation Asset Management Plan, a State Highway Operation and Protection Program (SHOPP) containing projects that are necessary to preserve and protect the state highway system; and

1.2 WHEREAS, pursuant to California Government Code Section 14526.4, Caltrans, in consultation with the California Transportation Commission (Commission), prepared a Transportation Asset Management Plan consistent with state and federal regulations to guide the selection of projects for the SHOPP as required by Section 14526.5; and

1.3 WHEREAS, Caltrans's Transportation Asset Management Plan is a document assessing the health and condition of the state highway system which Caltrans utilizes to determine the most effective way to apply the state's limited financial resources; and

1.4 WHEREAS, pursuant to California Government Code Section 14526.4, in connection with the Transportation Asset Management Plan, the Commission has adopted targets and performance measures reflecting state transportation goals and objectives; and

1.5 WHEREAS, California Government Code Section 14526.5(b) requires the SHOPP to include those projects that are expected to be advertised prior to July 1 of the year following submission of the program, but which have not yet been funded, as well as those projects for which construction is to begin within four fiscal years, starting July 1st of the year following the year the SHOPP is submitted; and

1.6 WHEREAS, California Government Code Sections 14526.5(c) and (d) require that each transportation project in the SHOPP specify the capital and support budget for each phase, the delivery date of each major component and performance metrics as determined by the Commission; and

1.7 WHEREAS, Government Code Section 14526.5(d) requires Caltrans to submit the proposed SHOPP to the Commission not later than January 31 of each even-numbered year, and prior to submitting the proposed SHOPP to the Commission Caltrans shall make a draft of the proposed SHOPP available to transportation planning agencies for review and comment and shall include the comments in its submittal to the Commission; and

1.8 WHEREAS, Caltrans made a draft of the proposed SHOPP available to transportation planning agencies and other stakeholders on December 8, 2025; and

1.9 WHEREAS, Caltrans submitted the proposed SHOPP to the Commission with comments from stakeholders included on January 30, 2026; and

1.10 WHEREAS, California Government Code Section 14526.5(e) requires the Commission to review the SHOPP relative to its overall adequacy and consistency with the Transportation Asset Management Plan and to adopt the SHOPP and submit it to the Legislature and to the Governor not later than April 1st of each even-numbered year; and

1.11 WHEREAS, pursuant to Government Code Section 14526.5(e), the Commission may decline to adopt the SHOPP if the Commission determines that it is not sufficiently consistent with the Transportation Asset Management Plan; and

1.12 WHEREAS, Government Code Section 14526.5(f) requires the Commission, prior to adopting the SHOPP, to hold at least one SHOPP hearing in Northern California and one hearing in Southern California; and

1.13 WHEREAS, on February 5, 2026 the Commission held the required Southern California hearing in San Diego, and on February 12, 2026 the Commission held the required Northern California hearing in Stockton; and

1.14 WHEREAS, the Commission has reviewed the proposed 2026 SHOPP relative to its overall adequacy, consistency with the Transportation Asset Management Plan and funding priorities established in Section 167 of the California Streets and Highways Code, the level of annual funding needed to implement the program, and the impact of those expenditures on the State Transportation Improvement Program; and

1.15 WHEREAS, the Commission has reviewed Caltrans' asset management process, as well as the hundreds of individual projects in the program, over half of which focus on the four primary asset classes defined in the Transportation Asset Management Plan; and

1.16 WHEREAS, the four-year portfolio of projects in the 2026 SHOPP is expected to deliver significant performance toward meeting the 2027 performance targets established in the Road Repair and Accountability Act (Senate Bill 1, Beall, 2017).

2.1 NOW, THEREFORE, BE IT RESOLVED, that the Commission finds that the 2026 SHOPP is adequate, and consistent with the Transportation Asset Management Plan prepared and approved pursuant to California Government Code Section 14526.4; and

2.2 BE IT FURTHER RESOLVED, that the Commission hereby adopts the 2026 SHOPP.

INTRODUCTION

The California Department of Transportation (Caltrans) prepared the 2026 State Highway Operation and Protection Program (SHOPP) per Government Code section 14526.5, Streets and Highways Code section 164.6, Senate Bill 486 (Chapter 917, Statutes of 2014), Senate Bill 1 (SB 1) (Chapter 5, Statutes of 2017), Commission SHOPP Guidelines (December 2024)[2], the 2023 State Highway System Management Plan (SHSMP), and the 2022 California Transportation Asset Management Plan (TAMP). The 2026 SHOPP also addresses related statutes, executive orders, and policies focusing on climate change considerations (reduction of transportation-related greenhouse gas (GHG) emissions and measures to enhance the resilience of transportation assets to future climate stressors), bicycle and pedestrian infrastructure, wildlife habitat connectivity, environmental stewardship, freight, system resiliency, CAPTI, and other topics. All statutory requirements were addressed in the development of the 2026 SHOPP.

The SHOPP is the State's "fix-it-first" program for the rehabilitation and reconstruction of all state highways and bridges, including Interstate highways; the supporting infrastructure for those facilities such as culverts, traffic management centers, safety roadside rest areas, and maintenance stations; and most importantly, to address safety and emergency repair needs. The 2026 SHOPP is a four-year program of projects that addresses needs for fiscal years 2026-27 through 2029-30. The 2026 SHOPP is built entirely through the performance-driven asset management process.

SHOPP PROCESS

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

The 2026 SHOPP has undergone significant rebalancing, resulting in changes to project portfolio across various districts. The rebalancing has led to numerous

[2] https://catc.ca.gov/-/media/ctc-media/documents/programs/shopp/2024/2024-shopp-guidelines-a11y.pdf

changes in project scopes, costs, and delivery timelines across multiple districts. These adjustments aim to optimize the allocation of resources and ensure the successful completion of critical infrastructure projects throughout the state.

The 2026 STIP Fund Estimate approved August 2025 by the Commission provides a total programming capacity of $17.3 billion. This is a net reduction in funding as compared to the 2024 SHOPP. The decline in available funding for the SHOPP has resulted in the rebalancing of 2026 SHOPP project portfolio. Due to the reduced funding available in the 2026 Fund Estimate as compared to the 2024 Fund Estimate, a significant number and value of 2024 SHOPP projects were delayed from FY 2025/26 to 2026 SHOPP, and carryover projects were also adjusted. Delaying projects increases costs due to construction cost escalation. The capacity to add new projects has been reduced, primarily due to the reduction in available funding and delaying of carryover projects within this SHOPP cycle.

Figure 2 - Relationship between 2024 and 2026 SHOPP Cycles (Rebalancing)

The SHOPP programming cycle has four major elements:

- **SHSMP** - The SHSMP is updated by Caltrans every two years to describe and quantify the rehabilitation and reconstruction needs on the State Highway System (SHS) for ten years. The draft SHSMP is submitted to the Commission by February 15, and the final SHSMP to the Governor and Legislature by June 1 of odd-numbered years. The 2026 SHOPP is built from the 2023 SHSMP.

- **TAMP** - The Transportation Asset Management Plan (TAMP) presents the existing inventory and condition of current state highway infrastructure, asset performance targets, financial plans, investment strategies, a risk mitigation plan, life-cycle planning documentation, and identified areas of improvement. The TAMP is updated every 4 years beginning in 2018.

- **Fund Estimate** - The programming cycle's fiscal capacity is developed by Caltrans and approved by the Commission to issue the 2026 State Transportation Improvement Program Fund Estimate (Fund Estimate) that forecasts the amount of funding available each year for the four-year estimate period of the SHOPP. The Commission-adopted 2026 Fund Estimate (adopted August 2025) provides a total available programming capacity of approximately $4.3 billion per year for the 2026 SHOPP four-year period.

- **2026 SHOPP** - Identifying a four-year program of capital projects that respond to the goals/targets identified in the 2023 SHSMP, are within the fiscal constraints specified in the Fund Estimate and are selected to achieve the asset performance target outcomes identified in the TAMP. This set of projects constitutes the four-year SHOPP.

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

CONSISTENCY WITH TRANSPORTATION ASSET MANAGEMENT

The 2026 SHOPP is comprised of a portfolio of 593 projects (95 new and 498 "carryover" projects from the 2024 SHOPP), spanning the four fiscal years 2026-27 through 2029-30. Approximately 75 percent of these projects focus on condition improvements across four primary asset classes (i.e., pavement, bridge, drainage,

and Transportation Management Systems) (TMS), supporting Caltrans's progress in meeting the required 2027 performance targets set forth by the Commission and outlined in SB 1.

Projects in the 2026 SHOPP were nominated and developed under an asset management framework established through the California 2022 TAMP[3] and implemented with the 2023 SHSMP[4]. The SHSMP operationalizes the TAMP using Commission-adopted asset classes, performance measures and targets under SB 486.

The portfolio of projects in the 2026 SHOPP continues progress towards meeting the SB 1 targets. The TAMP identifies federal asset management targets for pavement and bridges on the National Highway System (NHS). The TAMP also puts forth performance targets for eight supplementary asset classes in addition to the four primary asset classes on the SHS in alignment with the Commission's TAMP Guidelines.

The SHSMP integrates both federal and state-mandated targets and further expands the scope of asset management to 33 total performance objectives and targets. The local Caltrans districts develop project portfolios spanning the 10-year plan period to achieve the required performance within fiscal constraints. The districts manage these project portfolios to adapt to project-level scope changes, schedule adjustments, and other factors to ensure that 10-year performance targets can be achieved. Complete project lists and details are published and updated quarterly in the SHOPP Ten-Year Project Book (www.projectbook.dot.ca.gov). All proposed new 2026 SHOPP projects have been listed in the publicly available Project Book for a minimum of six months and up to 10 years, depending on the project.

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

Caltrans has confidence that the 2026 SHOPP is fully aligned and consistent with the TAMP through this strategic asset management process.

[3] https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2022-tamp-final-a11y.pdff
[4] https://dot.ca.gov/-/media/dot-media/programs/asset-management/documents/2023-shsmp-final-a11y.pdf

2026 SHOPP COMPARISON TO STATE HIGHWAY SYSTEM MANAGEMENT PLAN

Table 2 summarizes 2026 SHOPP projects expected outcomes relative to the 2021 and 2023 SHSMP targets.

Table 2 - Comparison of 2026 SHOPP Performance Outcomes Relative to the 2021 and 2023 SHSMP Targets Fiscal Years 2026-27 through 2029-30

SHSMP Performance Objective	Unit of Measurement	2026 SHOPP Performance	SHSMP Performance Target
Safety			
Proactive Safety	Annual Fatal and Serious Injury Collisions	110	111
Reactive Safety	Annual Fatal and Serious Injury Collisions	36	-
Primary Asset Classes			
Pavement	Lane Miles	5,477	7,219
Bridge and Tunnel Health	Square Feet	5,445,354	5,968,806
Drainage Restoration	Linear Feet	264,705	250,706
Transportation Management Systems	Each	699	1,150
Supplementary Asset Classes			
Bicycle and Pedestrian Infrastructure (Fix Existing)	Linear Feet	237,253	370,946
Bicycle and Pedestrian Infrastructure (New)	Linear Feet	1,112,276	1,962,261
Drainage Pump Plants	Locations	22	46
Lighting Rehabilitation	Each	2,064	3,314
Office Buildings	Square Feet	-	-
Overhead Sign Structures Rehabilitation	Each	175	311
Safety Roadside Rest Area (SRRA) Rehabilitation	Locations	3	6
Transportation Related Facilities	Square Feet	196,468	279,072
Weigh-in-Motion Scales	Stations	8	15
System Resiliency Objectives			
Bridge Scour Mitigation	Square Feet	1,252,723	327,584
Bridge Seismic Restoration	Square Feet	1,303,057	666,118
Major Damage (Emergency Opening)	Locations	-	-
Major Damage (Permanent Restoration)	Locations	15	-
Roadway Protective Betterments	Locations	10	6
Climate Adoptation and Resilience	Deficiency Units	-	7
Other Assets and Objectives			
ADA Pedestrian Infrastructure	Deficient Elements	6,484	5,249
Bridge Goods Movement Upgrades	Square Feet	606,200	110,080
Commercial Vehicle Enforcement Facilities	Square Feet	280	8,955
Fish and Wildlife Connectivity	Each	18	18
Operational Improvements	DPHD	13,173	9,584
Relinquishments	Centerline Miles	9	-
Roadside Rehabilitation	Acres	236	670
Sign Panel Replacement	Each	5,410	2,575
Stormwater Mitigation	Acres	4,036	5,398
Transportation Management System Structures	Each	40	24
Mobility Hubs	Locations	2	6

Each project in the 2026 SHOPP contains a primary asset or "anchor" asset and associated performance measure. The anchor performance measure represents the project output and is included in a project's individual listing "box" (**EXHIBIT D: 2026 SHOPP County Listing of Projects**). Performance measures range from lane-miles of distressed pavement restored for roadway preservation projects to collisions reduced for safety projects.

However, secondary "satellite" project performance measures are often part of a project's scope and are captured but not reported in the project listing. Satellite asset performance is available through the project book dashboard. **Table 3** summarizes the 2026 SHOPP investment by Anchor performance measure objective, although each of these anchor objectives will include costs for satellite objectives as well.

Table 3 - 2026 SHOPP Investments by Objective

Anchor Objective	Programmed Project Cost & Reservations* (in Billions)	Percent of SHOPP
Pavement	$5.6	33.6%
Bridge	$2.8	16.4%
Culvert(s)	$0.6	3.5%
TMS	$0.4	2.1%
Major Damage (Emergency Opening)	$2.5	14.7%
Major Damage (Permanent Restoration)	$0.7	3.9%
Safety	$2.0	12.0%
All Others	$2.3	13.7%
Grand Total*	**$16.7**	**100.0%**
*Totals shown reflect programmed amounts and not the total project cost. Not all projects are fully funded. Grand Total excludes the Minor Reservation and New Long Lead PA&ED cost.		
Note: The SHOPP is developed in thousands and rounded for this table. Numbers may not add due to rounding.		

PRIMARY ASSET CLASS IMPROVEMENTS IN THE 2026 SHOPP

The 2026 SHOPP will deliver condition improvements across the four primary asset classes aligned with state and federally mandated performance targets. Notably, these projects will address the following:

- Over 5,440 lane miles of fair and poor condition pavement.

- Fair and poor condition bridges representing over 5.4 million square feet of deck area.
- Rehabilitate over 262,000 linear feet of culverts.
- Approximately 700 poor condition TMS elements.

SHOPP DEVELOPMENT AND PLANNING CYCLES

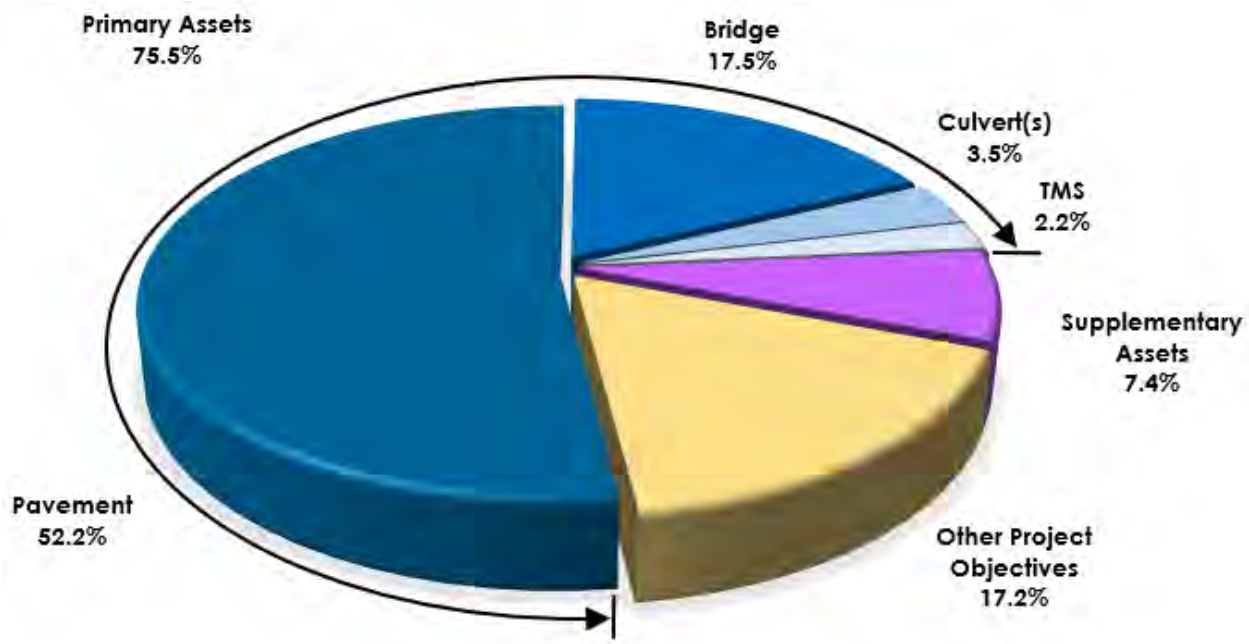
Caltrans engages in a comprehensive planning process to select projects for the SHOPP Program. Transportation needs such as pavement, bridge, TMS, and culvert repairs are bundled into projects to utilize SHOPP funding efficiently. Proposed project portfolios are aligned to meet performance targets and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

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

SHOPP FUNDING

The State Highway Account (SHA), Federal Highway Trust Fund (HTF), and Road Maintenance and Rehabilitation Account (RMRA) are the funding sources for the SHOPP. The Commission SHOPP Guidelines (December 2024) ensure the accountability and transparency outlined in SB 1. Furthermore, project outputs were incorporated into the Commission SHOPP Guidelines to promote efficiency, accountability, and performance for invested funding. **Figure 3** displays the percentage of projects in the primary and supplementary asset classes based on total project cost.

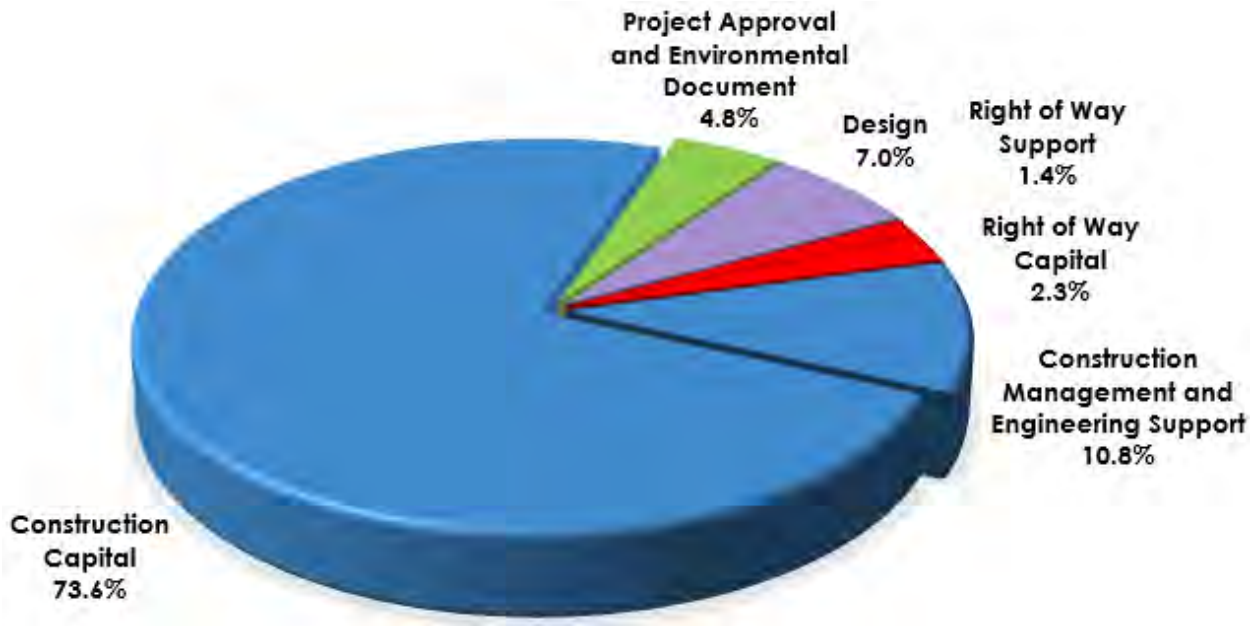
Figure 3 – Percent of Projects in Asset Management Classes



CAPITAL OUTLAY AND CAPITAL OUTLAY SUPPORT

Capital Outlay Support (COS) represents staff time associated with the development, delivery, and oversight of Caltrans' capital outlay SHOPP projects. COS is divided into the following component phases: Project Approval and Environmental Document (PA&ED); Plans, Specifications, and Estimate (PS&E); right-of-way support; and construction support. Per Government Code 14526.5 (g) (effective July 1, 2017) and per the current Commission SHOPP Guidelines, Caltrans must request individual allocations by component from the Commission for each individual COS phase and construction capital. **Figure 4** shows the percentage distribution of the 2026 SHOPP among COS component phases.

Figure 4 – 2026 SHOPP Distributed Among Project Components



LONG LEAD, FUTURE NEED, AND CONTINGENCY PROGRAMMING

Long Lead, Future Need, and Contingency projects help ensure that the State fully utilizes its available federal transportation funding. On June 15, 2000, Commission resolution G-00-13 provided Caltrans with a means to commence project delivery efforts on SHOPP Long Lead projects, which require more than four years to develop due to complex environmental and preliminary engineering work. The 2026 SHOPP contains 51 Long Lead projects valued at $3.2 billion. These projects are authorized to start work on the Project Approval and Environmental Document (PA&ED) phase, as shown in **EXHIBIT E: 2026 SHOPP Long Lead Projects**.

The 2026 SHOPP also contains Future Need Projects. These are projects that do not qualify as Long Lead projects. However, their delivery years fall outside of the 4-year SHOPP cycle, and their pre-construction phases have been programmed.

The Commission further authorized Caltrans to program Contingency Projects for preliminary engineering development only, when appropriate, thus creating projects that address performance goals without committing SHOPP resources to construction capital and support prematurely before the resources are needed. Programming Contingency Projects enable the maximum currently available capital funding to be dedicated to projects ready for construction rather than

having funding held aside for years as complex projects get ready for construction. The 2026 SHOPP contains 82 contingency projects valued at $4.6 billion included within the 2026 SHOPP project listing in **EXHIBIT D: 2026 SHOPP County Listing of Projects**. A "shovel-ready" contingency project can quickly be proposed for funding should additional transportation revenues be provided or to replace a project that is delayed or otherwise reduced in cost, making funding available within the fiscally constrained Fund Estimate period.

INNOVATION AND SUSTAINABILITY

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

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

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

- Making multimodal transportation accessible for all Californians by providing safe, efficient, and cost effective, pedestrian, bicycle, and transit infrastructure.
- Minimize transportation impacts on climate, air quality, water quality, and wildlife.
- Incorporating recycled materials into the asphalt and concrete mixes to extend the life of the pavement and reduce the emissions generated in

manufacturing the materials, including the pilot use of Environmental Product Declarations to evaluate emissions from construction materials and current research on limestone constituents in pavement mixes.

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

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI)

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

The 2026 SHOPP aligns the SHOPP with the Department's 2020-2024 Strategic Plan and the CAPTI and includes projects with climate adaptation, additional safety protections, and bike and pedestrian elements. In line with the "fix it first" philosophy, the SHOPP's primary focus is fixing and maintaining the SHS. Along with keeping the SHS in a state of good repair, the SHOPP also includes additional objectives, such as improving safety for all road users; increasing bicycle and pedestrian infrastructure; ensuring projects are equitably distributed in rural and urban centers and throughout all socioeconomic communities; and providing for climate adaptation. This SHOPP includes work for some sea level rise adaptation, wildfire adaptation, ZEV infrastructure, and mobility hubs projects. Other climate

resiliency projects rebuild the SHS after storm events and fires with more resilient materials. Through these projects and actions, the SHOPP is helping to reduce the impact of climate change and make the system more resilient to realized impacts.

RESERVATIONS

The 2026 SHOPP includes reservations that fund both Capital Outlay and COS based on historical expenditures for emergency repairs, safety projects, and other unforeseen immediate needs. These needs occur between programming cycles, and these reservations allow Caltrans to bring the projects to the Commission for amendment into the SHOPP between bi-annual programming cycles.

The following funding reservations, as shown in **EXHIBIT A: 2026 SHOPP Funding Summary**, are being held to provide funding to achieve anticipated future needs that will require action, but where specific projects have not yet been defined.

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

REGIONAL TRANSPORTATION PLANNING AGENCY COORDINATION

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

- **Planning Process:** Caltrans Districts share their two-year PID work plan list of projects candidates for the next SHOPP programming cycle. This is the opportunity to coordinate proposed SHOPP projects with regionally funded projects to synchronize timeframes, maximize benefits, and minimize impacts to the traveling public. Caltrans also makes available a public dashboard of all SHOPP projects planned for the coming 10-year period. This longer-range notification provides opportunity for stakeholder engagement.

- **Programming Process:** Districts share with the regions which projects they will be submitting as candidate projects for the upcoming SHOPP. This is a second opportunity to coordinate and confer with local partners to synchronize timeframes, maximize benefits, and minimize impacts to the traveling public. The Division of Financial Programming will circulate the proposed four-year program of projects to the RTPAs for review and comment. Comments received will be incorporated into the final SHOPP programming document.

- **Status Updates:** Districts will update the RTPAs on a quarterly or semi-annual basis on (1) the list and status of PID projects being developed as well as (2) the status of funded SHOPP projects currently in delivery. At a minimum, Districts will provide a summary-level project delivery status on all currently programmed SHOPP projects semiannually. The online SHOPP dashboard is updated every quarter and continuously available to project stakeholders.

  With the implementation of asset management, complete project lists and details are published and updated quarterly in the SHOPP Ten-Year Project Book. All proposed new 2026 SHOPP projects that are not funded by reservations, such as emergency opening projects or safety improvements, have been listed in the publicly available Project Book for a minimum of six months and up to 10 years, depending on the project.

On December 8, 2025, the Draft 2026 SHOPP project listing was provided to regional transportation partners and the public for review and comment.
Formal comments received regarding the draft 2026 SHOPP and Caltrans responses are provided in **EXHIBIT C: 2026 SHOPP Comments and Responses**.

EXHIBIT A: 2026 SHOPP Funding Summary

2026 State Highway Operation and Protection Program
Funding Summary for Fiscal Years 2026-27 through 2029-30*
(in Millions)

Program Funding	2026 27	2027 28	2028 29	2029 30	Total
2026 Fund Estimate	$4,300	$4,300	$4,300	$4,400	$17,300
ER Reimbursement	$140	$140	$140	$140	$560
Programmed	**2026 27**	**2027 28**	**2028 29**	**2029 30**	**Total**
Pavement	$962	$1,441	$1,716	$1,501	$5,619
Bridge	$822	$468	$707	$756	$2,753
Culvert(s)	$131	$130	$135	$193	$590
TMS	$69	$226	$62	$0	$357
Supplementary Assets	$214	$198	$387	$386	$1,185
Major Damage (Emergency Opening)	$0	$0	$0	$0	$0
Major Damage (Permanent Restoration)	$22	$67	$112	$117	$318
Protective Betterments	$0	$0	$0	$69	$69
Collision Reduction	$383	$420	$329	$445	$1,577
Mandates	$155	$108	$21	$41	$325
Mobility	$206	$44	$3	$22	$276
Roadside Preservation	$15	$7	$0	$0	$22
Climate Adaptation and Resilience	$114	$75	$0	$0	$189
Subtotal	**$3,117**	**$3,193**	**$3,567**	**$3,582**	**$13,459**
Reserved	**2026 27**	**2027 28**	**2028 29**	**2029 30**	**Total**
Pavement	$0	$0	$0	$0	$0
Bridge	$0	$0	$0	$0	$0
Culvert(s)	$0	$0	$0	$0	$0
TMS	$0	$0	$0	$0	$0
Supplementary Assets	$0	$0	$0	$0	$0
Major Damage (Emergency Opening)	$798	$815	$441	$406	$2,460
Major Damage (Permanent Restoration)	$85	$85	$85	$85	$340
Protective Betterments	$0	$0	$0	$0	$0
Collision Reduction	$65	$85	$85	$200	$435
Mandates	$12	$12	$12	$12	$48
Mobility	$0	$0	$0	$0	$0
Roadside Preservation	$0	$0	$0	$5	$5
Climate Adaptation and Resilience	$0	$0	$0	$0	$0
Subtotal	**$960**	**$997**	**$623**	**$708**	**$3,288**

Programmed and Reserved	2026 27	2027 28	2028 29	2029 30	Total
Pavement	$962	$1,441	$1,716	$1,501	$5,619
Bridge	$822	$468	$707	$756	$2,753
Culvert(s)	$131	$130	$135	$193	$590
TMS	$69	$226	$62	$0	$357
Supplementary Assets	$214	$198	$387	$386	$1,185
Major Damage (Emergency Opening)	$798	$815	$441	$406	$2,460
Major Damage (Permanent Restoration)	$107	$152	$197	$202	$658
Protective Betterments	$0	$0	$0	$69	$69
Collision Reduction	$448	$505	$414	$645	$2,012
Mandates	$167	$120	$33	$53	$373
Mobility	$206	$44	$3	$22	$276
Roadside Preservation	$15	$7	$0	$5	$27
Climate Adaptation and Resilience	$114	$75	$0	$0	$189
Minor Program Reservation	$250	$250	$250	$250	$1,000
Long Lead (New)	$113				$113
Grand Total	**$4,440**	**$4,440**	**$4,440**	**$4,540**	**$17,860**
*Totals shown reflect programmed amounts and not the total project cost. Not all projects are fully funded.					
Note: The SHOPP is developed in thousands and rounded for this table. Numbers may not add due to rounding.					

List of New 2026 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY		Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Collision Reduction						
1 03-Nev-20 R17.2/R17.8 4010 0325000147 1N900	In Nevada City, at the intersection with Route 49/Uren Street. Construct roundabout. PA&ED: 5/15/2028 R/W: 2/16/2029 RTL: 3/2/2029 BC: 7/9/2029 <u>Performance Measure</u> 0.27 Annual fatal and serious injury collision(s) Concurrent COS allocation under Resolution FP-25-83; March 2026.	28-29	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	$1,370 $1,560 $160 $350 $1,630 <u>$5,000</u> $10,070	25-26 27-28 27-28 28-29 28-29 28-29	201.010 Assembly: 1 Senate: 1 Congress: 3
2 04-CC-24 0.96/R2.79 2928C 0424000456 1X880	In Orinda, from 0.6 mile east of Fish Ranch Road to 0.7 mile west of Saint Stephens Drive. Rehabilitate pavement, install High Friction Surface Treatment (HFST), upgrade guardrail, and widen roadway at onramp. PA&ED: 5/17/2028 R/W: 2/20/2030 RTL: 3/22/2030 BC: 12/4/2030 <u>Performance Measure</u> 1.58 Annual fatal and serious injury collision(s) Concurrent COS allocation under Resolution FP-25-83; March 2026.	29-30	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	$2,160 $2,540 $70 $2,120 $150 <u>$11,490</u> $18,530	25-26 27-28 27-28 29-30 29-30 29-30	201.010 Assembly: 16 Senate: 9 Congress: 10

List of New 2026 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY		Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
3 10-SJ-120 11.3/11.8 3477 1019000084 1K460	Near Manteca, at French Camp Road. Construct signalized intersection. PA&ED: 11/22/2021 R/W: 11/5/2026 RTL: 11/10/2026 BC: 3/23/2027 <u>Performance Measure</u> 0.28 Annual fatal and serious injury collision(s) Concurrent COS allocation under Resolution FP-25-83; March 2026.	26-27	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	$0 $500 $150 $1,949 $700 <u>$7,699</u> $10,998	 26-27 26-27 26-27 26-27 26-27	201.010 Assembly: 9 Senate: 5 Congress: 9
Major Damage Restoration						
4 05-SB-101 47.0/47.3 3205 0524000092 1R590	Near Gaviota, from 0.2 mile south of Gaviota Gorge Tunnel to 1.6 miles south of Route 1. Perform permanent restoration and mitigation to stream channel, embankment, and riparian vegetation, and improve fish passage. PA&ED: 1/11/2028 R/W: 4/25/2030 RTL: 5/9/2030 BC: 6/6/2031 <u>Performance Measure</u> 1.0 Location(s) Concurrent COS allocation under Resolution FP-25-83; March 2026.	29-30	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	$3,125 $3,557 $287 $6,382 $157 <u>$17,625</u> $31,133	25-26 27-28 27-28 29-30 29-30 29-30	201.131 Assembly: 37 Senate: 21 Congress: 24

List of 2026 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 03-Col-5 R24.3 2803 0322000064 2J580	Near Maxwell, at Maxwell Safety Roadside Rest Area (SRRA). Reconstruct the southbound SRRA facility. Performance Measure 1.0 Location(s)	28-29 201.250	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$740 $2,110 $160 $2,050 $40 $11,800 $16,900	Prior ~~26-27~~ ~~26-27~~ 28-29 28-29 28-29	$740 $2,110 $160 $2,050 $40 $11,800 $16,900	Prior **Prior** **Prior** 28-29 28-29 28-29

Note: Correct the record to show that PS&E and R/W Support phases were already allocated.

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

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)			
2 ~~03-Col-5~~ ~~R6.67/R7.94~~ ~~7207~~ ~~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.~~ Performance Measure ~~1.17 Annual fatal and serious injury collision(s)~~	~~26-27~~ ~~201.010~~	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	~~$510~~ ~~$900~~ ~~$40~~ ~~$930~~ ~~$50~~ ~~$4,000~~ ~~$6,430~~	~~Prior~~ ~~Prior~~ ~~Prior~~ ~~26-27~~ ~~26-27~~ ~~26-27~~		

Note: Delete project. This project has already received delegated allocation for construction phases and does not need to be included in 2026 SHOPP.

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)			
3 03-Yol-16 40.5 /R43.3 8678 0321000203 2J250	Near Woodland, from West Main Street to 0.1 mile north of County Road 18. Rehabilitate roadway and drainage systems, and upgrade signs, concrete barrier, and facilities to Americans with Disabilities Act (ADA) standards. Performance Measure 5.6 Lane mile(s)	28-29 201.120	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,380 $1,920 $550 $1,730 $510 $16,300 $22,390	Prior ~~26-27~~ ~~26-27~~ 28-29 28-29 28-29	$1,380 $1,920 $550 $1,730 $510 $16,300 $22,390	Prior **Prior** **Prior** 28-29 28-29 28-29

Note: Correct the record to show that PS&E and R/W Support phases were already allocated.

Performance Measure: Pavement					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0.0	3.1	2.5	5.6
Post Condition	Lane mile(s)	5.6	0.0	0.0	5.6

List of 2026 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 04-Ala-123 2.09/2.72 2917G 0423000091 2Y260	In Berkeley, from Oregon Street to Channing Way. Install pedestrian beacons, construct new curb ramps and pedestrian refuges, enhance crosswalk visibility, and install bicycle detection elements. **(G13 Contingency)** Performance Measure 1,660.0 Bicycle and pedestrian infrastructure (linear feet) Concurrent COS allocation under Resolution FP-25-83; March 2026. Note: Update funding to not program construction.	26-27 201.400	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$0 $400 $10 $1,100 $0 $3,390 $4,900	 Prior Prior 26-27 26-27	$0 $400 $10 $1,100 $0 $3,390 $4,900	 Prior Prior 26-27 26-27
	* Phase not authorized						

Performance Measure:

	Unit	Good	Fair	Poor	Quantity
Existing Condition		0.0	0.0	0.0	0.0
Post Condition		0.0	0.0	0.0	0.0

5 04-Ala-260 R1.1/R1.8 2919C 0423000158 2Y780	In the cities of Alameda and Oakland, at the Posey Tube No. 33-0106R (PM R1.1R/R1.8R) and Webster Tube No. 33-0106L (PM R1.1L/R1.9L). Improve ventilation by installing jet fans. ~~(G13 Contingency)~~ Performance Measure 2.0 Bridge(s) Note: Update funding to program construction.	26-27 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$3,748 $8,706 $25 $9,191 $11 $37,348 $59,029	Prior Prior Prior 26-27 26-27 26-27	$3,748 $8,706 $25 $9,191 $11 $37,348 $59,029	Prior Prior Prior 26-27 26-27 26-27

Performance Measure: Bridge(s)

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0.0	666,509.0	0.0	666,509.0
Post Condition	Square feet	0.0	666,509.0	0.0	666,509.0

List of 2026 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 04-Ala-580 43.5 0417A 0420000253 0W510	In Oakland, at Lakeshore Park Undercrossing No. 33 -0131; also at Adeline Street Undercrossing No. 33 -0280L (PM 45.7). Overlay bridge decks with polyester concrete. **(G13 Contingency)** Performance Measure 2.0 Bridge(s)	26-27 201.110	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$994 $1,860 $11 $2,384 $0 $6,279 $11,528	Prior Prior Prior 26-27 26-27	$994 $1,860 $11 $2,384 $0 $6,279 $11,528	Prior Prior Prior 26-27 26-27

* Phase not authorized

Note: Update funding to not program construction.

Performance Measure: Bridge(s)

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0.0	0.0	191,393.0	191,393.0
Post Condition	Square feet	117,940.0	73,453.0	0.0	191,393.0

7 04-Mrn-101 8.5 2906F 0420000192 0W210	In Larkspur, at Corte Madera Creek Bridge No. 27 -0008K. Patch deck spalls, replace joint seal, treat bridge deck with methacrylate and overlay with polyester concrete, place galvanic anode jacket system around columns, and build up bridge approaches. **(G13 Contingency)** Performance Measure 1.0 Bridge(s)	26-27 201.110	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$955 $1,626 $113 $2,130 $91 $2,696 $7,611	Prior Prior Prior 26-27 26-27 26-27	$955 $1,626 $113 $2,130 $91 $2,696 $7,611	Prior Prior Prior 26-27 26-27 26-27

* Phase not authorized

Note: Update funding to not program construction.

Performance Measure: Bridge(s)

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0.0	0.0	64,250.0	64,250.0
Post Condition	Square feet	64,250.0	0.0	0.0	64,250.0

List of 2026 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 04-SM-1 28.9 2924W 0424000129 2J79A	In Half Moon Bay, at the Pilarcitos Creek Bridge No. 35-0139L/R; also on Route 84 at San Gregorio Creek Bridge No. 35-0166 (PM 7.55). Plant establishment, creek monitoring, biological monitoring, and offsite tree mitigation work for project EA 2J790. Performance Measure 0.0 Bridge(s) Note: Increase construction capital cost to reflect current unit prices and updated delivery year which has been moved out by one year.	26-27 201.119	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $300 $25 $150 $0 ~~$895~~ $1,370	 Prior Prior 26-27 26-27	$0 $300 $25 $150 $0 **$1,395** **$1,870**	 Prior Prior 26-27 26-27
9 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. **(G13 Contingency)** Performance Measure 1.0 Bridge(s) Note: Update funding to not program construction. Performance Measure: Bridge(s) Existing Condition — Square feet — Good 0.0 — Fair 0.0 — Poor 17,943.0 — Quantity 17,943.0 Post Condition — Square feet — Good 17,943.0 — Fair 0.0 — Poor 0.0 — Quantity 17,943.0	26-27 201.113	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total * Phase not authorized	$651 $1,266 $48 $1,480 $30 $6,480 $9,955	Prior Prior Prior 26-27 26-27 26-27	$651 $1,266 $48 $1,480 $30 $6,480 $9,955	Prior Prior Prior 26-27 26-27 26-27
10 04-Son-116 9.2 2909N 0420000084 0AC30	Near Guerneville, at 0.2 mile west of Redwood Drive. Repair storm damaged slope by installing soil nail wall. **(G13 Contingency)** Performance Measure 1.0 Location(s) Note: Update funding to not program construction.	26-27 201.131	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total * Phase not authorized	$753 $1,026 $85 $1,894 $250 $5,189 $9,197	Prior Prior Prior 26-27 26-27 26-27	$753 $1,026 $85 $1,894 $250 $5,189 $9,197	Prior Prior Prior 26-27 26-27 26-27

List of 2026 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)			
11 05-Mon-1 R90.98 /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. **(G13 Contingency)** Performance Measure 22.4 Lane mile(s)	27-28 201.121	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$2,875 $3,578 $179 $3,534 $157 $20,272 $30,595	Prior Prior Prior 27-28 27-28 27-28	$2,875 $3,578 $179 $3,534 $157 $20,272 $30,595	Prior Prior Prior 27-28 27-28 27-28
			* Phase not authorized				
	Note: Update funding to not program construction.						

Performance Measure: Pavement

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	3.4	18.4	0.6	22.4
Post Condition	Lane mile(s)	22.4	0.0	0.0	22.4

12 05-SB-101 R0.0 /R52.2 2799 0518000086 1J910	In and near the cities of Carpinteria and Santa Barbara, from Rincon Point Road to south of Old Coast Highway at various locations. Rehabilitate drainage systems and install Transportation Management System (TMS) elements. **(G13 Contingency)** Performance Measure 38.0 Culvert(s) (ea)	27-28 201.151	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$2,015 $2,665 $1,099 $5,892 $726 $20,471 $32,868	Prior Prior Prior 27-28 27-28 27-28	$2,015 $2,665 $1,099 $5,892 $726 $20,471 $32,868	Prior Prior Prior 27-28 27-28 27-28
			* Phase not authorized				
	Note: Update funding to not program construction.						

Performance Measure: Culverts

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Linear feet	0.0	53.0	3,634.5	3,687.5
Post Condition	Linear feet	3,687.5	0.0	0.0	3,687.5

List of 2026 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)			
13 05-SB-101 R6.7 2427F 0521000072 1C8B3	Near Summerland, at Toro Creek Bridge. Environmental mitigation (fish passage) for EA 1C822. **This is a Construction Manager/General Contractor (CMGC) project.** <u>Performance Measure</u> 0.0 Lane mile(s) Concurrent COS allocation under Resolution FP-25-83; March 2026. <u>Note</u>: Update project description to reflect current delivery method.	26-27 201.120	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	$0 $300 $50 $2,277 $0 <u>$5,400</u> $8,027	 25-26 25-26 26-27 26-27	$0 $300 $50 $2,277 $0 <u>$5,400</u> $8,027	 25-26 25-26 26-27 26-27
14 05-SCr-9 0.046 /7.5 2879 0519000036 1K890	In and near the city of Santa Cruz, Felton and Brackney, from Route 1 to south of El Solyo Heights Drive. Rehabilitate pavement and drainage systems, upgrade Transportation Management System (TMS) elements, reconstruct guardrail, replace sign panels, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct sidewalks and Class 2 bike lanes. ~~**(G13 Contingency)**~~ <u>Performance Measure</u> 14.7 Lane mile(s) <u>Note</u>: Update funding to program construction.	27-28 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	$2,364 $2,945 $865 $3,014 $325 <u>$17,231</u> $26,744	Prior Prior Prior 27-28 27-28 <u>27-28</u>	$2,364 $2,945 $865 $3,014 $325 <u>$17,231</u> $26,744	Prior Prior Prior 27-28 27-28 <u>27-28</u>

Performance Measure: Pavement

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	0.0	14.7	0.0	14.7
Post Condition	Lane mile(s)	14.7	0.0	0.0	14.7

List of 2026 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)			
15 05-SLO-166 8.927 / 16.0 3071 0521000171 1P120	Near Santa Maria, from Route 1 to 0.5 mile west of Huasna River Bridge. Rehabilitate pavement and drainage systems, upgrade guardrail, construct concrete barrier, and construct Class 2 bike lanes. ~~**(G13 Contingency)**~~ Performance Measure 14.1 Lane mile(s)	27-28 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,969 $2,649 $455 $3,327 $53 $19,228 $27,681	Prior 26-27 26-27 27-28 27-28 27-28	$1,969 $2,649 $455 $3,327 $53 $19,228 $27,681	Prior 26-27 26-27 27-28 27-28 27-28
	Note: Update funding to program construction.						
	Performance Measure: Pavement						
		Unit	Good	Fair	Poor	Quantity	
	Existing Condition	Lane mile(s)	0.0	14.1	0.0	14.1	
	Post Condition	Lane mile(s)	14.1	0.0	0.0	14.1	
16 06-Kin-41 11.97 /R48.2 8088 0622000122 1E950	In and near Kettleman City, from 0.3 mile north of Utica Avenue to the Fresno County line; also on Route 33, 43, 198, and 269 at various locations. Rehabilitate drainage systems. Performance Measure 48.0 Culvert(s) (ea)	27-28 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$3,266 $1,500 $250 $1,800 ~~$1,800~~ $9,785 $18,401	Prior 25-26 25-26 27-28 27-28 27-28	$3,266 $1,500 $250 $1,800 **$400** $9,785 **$17,001**	Prior 25-26 25-26 27-28 27-28 27-28
	Note: Update right of way capital to reflect current funding plan as previously amended.						
	Performance Measure: Culverts						
		Unit	Good	Fair	Poor	Quantity	
	Existing Condition	Linear feet	0.0	1,904.6	2,443.9	4,348.5	
	Post Condition	Linear feet	4,348.5	0.0	0.0	4,348.5	

List of 2026 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 04-CC-680 0.0/19.8 2020X 0423000299 1Q722	In Contra Costa County, on Route 680, at various locations. Install and upgrade ramp metering system, and widen ramps to provide High-Occupancy Vehicle (HOV) bypass ramp lanes. Financial Contribution Only (FCO) to Contra Costa Transportation Authority (CCTA) to implement construction**.** **(G13 Contingency)**	26-27 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap * Const Cap Total	$0 $0 $0 $0 $0 $9,977 $9,977	 26-27	$0 $0 $0 $0 $0 $9,977 $9,977	 26-27
	Performance Measure 6.0 Field element(s)		* Phase not authorized				
	Note: Update funding to not program construction.						

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%	6.0

2 ~~04-Mrn-1~~ ~~22.8/33.0~~ ~~2921W~~ ~~0423000303~~ 1J961	~~Near Point Reyes Station and Olema, from Olema Creek Bridge to 0.2 mile north of Cypress Road; also near Tomales, from 0.4 mile south of Tomales-Petaluma Road to 0.2 mile south of Valley Ford Road (PM 45.0/50.5). Plant establishment and monitoring work for pavement rehabilitation project EA 1J960.~~	~~26-27~~ ~~201.121~~	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	~~$0~~ ~~$300~~ ~~$20~~ ~~$544~~ ~~$10~~ ~~$575~~ ~~$1,449~~	 ~~Prior~~ ~~Prior~~ ~~26-27~~ ~~26-27~~ ~~26-27~~		
	Performance Measure ~~0 Lane mile(s)~~						
	Note: Delete project. This project has already received allocation for construction phases and does not need to be included in 2026 SHOPP.						

Commission comments on the proposed 2026 SHOPP:

Commission Comment #1: How does the 2026 SHOPP rebalancing effort impact the projections that were reported to the Commission in the 2025 Performance Benchmark Report for the primary and supplementary asset classes?

Caltrans Response: Benchmarks projections are based on Estimated to Open to Traffic Dates for all asset classes, after projects complete construction. The delay of projects will have minimal or no impact on the benchmark projections by 2027, because most projects take an average 2.5 years from RTL to Estimated Open to Traffic, and project accomplishments of projects with Ready to List (RTL) 2025/26 and later would not be included in condition projections. Most projects that will impact the benchmarks are currently in construction phase, or they are planned Highway Maintenance (HM) projects.

It is anticipated the rebalancing effort will have minimal impact on projections by 2027 reported to the Commission in the 2025 Report. Most projects that could impact the benchmarks are either currently in construction phase or planned HM projects and are not subject to change from the rebalancing. The upcoming 2026 Performance Benchmark Report in June 2026 will have more project data for re-evaluation, considering both the rebalancing and other factors such as inventory and deterioration updates.

Commission Comment #2: How was the impact of the rebalancing effort on 2026 SHOPP PIDs communicated to stakeholders? How will the rebalancing effort impact the 2028 PID workplan that has already been shared with stakeholders?

Caltrans Response: The Department communicated the impact of the 2026 SHOPP rebalancing to stakeholders during the December 2025 CTC meeting through two book items: (1) Budget and Allocation Capacity and (2) Presentation on the SHOPP. During these presentations, the Department explained that only one new year of projects would be added—rather than the typical two years—because unallocated projects programmed for FY 2025/26 delivery were shifted into the 2026 SHOPP timeline. This adjustment was necessary after the STIP fund estimate was adopted, lowering available programming capacity and requiring corresponding reductions to the 2025 State Highway System Management Plan performance targets. As a result, some PIDs developed as 2026 SHOPP candidates will move to the 2028 SHOPP timeline, and PIDs initially identified for development in the 2028 PID workplan may be delayed by 1-2 years.

The Department shared this information through multiple engagement channels, including the December CTC meeting, a letter presented to RTPAs statewide inviting them to comment on the draft SHOPP document, two public hearings held in February 2026 to present the draft SHOPP and take questions, and ongoing project-level outreach with stakeholders and local partners conducted at the district-level, as appropriate .

Commission Comment #3: Nearly every asset category (primary and supplementary) shown in Table 2 shows an underinvestment compared to the SHSMP Performance Targets. What is the reason for the underinvestment in these asset classes, and how will this impact our progress in meeting the Commission adopted performance targets?

> **Caltrans Response:** The underinvestment relative to the SHSMP performance targets reflects programming constraints, cost escalation, and the prioritization of immediate safety and delivery commitments within the SHOPP which represents a fiscally constrained implementation rather than a shift away from asset management goals of the SHSMP long-term strategic goals. This will slow progress toward Commission adopted performance targets in the near term, but investments remain aligned with a fix-it-first strategy and will continue to improve asset conditions as programming capacity allows.

Commission Comment #4: We see a significant difference in the number of lane miles being improved between the 2026 SHOPP and the SHSMP Performance Target in Table 2. Pavement has been in compliance with TAMP performance targets for the past few years. Will this reduced investment result in pavement failing to continue progress toward meeting the TAMP performance targets?

> **Caltrans Response:** Pavement conditions are determined based on measured conditions through the Automated Pavement Condition Survey (APCS) every 2 years. Caltrans has been addressing Pavement in HM projects and previous SHOPP investments to meet the goals by 2027 and maintain it after as required by SB1. Pavement is currently in compliance and short-term investment variation is manageable, while sustained reductions may pose risk. The SHSMP is updated every other year to ensure investments are adjusted to meet primary asset targets.
>
> The average time for a SHOPP Pavement project from RTL to Construction completion is approximately 2.5 years. All asset Inventory conditions are updated after construction project is completed, so the impact of project delays will not impact the progress towards meeting targets immediately, and the Department can focus on adjusting investments to continue progress toward meeting TAMP performance targets.

Commission Comment #5: The projections for bridges have not shown progress toward compliance with the TAMP target and it has been acknowledged by Caltrans that the 2027 target will not be met. Will the investment levels proposed in the 2026 SHOPP, which are below the SHSMP investment levels, move Caltrans further away from achieving this target?

> **Caltrans Response:** Bridge conditions are determined based on inspections on a cycle varying from 2 to 4 years. Caltrans has been addressing Bridge in HM projects and previous SHOPP investments to meet the goals by 2027. One of our notable initiatives includes the creation of programs to accelerate bridge projects, such as the Poor Bridge Deck program in the SHOPP for fiscal years 2022/2023 and 2023/2024. We have met the SB1 goals of number of fixed bridges. SB1 includes a performance requirement to fix not less than an additional 500 bridges

over a 10-year period ending in 2027. Projects that improve the condition of the bridge from a lesser condition to a better condition, mitigate seismic or scour vulnerabilities, or address operational limitations are counted towards this goal. We have completed 2,162 bridges that have been fixed since 2017/2018 fiscal year.

While recent programming shifts require us to be more selective, sustained investment remains critical to making meaningful progress toward our 1.5% poor bridge target. A poor rating for a bridge does not mean that the bridge is unsafe for use. Any bridge determined to be unsafe for use would be immediately repaired or closed to traffic regardless of condition ratings. The SHSMP is updated every other year to make sure investments are adjusted to meet primary asset targets.

On average, it takes approximately 3 years for a SHOPP Bridge project to progress from RTL to construction completion. In addition, bridge asset Inventory conditions can take up to 2 years to be updated after construction project is completed, depending on the inspection cycle of the bridge. A qualified inspector must verify the repair which may result in a lag in reporting bridge counts.

The Department will continue to actively monitor bridge conditions and inspection results and will adjust future investments strategies to sustain progress towards meeting the TAMP performance targets.

Commission Comment #6: We've seen high investment levels in the past few years to help Transportation Management Systems (TMS) reach the 90% Good condition target. With the low investment levels for this asset category, especially in the 28/29 and 29/30 fiscal years, is the performance expected to fall below 90%?

Caltrans Response: TMS asset conditions are determined based on asset age, therefore systemwide performance is inherently cyclical, with higher investment needed in certain years based on TMS installation date. Caltrans has been addressing TMS in HM projects and previous SHOPP investments to meet the goals by 2027 and maintain it after as required by SB1. It is possible that if we do not continue investing in TMS the overall condition can fall below 90%. The SHSMP is updated every other year to make sure investments are adjusted to meet primary asset targets.

The average time for a SHOPP TMS project from RTL to Construction completion is 3 years. Because there is a five-year lag from project programming to condition updates after construction completion, TMS performance in 2028/2029 and 2029/2030 reflect projects programmed in FY 2024-25.

Commission Comment #7: Why is the Major Damage (Emergency Opening) reservation so much smaller in 28/29 and 29/30? What is this based on, and is this realistic based on historical averages?

Caltrans Response: The Department is analyzing different ways of addressing Major Damage projects with the goal of improving efficiencies, guidance, and processes, and potentially lowering project cost in the future. Proposals are also in place to improve training, review processes, update the internal tracking system, and increase the amount of federal reimbursement on these projects. In the event that none of these processes result in fewer projects, lower costs, or greater amounts of reimbursements, the reservations will be increased during development of the 2028 SHOPP. The Major Damage (Emergency Opening) reservation is set lower for 28/29 and 29/30 to avoid committing SHOPP resources before needs are realized.

Commission Comment #8: Why is the Major Damage (Permanent Restoration) reservation so low compared to the Major Damage (Emergency Opening) reservation? Are permanent restoration improvements being made as part of the emergency opening projects?

Caltrans Response: The Permanent Restoration program is used to restore assets to pre-damage condition after an event if the Emergency Opening project does not address the issue. Most Emergency Opening projects programmed over the past few years restore the facility back to a safe and usable condition, so the program reservation has been set at an amount that should align with current usage.

Commission Comment #9: Spending current SHOPP funding on pre-construction for contingency projects takes away funds that could be used to fund additional projects. The total of $4.6 billion of contingency projects proposed in the 2026 SHOPP is approximately 25% of the total SHOPP amount. Also, planning for these projects and then not delivering could have negative impacts on local partners who are expecting these projects to be delivered. The 2024 SHOPP included $1.3 billion in contingency projects, with a majority of them in the 2025/26 fiscal year, which led to a major rebalancing effort when those projects (as well as other programmed projects) were not able to be funded.

Please provide the dollar amount of contingency projects in each fiscal year within the 2026 SHOPP, and any plans you have to request discretionary funding or use innovative funding strategies to fill the gap. What is the plan for these projects if they are not able to be funded by the end of the fiscal year they are planned for?

Caltrans Response:

Sum of Total Cap & Sup (x$1,000)	**Delivery Fiscal Year**				
FY Breakdown	**2026-27**	**2027-28**	**2028-29**	**2029-30**	**Grand Total**
2026 SHOPP	$1,000,814	$1,238,037	$875,908	$1,463,366	$4,578,125

Each year of the SHOPP is fiscally constrained by the Commission adopted Fund Estimate. Commission Resolution G-00-13 affords the Department the ability to program additional contingency projects for project development that will be shovel-ready for construction in the event that additional capacity is available to the SHOPP, through either additional revenues, or other projects being deleted out of the SHOPP. For example, the Federal Infrastructure and Jobs Act (IIJA) generated additional allocation capacity in prior SHOPP years, and having shovel-ready projects ensures that the Department is ready to use additional funding.

Options are available for projects that can't be funded by the end of the fiscal year they are planned for. Projects can be funded from non-SHOPP sources, such as local contributions, competitive funds, or grants, reprogrammed in the following year if capacity were available, or projects could be reprogrammed in a future SHOPP cycle.

Commission Comment #10: In the 2026 SHOPP, there are approximately $350 million (total project cost) of stormwater projects. After the completion of these projects, what percent complete will Caltrans be in meeting the State Water Board's Total Maximum Daily Load (TMDL) requirements?

Caltrans Response: A total of 14 TMDL projects are on the list, with an estimated combined cost of approximately $192 million. These projects are designed to address larger and more complex TMDLs. The individual projects TMDL percent progress is determined based on projections derived from modeling data. The projects currently identified on the list are expected to advance compliance for approximately four of the 63 Time Schedule Order (TSO) TMDLs, or 6.3%. In addition, past efforts have resulted in compliance being achieved for approximately 15 TSO TMDLs.

Commission Comment #11: We found a number of projects with a total project cost of over $40 million, and a support to capital ratio of greater than 50%. Please provide a justification of why so much support cost is needed for any project that fits this criteria.

Caltrans Response: The justification of support cost needs for projects that fit the criteria listed above is:

01-0L270: This long-lead project proposes to rehabilitate almost 130 culverts, with some locations involving fish passage issues along coastal limits. Extensive surveys are needed to support this effort, and additional resources are needed to establish R/W boundaries. The remote location coupled with the fact that this project is within the coastal zone and subject to Coastal Develop Permits will add to the support resources needed.

04-2Y780: The project proposes to upgrade the Posey and Webster Tubes, bringing them into compliance with the standards in NFPA 502, Standard for Road Tunnels and Limited Access Highways. The primary focus of upgrade will be improvement in emergency ventilation systems, which includes the addition of ceiling Jet Fans and reconfiguration of existing ventilation systems to meet the

life safety goals of the project. Additionally, deluge sprinkler systems will be added to the tubes.

The primary reason for the high support-to-capital is because this project primarily involves a complex ventilation system upgrade. The design requires specialized expertise that the Department does not have in-house, necessitating the engagement of consultants for design and coordination with the Office of the State Fire Marshal. Additionally, during construction, the Department will need to hire a construction management consulting firm to handle administration and inspections, as these tasks also require specialized knowledge on top of in-house construction management task. Consultant hourly rates are significantly higher than the Department's staff rates, which further contributes to the elevated support costs.

04-4W580: In Santa Clara and Santa Cruz counties, the project proposes the life cycle replacement of 152 existing transportation management systems (TMS) field elements. This work aims to maintain and enhance the performance and reliability of TMS assets while minimizing operational and maintenance costs. The scope includes replacing technology components in existing cabinets and adding minor component attachments to existing utility poles.

The high support-to-capital ratio is driven by the extensive geographic dispersion and multi-jurisdictional complexity of working across Santa Clara and Santa Cruz Counties. This project consists of scattered spot locations spanning Routes 1, 17, 25, 82, 85, 87, 101, 152, 237, 280, 680, and 880, which necessitates individual coordination with the cities of San Jose, Santa Clara, Milpitas, Sunnyvale, Mountain View, Cupertino, Los Gatos, Saratoga, Campbell, Gilroy, and Santa Cruz. Support costs are elevated by the significant time required for site investigations, field surveys, and construction support across these various locations. Additionally, the project requires coordination with various local jurisdictions to secure encroachment permits and manage traffic control.

04-4W240: The scope of this project includes relocating maintenance facilities, by demolishing existing facility, and building a new facility, temporary relocation of Maintenance and Division of Equipment personnel, materials, and equipment and returning to newly reconstructed facility.

The high support-to-capital ratio results from the District's need to develop a complex project that involves diverse areas of expertise that are not typically encountered in Department's highway projects. Given the nature of occupancy for the facility, additional coordination is needed with the State Fire Marshall, State Architect, Division of Engineering Services, City of Fairfield, and Solano County. The project is in an urban setting bordered by two parks limiting ability to work outside the right of way. Also, surrounded by commercial and residential properties require enhanced engagement with local entities, businesses, and the community on environmental and utilities impacts. Project will also need to find temporary facilities for the maintenance and equipment crews (two separate facilities), relocate the crews temporarily, and deal with the uncertainties of these

arrangements. Additional studies are also required, as alternative locations for the maintenance station are also being explored.

05-1P110: The primary elements that are driving increased support costs are project location and project's scope.

The project is located in the downtown corridor of a disadvantaged community that will require extensive outreach efforts and a protracted project delivery timeline to ensure time for multiple outreach efforts.

The project scope includes 3R full rehabilitation project through the middle of Watsonville, bridge replacement adjacent to the high school and over a popular bike-pedestrian path, 71 ADA ramps replacements, 2.6 miles of new Class 4 bikeway with numerous signalized intersection conflicts, Road Diet for several blocks through the middle of town, Numerous new pedestrian activated beacons and other electrical design work.

06-1E990: This project has a high support-to-capital ratio primarily due to the significant right of way efforts, railroad coordination, and the complexity of delivering improvements through a dense urban corridor. The project is located on State Route 63 in the City of Visalia within Tulare County, traveling through downtown and adjacent residential areas. Work in this active downtown area requires detailed staging to maintain traffic, business access, and residential connectivity, and to avoid full closures. The primary reason for higher support costs is the acquisition and coordination of 163 temporary construction easements (TCEs), along with agreements and coordination with San Joaquin Valley Railroad and Union Pacific Railroad (UPRR). This requires extensive parcel mapping, appraisals, negotiations, and railroad coordination.

In summary, the unusually high number of TCEs, expanded right of way engineering and acquisition, railroad coordination, and the challenges of constructing in a constrained downtown setting have resulted in higher than typical support costs for a pavement rehabilitation project.

07-50180: This project requires a high amount of support because of this project's specific location and surrounding environment. This project will require a 37-month PS&E and Right of Way duration to accommodate coordination for right of way work, including handling TCEs, condemnation parcels, and utility impacts, especially as part of the southern section is in a coastal zone requiring permits.

The project involves public engagement, requiring Environmental and Design teams to prepare review material and coordinate with Caltrans External Affairs. Resources are needed for surveying to assess utility impacts, parcels, TCEs, and partial takes. Resources are needed during design because of the large number of TECs anticipated and the need for Storm Water Pollution Prevention Plan per the Storm Water Data Report. Additional construction support resources are needed for coordination with external entities and permit holders, utility owners, and additional surveys.

07-36480: The overall support-to-capital ratio is primarily driven by extensive right of way requirements, non-standard design conditions, and urban construction constraints. This is a large ADA compliance project located within the City of Long Beach. Since Route 1 functions as a city street, the Design team works closely with the city's office of public works on street lighting, traffic signals, sidewalk and driveway interfaces, APS, construction staging, access to businesses and homes, and public outreach. Additional engineering analyses are needed, including possible design exceptions, to ensure ADA ramps will meet standard sidewalk and shoulder widths. Challenges are presented due right of way conflicts and property boundaries.

ADA projects require more design and survey efforts while the capital dollar amount is low compared to the design level effort. Some of the complexities of this project include a large number of TCEs and fee acquisitions along a constrained urban corridor, extensive surveying, mapping, legal coordination, and property owner outreach. Also, coordination is required to resolve City and State-owned utility conflicts, including development of potholing plans and utility adjustment strategies within sidewalk and frontage areas. Additionally, construction occurs in a busy, fully built-out urban corridor with high traffic and pedestrian activity, various business shops, which limit construction windows and increase the level of construction support needed. During construction, ongoing coordination is required to maintain access to businesses and residents.

07-34770: The support-to-construction ratio is higher for this project because of the PA&ED and PS&E phases lasting longer than for majority of other projects due to this project's specific location and surrounding environment. This project proposes to rehabilitate and re-open a 4.4 mile segment of route 39 as an evacuation route. This unique project will require a longer PS&E duration to accommodate multiple weather seasons that are appropriate for geotechnical investigation and surveys because the highway is inaccessible from November through April of each calendar year. Also, the project will require permits from the Department of Fish and Wildlife due to the existence of the endangered species which will require additional environmental coordination to obtain permits.

The field conditions for this project are dynamic and will change during the design when further failures in the fractured rocks forming the steep slopes take place due to seismic activities. Also, access to the site to conduct Geotech investigations will also be very challenging and time consuming. Due to the unique nature of this project, additional resources are needed for the design phase. The high construction support is accounting for project complexity such as environmental surveys to meet permit requirements for the Nelson Big horn sheep, increased construction inspection and structural inspection due to ongoing slope instability, landslides, and erosion, which present significant safety hazards during construction phase. The scope of work includes constructing six retaining walls for roadway stabilization, removing two failed gabion systems, and repairing four soldier pile walls.

09-38330: The primary elements that are driving an increased support cost include:

- PA&ED Covered both this project and the child project 09-38331, which has a capital cost of $22,970K
- The project goes through two communities where the highway acts as Main St. There are 90 non-compliant curb ramps and 130 driveways that need to be designed. These features take more time to design, increasing design support costs.

This project requires 86 parcel acquisitions, requiring more RW support costs than a standard project.

10-1P040: This pavement anchor project spans approximately 5 miles and includes multiple assets such as pavement, culverts, curb ramps, sidewalks, bike lanes, bridge, and guardrail. Therefore, PS&E is higher than average compared to similar pavement projects. Average district 10 PS&E cost for similar sized pavement projects are $2.2M, however this project includes construction of a new bridge and temporary bridge to detour traffic during construction. The PS&E cost for District is approximately $2.48M and the structures scope equates to approximately $1M in support for Geotech, structure design, and structures office engineering (Total PS&E = $3.48M). Right of way support is within the threshold of similar district 10 projects with complete street elements that require acquisition of 39 parcels ($1.5M for right of way Engineering and $700K for right of way appraisal, acquisition, and utilities). The construction support is based on 400 working days, which is three construction seasons that require 5 full-time construction personnel. Construction administration will require an RE and office engineer at 50% utilization, 2 roadway inspectors, 1 structures inspector, and various intermittent support such as materials testing, surveying, and stormwater inspection (Total Con Support = $5.85M).

10-1P100: This long-lead project includes lengthy and complex environmental studies, a substantial amount of geotechnical work, and the sidewalks, curb ramps, and driveways, along with their associated drainage work requires a higher amount of surveying and design effort. This project also requires significant R/W support effort, with the acquisition of 73 parcels. Inspection effort will also be considerable, and will include electrical work for signal replacement, new lighting, and count stations, both bridge and pavement inspection, as well as replacing approximately 385 signs.

Commission Comment #12: How did comments received on the proposed 2026 SHOPP (including verbal comments received at the hearings) affect the Final 2026 SHOPP? If new comments were received at the hearings, please provide an individual response.

Caltrans Response: Comments received generally fall into two different categories: project specific and non-project specific comments. All comments received pertaining to specific projects included in the draft 2026 SHOPP are forwarded to the sponsoring district, and responses are developed by the districts. Project specific comments are typically asking for certain components in the design of the project. All projects must first be programmed before design effort can commence, so these comments become part of the project file awaiting design. Multiple comments for a specific project were received at the North hearing on February 12, 2026, and those comments have been passed on to the district for consideration and implementation into their plan. Specifically, multiple commenters were concerned that a pavement project that would also improve safety on San Pablo Avenue in El Cerrito was being delayed. The district is going to be installing high visibility safety features at that location in Summer of 2026, working with local partners to monitor that location, and will be planning for additional safety enhancements to be delivered in a future SHOPP cycle.

The second category of comments are more policy and process focused and touched on change communication in the 2026 SHOPP, consideration of funding constraints, and priorities for programmed projects. Many policy comments can be addressed by explaining our processes and analysis leading to the project portfolio included in the SHOPP, such as our commitment to bike and pedestrian features on SHOPP projects and adhering to the provisions of Senate Bill 960. Many such features will also be delivered in future SHOPP cycles, as additional environmental clearance and R/W acquisition takes additional time. These improvements are included in long-lead projects that will begin PA&ED phase in the 2026 SHOPP. Other policy comments will be retained to potentially influence future State Highway System Management Plans, such as comments on asset performance, support for operational improvements, and leveraging partnerships. All unique comments received, including those presented at the SHOPP hearings, were addressed and are to be included in the final SHOPP document.

February 4, 2026

Dina El-Tawansy
Director of the Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: Comments on the 2026 State Highway Operations and Protection Program

Dear Director El-Tawansy:

On behalf of the undersigned organizations, we write to share the following comments on the proposed 2026 SHOPP. Because SHOPP is the single largest funding program for improving California's transportation corridors, we set a high standard for what SHOPP needs to become in order to truly deliver a safe, connected and clean transportation system for all Californians. Our comments below particularly emphasize the impact of SB 960 (Wiener, 2024) on the projects included in the SHOPP, and areas we see for further progress towards ensuring the

State Highway System offers a mobility system that is safe, affordable, and provides multimodal options that will mitigate our climate crisis and provide relief for communities that disproportionately suffer from transportation pollution.

1. **The 2026 SHOPP should prioritize creating truly Complete Streets that allow for safe travel by all road users, especially people walking, biking and taking transit on the State Highway System as well as crossing barriers created by State Highways.**

We understand that the 2026 SHOPP is undergoing programming shifts due to overall budget constraints. Due to these constraints in the current 25/26 fiscal year, we've learned that a SHOPP allocation plan has been developed, which means many SHOPP projects that were planned to be allocated for construction this fiscal year will be pushed to future years. This creates a ripple into the remaining programmed 2024 SHOPP projects, planned 2026 SHOPP projects, and project initiation efforts for the 2028 SHOPP and beyond.

However, we request that the expected budget constraints on SHOPP should not forfeit the intent and law of SB 960. We understand that Caltrans' local districts have proposed changes to projects to meet these fiscal constraints, with the result that some districts propose to delay or cancel Complete Streets projects or components of projects. We request there to be transparency about how project programming is being shifted, on a specific project basis, including an explanation of how the changes will impact the implementation of SB 960.

Although we do see the proposed 2026 SHOPP does maintain its vulnerable road user investments, we do not see much of an increased investment, despite the passage of SB 960 which requires that each SHOPP make proportional progress toward the 10 year target investment in bike and pedestrian facilities in the State Highway System Management Plan. Analyzing the proposed 2026 SHOPP projects to focus only on Complete Streets assets that have CTC-established performance targets set in the 2025 State Highway System Management Plan (SHSMP), which include class 1, 2, and 4 bikeways, sidewalks, and crosswalks, only 149 projects (or 25% of all projects) include those more meaningful Complete Streets elements. This is counter to 45% listed in official Caltrans' documentation.

2. **The 2026 SHOPP falls well short of implementing the 10 year performance targets for Complete Streets, transit, and climate adaptation set in the 2025 State Highway System Management Plan. We recommend funds be set aside in the 2026 SHOPP to increase investment in these asset categories equivalent to a 4-year investment required to meet the 10-year targets.**

Although for the first time in the 2025 SHSMP specific bicycle and pedestrian goals were set, per SB 960, these targets fall short from the larger goals set in the plan. The 2025 SHSMP plans to spend $2 billion on bicycle and pedestrian infrastructure in the 10 year period beginning with the 2026 SHOPP. In 2024 SHOPP allocated only $280 million to bike and pedestrian infrastructure, less than 10% of what we would expect to be needed to achieve the 10 year target on time. In the 2026 SHOPP, Caltrans did not quantify these investments, but we expect it

to continue to fall well short of the $800 million needed to achieve the 10 year target on time. There is a clear inconsistency between documented Complete Streets needs identified in Caltrans' plans, planned investment in the SHSMP, and the actual implementation progress proposed in the 2026 SHOPP. For example, the total 10-year need for bicycle and pedestrian infrastructure that was identified in Caltrans Active Transportation (CAT) Plans is estimated at $14.6 billion, plus an additional $1.1 billion for ADA infrastructure. Further CAT Plan data analysis shows that 4,201 miles (or roughly 22 million linear feet) is needed for these facility types and is documented in the new asset needs in the chart below from the 2025 SHSMP. However, when we examine the 2026 SHOPP project list and disaggregate by facility type, all projects that include bikeway facilities will add only 213 miles of new assets. This contrasts sharply with the 10 year need set in the SHSMP, 1,855 miles, for bikeways of all types. SHOPP 2026 only represents 11% of meeting total 10-year need for bikeways and falls significantly short at its current pace (this discrepancy is even more stark when examining sidewalk and crosswalk needs and 2026 SHOPP implementation). Examining further, we find that the vast majority of the 94 2026 SHOPP projects that will implement a bikeway are class II bikeways. Research has shown that class II facilities are insufficient for an "all ages and abilities" design approach that DP-37 upholds.

Lastly, if we compare the 2023 SHSMP to the update in 2025, we see a larger trend in decreasing 10-year investments for bicycle and pedestrian improvements, especially as other asset investments continue to rise. Declining investments committed to the SHSMP process undermines the department's Complete Streets goals.

2026 SHOPP Targets for Bicycle and Pedestrian Infrastructure

Bicycle and Pedestrian Infrastructure Assets		Fix Existing		Build New	
		Miles	% Existing	Miles	% Growth
Total Bikeways		**17**	**5%**	**161**	**46%**
Bikeways	Class I (Bike Path)	2	2%	4	4%
	Class II (Bike Lane)	15	6%	141	54%
	Class III (Bike Route) *	-	-	-	-
	Class IV (Separated Bikeway)	-	-	16	>100%
Total Pedestrian Infrastructure (Crosswalks and Sidewalks)		**20**	**2%**	**30**	**3%**

*Note: The SHSMP does not establish performance targets for Class III Bikeways. However, some Class III Bikeway miles will be incorporated in projects in the 2026 SHOPP.

3. **The 2026 SHOPP includes funding for projects that are receiving funds for highway, major roadway, and interchange expansions through other funding streams. These projects should be removed from the 2026 SHOPP and this practice should be ended.**

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

4. **Caltrans must consistently and transparently document exemptions granted to projects under SB 960.**

Our analysis finds that 288 SHOPP projects (62%) have no ADA, bike, pedestrian, or public transit elements listed, and an even greater 75% do not include the key Complete Streets assets identified in the 2025 SHSMP (bikeways, sidewalks, or crosswalks). That would indicate a vast majority of projects claim exemptions to SB 960. To what extent have these exemptions been documented in the 2026 SHOPP program, and are all districts consistently and meaningfully including Complete Streets assets or approving exemptions? Caltrans should publish, per SB 960, the required documentation for these exemptions on the agency website so stakeholders can identify what Caltrans is approving as reasons for not including Complete Streets elements, and how exemptions compare across districts. A list of projects receiving exemptions should be reported to the California Transportation Commission as part of their briefing materials during each meeting.

5. **Caltrans should provide more opportunities for public input into project priorities, and track and evaluate implementation of the Complete Streets policy. We recommend that CTC request a comprehensive update on implementation of SB 960, in addition to the reports that are statutorily required to be presented to the Commission on a quarterly basis.**

Caltrans should create a clear and welcoming process for the public to identify Complete Streets projects they would like to see on the State Highway System, and create a process for that input to be reflected in each draft SHOPP. Caltrans should ensure every Caltrans District has an identified Complete Streets coordinator that is engaged in reviewing projects included in the SHOPP. Districts should have reporting obligations for ensuring progress toward implementing the agency's Complete Streets policy, that includes information on which projects received exemptions. We encourage CTC to request a comprehensive update on all Caltrans activities to implement SB 960, in addition to ensuring that Caltrans deliver the required regular reports to the CTC on project implementation and encroachment permits.

We thank you for your support for Complete Streets investments and are eager to work with you and Caltrans to fully achieve SB 960, and reach further to build out the transportation system of the future that Californians deserve.

Sincerely,

Jared Sanchez, Policy Director
CalBike

Sharlene Liu, Chair
Sunnyvale Safe Streets

Warren J. Wells, AICP, Policy & Planning Director
Marin County Bicycle Coalition

Zack Deutsch-Gross
Transform

Lesley Beatty
ClimatePlan

Justin Hu-Nguyen Co-Executive Director of Mobility Justice
Bike East Bay

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Natural Resources Defense Council (NRDC)

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Streets Are For Everyone

Jonathan Matz, CA Senior Policy Manager
Safe Routes Partnership

Jordan Grimes, Legislative Director
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February 10, 2026

James R. Anderson
Division of Financial Programming
California Department of Transportation
1120 N. Street, MS-82
Sacramento, CA 95814-5680

RE: **Comments on Draft 2026 State Highway Operation and Protection Program**

Dear Mr. Anderson:

Thank you for the opportunity to comment on the Draft 2026 State Highway Operation and Protection Program (SHOPP). The Metropolitan Transportation Commission (MTC) continues to support and strongly value the State's performance-based "Fix-it-First" investment strategy and appreciates Caltrans' efforts to preserve and modernize the State Highway System through the SHOPP.

MTC also appreciates our long-standing partnership with Caltrans District 4 and the California Transportation Commission (CTC) to advance projects that improve safety, reliability, and multimodal access throughout the nine-county San Francisco Bay Area. We value the collaborative approach Caltrans has taken in working with regional and local agencies to align limited state, regional, and local resources toward shared safety, climate, and mobility goals.

SHOPP Allocation Plan & Statewide Priorities

MTC acknowledges the significant fiscal and delivery challenges facing the SHOPP, including the need to address unexpected emergency reopenings and escalating project costs. As presented at the December 2025 CTC meeting, we understand SHOPP delivery will follow an allocation plan to address cost pressures and catch up on allocation capacity. At the same time, MTC is concerned that lower-than-anticipated funding levels, combined with constrained allocation capacity, may further delay projects beyond the fiscal years included in the 2026 SHOPP. These delays will ultimately increase rehabilitation project costs over the long term, resulting in more deferred maintenance further draining maintenance budgets. Based on MTC's analysis, a substantial share of projects carried over from the 2024 SHOPP into the 2026 SHOPP reflect one to two-year delivery delays, without corresponding adjustments to the funding plan to account for potential cost increases. This could further exacerbate future SHOPP shortfalls when projects require supplemental SHOPP funding allocations at time of award due to cost increases attributable to project delays.

Continued delays risk slowing progress toward achieving state, regional, and climate goals. To support transparency and effective coordination, MTC respectfully requests that the final 2026 SHOPP clearly articulate the allocation plan's principles and statewide priority projects to ensure Bay Area needs are addressed. Specifically, MTC strongly encourages Caltrans to prioritize projects where SHOPP funds are contributing to larger projects with multiple funding sources – such as those on State Route 37, which include Senate Bill 1, Regional Measure 3, and federal grant funds in its funding plan. This will ensure competitive funding is not lost and remains on track for delivery as required by state and federal funding partners.

Transportation Management Systems and Regional Communications Projects

MTC appreciates Caltrans' inclusion of Transportation Management Systems (TMS) and regional communications in several projects carried over from the 2024 SHOPP into 2026. These investments provide the foundational infrastructure necessary to maximize the performance of the State Highway System (SHS), enable seamless and reliable system operations, and support both the traveling public and the staff of the Department's Transportation Management Centers, who monitor traffic conditions and facilitate incident response. However, while these projects establish critical baseline capabilities, MTC notes that the SHOPP continues to include relatively few operational improvement strategies that leverage this infrastructure to improve system performance. MTC strongly supports the Department in seeking additional dedicated funding not only to maintain existing and new TMS and regional communications infrastructure, but also to advance more operations-focused strategies that maximize performance benefits.

Complete Streets & Multimodal Projects

MTC commends Caltrans on the proportion of SHOPP projects that incorporate multimodal, bicycle, and pedestrian elements. The inclusion of these features aligns well with CAPTI and *Plan Bay Area 2050*, and supports broader efforts to improve safety, reduce greenhouse gas emissions, and better serve all users of the transportation system. MTC encourages continued progress in integrating complete streets and multimodal improvements wherever feasible within SHOPP projects. In addition, MTC adopted the new Bay Area Transit Priority Policy for Roadways in January 2026, which aims to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability. We look forward to continued engagement with Caltrans on implementing this new policy.

Bay Area Toll Bridges

The Bay Area Toll Authority (BATA) appreciates our partnership with Caltrans in maintaining the region's seven toll bridges and your collaboration in adopting BATA's first Toll Bridge Asset Management Plan in January 2026. This plan, grounded in industry best practices and incorporating Caltrans' asset management program, will guide long term investments to keep these bridges in a state of good repair. We are concerned about potential delays or elimination of projects on highways around or near the toll bridges. MTC/BATA also welcomes the opportunity to strengthen our partnership with Caltrans on asset management and to better understand how the State Highway System Management Plan (SHSMP) can help guide investments in this challenging funding environment.

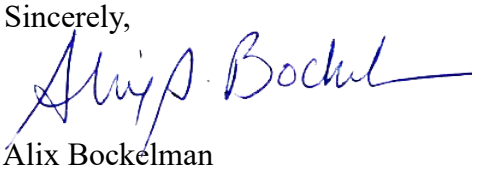
SHOPP Interactive Dashboard

MTC appreciates Caltrans's efforts to enhance transparency through the creation of the SHOPP interactive dashboard. This tool represents a great step forward in making project information more accessible and understandable. Looking ahead, MTC would welcome additional functionality that clearly summarizes changes between SHOPP cycles, including a side-by-side comparison of carry-over projects from prior SHOPP cycles, with scope, cost, and schedule changes. A comparison summary similar to what the CTC provides for the State Transportation Improvement Program (STIP) would greatly improve regional understanding of program outcomes and transparency in SHOPP programming. In future iterations of the dashboard, MTC would also like to see additional data fields that allow users to more easily evaluate the distribution of funding by district, primary scope, and project type, to provide a clearer picture of how investments are being made statewide.

MTC looks forward to continuing close coordination with Caltrans and CTC as the 2026 SHOPP advances toward adoption and implementation. The region remains eager to work together to ensure that the Bay Area's safety, state-of-good-repair, operational, and multimodal needs are fully considered as projects move forward under the SHOPP allocation plan. Thank you once again for including MTC in the SHOPP process and for providing this opportunity to comment.

Please feel free to contact me (abockelman@bayareametro.gov) or Theresa Romell (tromell@bayareametro.gov), MTC's Section Director for Funding Policy and Programs, or David Man (dman@bayareametro.gov), MTC's Section Director for Capital Delivery, Asset Management, and Roadside Tolling, should you have any questions or wish to discuss these comments further.

Sincerely,



Alix Bockelman
Chief Deputy Executive Director

AB:KA

cc: David Ambuehl, Acting District Director, Caltrans District 4
Tanisha Taylor, Executive Director, California Transportation Commission
Diana Campbell, Caltrans Acting Asset Management Manager

February 11, 2026

Submitted via email: SHOPP@dot.ca.gov and ctc@catc.ca.gov

Re: Draft 2026 State Highway Operation and Protection Program (SHOPP)

Thank you for the opportunity to comment on the Draft 2026 State Highway Operation and Protection Program (SHOPP). We recognize the significant effort required to develop a long-range, performance-based framework for managing California's State Highway System (SHS), particularly in the context of constrained funding, climate impacts, and growing demands on the transportation system. We commend Caltrans for including wildlife crossings and wildlife-related features in the Draft 2026 SHOPP.

California's transportation system is a well-documented driver of habitat fragmentation and wildlife population decline across the state. Roads and highways fragment large, contiguous habitats into smaller, isolated patches, disrupting migration routes, restricting gene flow, and increasing mortality from WVCs.[1] Peer-reviewed research and statewide assessments consistently identify transportation infrastructure as one of the primary sources of landscape fragmentation affecting terrestrial wildlife in California, contributing to long-term population declines and reduced ecosystem resilience.[2] Wildlife crossings and associated infrastructure—such as overcrossings, undercrossings, fencing, and adapted bridges and culverts—are among the most effective and durable tools for addressing these impacts, with studies demonstrating reductions in wildlife–vehicle collisions of 80–90 percent or more at treated locations while restoring functional landscape connectivity.[3]

Recognizing these benefits, California has adopted multiple statutes and statewide policies directing the integration of wildlife connectivity and collision reduction into transportation

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[1] See Huijser, M. P., McGowen, P. T., Fuller, J., Hardy, A., Kociolek, A., Clevenger, A. P., Smith, D., & Ament, R. (2008). Wildlife-vehicle collision reduction study: Report to Congress (FHWA-HRT-08-034). Federal Highway Administration, U.S. Department of Transportation, at 57

[2] *See, e.g.,* California Dep't of Transportation. Caltrans Wildlife Connectivity Program Report at 4 (July 1, 2024), California Dep't of Fish & Wildlife, Status Review of the Petitioned Southern California/Central Coast Evolutionarily Significant unit (ESU) of Mountain Lion (Puma concolor couguar) in California at 27. California Dep't of Fish & Wildlife, draft State Wildlife Action Plan (October 2025) at 2-42.

[3] See Huijser, M. P., McGowen, P. T., Fuller, J., Hardy, A., Kociolek, A., Clevenger, A. P., Smith, D., & Ament, R. (2008). Wildlife-vehicle collision reduction study: Report to Congress (FHWA-HRT-08-034). Federal Highway Administration, U.S. Department of Transportation, at 57

planning and delivery.[4] Despite these laws and policies explicitly acknowledging wildlife crossings and connectivity infrastructure as essential strategies for improving safety, resilience, and long-term system performance, the SHOPP does not fully reflect all of these projects where they are currently planned.

We recognize and appreciate that approximately 30 projects in the draft 2026 SHOPP include wildlife connectivity and fish passage components. Although we commend Caltrans for including wildlife crossings and wildlife-related features in the Draft 2026 SHOPP, the document does not encompass the range of enhancements that are currently being planned or are needed in order to allow wildlife connectivity and reduce WVCs. As organizations with deep expertise on wildlife conservation and connectivity, we respectfully offer the following recommendations for future iterations of the SHOPP.

1. **Include all currently planned wildlife connectivity improvements where they align with projects in the SHOPP.**

There are wildlife connectivity projects throughout California that have completed at least the Project Initiation Document (PID) if not subsequent stages of planning. Some of these projects will be ready for construction within the current SHOPP planning horizon. Substantial investment of public and private funds has advanced them thus far, and a commitment of SHOPP funds will ensure these investments from non-SHOPP sources are leveraged to maximize transportation and ecological benefits. While we acknowledge that public-private funding partnerships will likely be needed in order to complete these projects, we recommend that the SHOPP include all current planned wildlife crossing improvements that align with projects currently proposed in the draft 2026 SHOPP to avoid the additional cost to the state required to make these improvements through a separate project in the future.

For example, planning is underway to construct one or more wildlife crossings within the project limits of the Lassen 395 Collision Reduction Project (Project ID# - EA 0K550, programming year 2028-29), which will widen the highway and build a concrete barrier in the median which will create new barriers to wildlife connectivity across the roadway. The planned wildlife crossings project, which is located within a CDFW Top Priority Barrier, is not currently included as a component of this project. The project as scoped will only increase the need for the wildlife crossing improvements, so we strongly recommend addressing the connectivity need as a component of this project.

We recommend that Caltrans review the SHOPP project list to ensure that this and similar opportunities are not missed.

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[4] Div 1 Ch 1 SHC § 158-158.5, Barriers to Wildlife Movement; Div 1 Ch 1 SHC § 156-156.5, Barriers to Fish Passage; Div 2 Ch 13.5 FGC 1955-1957, Wildlife Connectivity Actions ; Div 3 Ch 20 SHC § 2704.04-2704.095, High Speed Rail Div 26 Ch 6 PRC § 35180-35186, Coyote Valley Conservation Program; California Transportation Plan 2050; draft State Highway System Management Plan (2025).

2. **Set ten-year targets for wildlife connectivity and WVC reduction in the Transportation Asset Management Plan (TAMP) and make proportional progress towards them in future versions of the SHOPP.**

The Draft 2026 TAMP reveals a fundamental and increasingly consequential gap: infrastructure that supports wildlife connectivity and WVC reduction is not recognized within the asset management framework. Our organizations have submitted a letter to the California Transportation Commission on the draft 2026 TAMP dated February 10, 2026 (Appendix A), and we refer you to those recommendations for how to establish performance objectives and targets for wildlife connectivity in future plans that guide SHOPP investment.

Conclusion:

The Draft 2026 SHOPP is an important tool for performance-based stewardship of California's transportation system as Caltrans's major investment program for operation and maintenance of the State Highway System. However, this and future iterations of the SHOPP should make proportional progress toward targets established in the TAMP to deliver the projects that are currently being planned to enhance wildlife connectivity and reduce WVCs in California.

Doing so would improve alignment with adopted state policies, enhance safety and resilience outcomes, and support more effective, cost-efficient asset stewardship over time.

We appreciate the opportunity to comment and look forward to continued engagement.

For follow-up questions and information, please contact Mari Galloway at mari@wildlandsnetwork.org.

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February 10, 2026

Submitted via email: CT-TAM@dot.ca.gov and ctc@catc.ca.gov

Re: Draft 2026 Transportation Asset Management Plan (TAMP)

Thank you for the opportunity to comment on the Draft 2026 Transportation Asset Management Plan (TAMP). We recognize the significant effort required to develop a long-range, performance-based framework for managing California's State Highway System (SHS) and National Highway System (NHS), particularly in the context of constrained funding, climate impacts, and growing demands on the transportation system. We are especially grateful to the California Transportation Commission for authorizing funding to complete wildlife crossing projects like the Wallis Annenberg Crossing and the I-15/Brightline West High-Speed Rail overpasses. At the same time, the Draft 2026 TAMP reveals a fundamental and increasingly consequential gap: infrastructure that supports wildlife connectivity and wildlife-vehicle collision (WVC) reduction is not recognized within the asset management framework. As organizations with deep expertise on wildlife conservation and connectivity, we respectfully offer the following recommendations for inclusion of these priorities into the final 2026 TAMP.

California's transportation system is a well-documented driver of habitat fragmentation and wildlife population decline across the state. Roads and highways fragment large, contiguous habitats into

smaller, isolated patches, disrupting migration routes, restricting gene flow, and increasing mortality from WVCs.[5] Peer-reviewed research and statewide assessments consistently identify transportation infrastructure as one of the primary sources of landscape fragmentation affecting terrestrial wildlife in California, contributing to long-term population declines and reduced ecosystem resilience.[6] Wildlife crossings and associated infrastructure—such as overcrossings, undercrossings, fencing, and adapted bridges and culverts—are among the most effective and durable tools for addressing these impacts, with studies demonstrating reductions in wildlife–vehicle collisions of 80–90 percent or more at treated locations while restoring functional landscape connectivity.[7]

Recognizing these benefits, California has adopted multiple statutes and statewide policies directing the integration of wildlife connectivity and collision reduction into transportation planning and delivery.[8] Despite these laws and policies explicitly acknowledging wildlife crossings and connectivity infrastructure as essential strategies for improving safety, resilience, and long-term system performance, the Draft 2026 TAMP does not mention or operationalize these directives through:

1. Asset definitions,
2. Inventory and condition assessments,
3. Performance measures and targets,
4. Lifecycle planning and lifecycle cost analysis, or
5. Other considerations.

The disconnect from state policy to the state's primary investment planning document for maintaining the state and national highway system limits the ability to translate adopted goals into actionable

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[5] Huijser, M. P., McGowen, P. T., Fuller, J., Hardy, A., Kociolek, A., Clevenger, A. P., Smith, D., & Ament, R. (2008). Wildlife-vehicle collision reduction study: Report to Congress (FHWA-HRT-08-034). Federal Highway Administration, U.S. Department of Transportation at 57.

[6] *See, e.g.,* California Dep't of Transportation. Caltrans Wildlife Connectivity Program Report at 4 (July 1, 2024), *(*"Proactively addressing fish and wildlife connectivity on the SHS will move Caltrans forward as stewards of California's landscape and reduce fragmentation of habitat caused by roadways that contribute to the steady decline of threatened, endangered, special status, and other common species."); California Dep't of Fish & Wildlife, Status Review of the Petitioned Southern California/Central Coast Evolutionarily Significant unit (ESU) of Mountain Lion (Puma concolor couguar) in California at 27, *(*"Vehicle strikes were the main mortality factor for mountain lions in the SA genetic population, and a secondary mortality factor in the EPR genetic populations . . . The enhancement and/or creation of safe wildlife road crossings may be critical for maintaining lion persistence in these genetic populations.") (*internal citations omitted*) at 27. California Dep't of Fish & Wildlife, draft State Wildlife Action Plan (October 2025) at 2-42, ("Existing transportation infrastructure, such as roads and highways, can fragment the landscape and create barriers to wildlife movement, be a conduit for invasive species, increase accidental ignition points for wildfire, and cause mortality to wildlife due to collisions.").

[7] *See* Huijser, M. P., McGowen, P. T., Fuller, J., Hardy, A., Kociolek, A., Clevenger, A. P., Smith, D., & Ament, R. (2008). Wildlife-vehicle collision reduction study: Report to Congress (FHWA-HRT-08-034). Federal Highway Administration, U.S. Department of Transportation, at 106-123.

[8] Div 1 Ch 1 SHC § 158-158.5, Barriers to Wildlife Movement; Div 1 Ch 1 SHC § 156-156.5, Barriers to Fish Passage; Div 2 Ch 13.5 FGC 1955-1957, Wildlife Connectivity Actions ; Div 3 Ch 20 SHC § 2704.04-2704.095, High Speed Rail Div 26 Ch 6 PRC § 35180-35186, Coyote Valley Conservation Program; California Transportation Plan 2050; draft State Highway System Management Plan (2025).

planning and investment mechanisms. This omission is notable given that transportation infrastructure itself is a primary driver of habitat fragmentation, collision risk, and climate vulnerability.

We respectfully offer the following amendments to the draft 2026 TAMP to align transportation planning with statewide goals.

1. **Recognize Wildlife Connectivity and WVC-Reduction as Performance Objectives that Deliver Priority Transportation Functions.**

We recommend clarifying that wildlife connectivity and WVC reduction are priority transportation performance objectives. Infrastructure elements that enable wildlife movement and reduce collisions, such as wildlife crossings, fencing, adapted culverts, and barrier retrofits, are not mentioned in the TAMP as performance objectives, measures, or target, even though they deliver measurable transportation benefits:

- **Reduces crash frequency and severity**, improving safety and operations outcomes and reducing incident response, property damage, and fatality or injury costs. [9]
- **Protects existing capital investments** by preventing roadway damage, emergency repairs, and reactive maintenance associated with collisions and flooding. [10]
- **Enhances system resilience**, particularly where structures are designed to accommodate both hydrologic flows and wildlife movement. [11]
- **Provides long-term performance benefits** that accrue over decades, consistent with TAMP time horizons. [12]

Treating these features as incidental or external to transportation planning is inconsistent with the TAMP's goals of understanding the inventory and condition of the California transportation system. Consistent with Congress' recent finding that "greater adoption of wildlife-vehicle collision safety countermeasures is in the public interest," 23 U.S.C. § 171(a), transportation infrastructure that facilitates wildlife connectivity and reduces collisions materially affects safety, operations, performance, and lifecycle cost and therefore warrants inclusion within the asset management framework.

We recommend that the TAMP recognize wildlife connectivity and WVC-reduction infrastructure as a distinct performance objective, consistent with how other functional systems are treated. Under this approach, existing asset types would retain their current classifications, while their performance would be evaluated, where applicable, for wildlife connectivity and WVC-reduction. In addition, the TAMP

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[9] Huijser, M. P., Duffield, J. W., Clevenger, A. P., Ament, R. J., & McGowen, P. T. (2009). Cost–benefit analyses of mitigation measures aimed at reducing collisions with large ungulates in the United States and Canada: A decision support tool. Ecology and Society, 14(2), 15,

[10] *Id.*

[11] *See* Caltrans Highway Design Manual, Chapter – 820 Cross Drainage at 820-1,("When it is determined that wildlife is using these types of perennial or ephemeral channels for migration and movement, a culvert or bridge will have to convey wildlife in addition to flood flows.").

[12] Brennan, L. (2022). *Wildlife overpass structure size, distribution, effectiveness, and long-term performance considerations.* PeerJ.

should acknowledge a limited set of supplementary transportation assets managed on the State Highway System that directly contribute to these performance objectives, like elevated road segments and jump-outs, that are not currently included in any asset category.

Examples of physical assets that could reasonably fall within this category include the following:

- Wildlife undercrossings and overcrossings
- Bridges and culverts designed, retrofitted, or maintained to accommodate wildlife movement
- Fencing and guidance features that reduce collision risk
- Median and roadside modifications that function as movement barriers or filters
- Retrofits that restore connectivity at existing structures
- Elevated highway segments
- Jump-outs[13]

This recommendation does not require immediate or significant expansion. Rather, it establishes a framework for establishing performance targets and managing assets that already exist and are increasingly being delivered through capital projects.

2. Inventory and Condition Assessment of Wildlife Passage Infrastructure

To ensure the Transportation Asset Management Plan can effectively manage safety, resilience, and lifecycle cost risks associated with wildlife–vehicle collisions and ecological fragmentation, we recommend that the TAMP incorporate wildlife connectivity and WVC-reduction considerations within its inventory and condition assessment framework in the following ways:

(a) ***District-Level Inventory:*** TAMP should provide for a district-level inventory of assets that were developed or adapted to facilitate wildlife movement or reduce WVC and that are already embedded within the State Highway System.
(b) ***Condition and Functionality Assessment:*** In addition to identifying the presence of these assets, Caltrans Maintenance should include a basic assessment of their physical condition and functional status for wildlife connectivity as part of their routine culvert, bridge, and other asset inspections over time.[14] For wildlife connectivity and WVC-reduction infrastructure, functionality

[13] *See ref,* Div 1 Ch 1 SHC § 158(f) ("wildlife passage features means culverts, underpasses, overpasses, bridges, directional fencing, barrier breaks, wildlife monitoring devices or detection systems, elevated highway segments, or other features, supported by a functional or potentially functional ecological buffer of habitat on multiple approaches to a highway that encourage use of the feature and are designed to be managed or restored using the best available science to improve the ability of wildlife to safely traverse transportation infrastructure.").

[14] Consistent with Congress' declaration that it is in the vital interest of the U.S. to "to ensure adequate passage of aquatic and terrestrial species, where appropriate," these recommendations will better enable compliance with the forthcoming federal requirement that all bridge and tunnel inventories "shall determine if the replacement or

is a distinct and necessary consideration alongside structural conditions. A structure may be physically sound yet no longer serves its intended purpose if it is blocked, undersized, improperly aligned with surrounding habitat, or disconnected from associated features.

(c) ***Collaboration with Statewide Wildlife Prioritization Efforts:*** Inventory and functionality assessments should be informed by collaboration with California Department of Fish and Wildlife (CDFW) statewide mapping, wildlife–vehicle collision data, and connectivity prioritization efforts already underway. Leveraging existing, science-based datasets would improve risk identification, reduce duplicative data collection, and strengthen the performance-based foundation of the TAMP.

Without a clear, comprehensive inventory and basic functionality assessment, Caltrans cannot reasonably evaluate system performance, risk exposure, or future investment needs related to wildlife connectivity and WVC reduction. Incorporating these elements into Chapter 2 would mirror the treatment of other asset classes and support a more coherent, fiscally responsible approach to asset stewardship.

3. **Performance Measures and Targets for Wildlife Connectivity Infrastructure.**

Within asset-specific chapters, particularly those addressing pavements, bridges, drainage, and TMS features, we recommend that the TAMP incorporate functional considerations related to wildlife movement and WVC risk where they may affect safety outcomes, system resilience, lifecycle performance, or state conservation priorities. Integrating these considerations would allow performance discussions to more fully capture whether assets are functioning as intended within the broader transportation and environmental context in which they operate.

For linear transportation infrastructure, asset performance is not determined solely by physical condition, but also by how assets interact with surrounding landscapes and species movement patterns. Assets that are structurally sound may nonetheless contribute to elevated collision risk, increased maintenance costs, or reduced resilience if they function as movement barriers, funnel wildlife into travel lanes, or fail under changing hydrologic or climatic conditions.

Examples of functional performance considerations that could be incorporated within existing asset chapters include, but are not limited to:

(a) Pavement:

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rehabilitation of bridges and tunnels should include measures to enable safe and unimpeded movement for terrestrial and aquatic species." 23 U.S.C. § 144(a)(2)(F), 144(b)(1) & (6). If adopted, these recommendations will moreover help the state ground-truth "techniques to assess passage of aquatic and terrestrial species and habitat restoration potential," as required by the next bridge and tunnel inspector training program. Id. § 144(i)(3).

(i) Whether lane widths, shoulders, medians, and median barriers influence wildlife movement patterns or WVC risk, particularly in areas with documented collision hotspots.

(b) ***Bridges:***

(i) Whether bridges function as effective wildlife passage points or, conversely, as movement barriers due to span length, clearance, substrate conditions, or alignment with surrounding habitat.

(ii) Whether bridge retrofits or replacements maintain or improve landscape permeability, particularly in areas with known wildlife movement or collision risk.

(iii) Whether bridge designs that accommodate both hydrologic flows and wildlife movement enhance asset resilience and reduce long-term risk of roadway damage, emergency repairs, or collision-related costs.

(c) Drainage Assets

(i) Whether culverts and drainage structures are sized, aligned, and designed to function as both hydrologic conveyance and wildlife movement pathways where appropriate, or whether undersized or perched structures contribute to habitat fragmentation, collision risk, or asset failure.

(ii) Whether drainage assets designed for historic flow regimes remain functional under projected climate conditions, including increased peak flows that may alter wildlife movement patterns or compromise asset performance.

(iii) Whether sediment accumulation, outlet erosion, or structural deterioration reduces both hydrologic and ecological function over time, increasing maintenance demands and safety risks.

(d) Transportation Management Systems (TMS)

(i) Whether wildlife detection systems, dynamic signage, and other operational tools are deployed in locations with persistent or emerging wildlife–vehicle collision risk.

(ii) Whether TMS features are evaluated based on functional effectiveness in reducing collisions and improving safety outcomes.

(iii) Whether collision data and wildlife movement information are used to adaptively manage TMS deployments over time as conditions change.

Including these considerations would support that performance discussions reflect not only asset condition, but also whether assets are performing as intended under current and future conditions.

To ensure these considerations meaningfully inform decision-making, the TAMP should establish performance targets within the pavement, bridge, drainage, and TMS asset chapters. For example, the TAMP could explicitly commit to at least partial remediation of the top twelve Wildlife Connectivity Barriers[15] on the State Highway System in the next ten years. Alternatively, rather than setting a quantitative target at this stage, the TAMP could commit to a collaborative process between Caltrans, CDFW, and relevant NGOs to identify, prioritize, and advance remediation of the most consequential

[15] *See* Terrestrial Wildlife Connectivity Barriers, California Dep't of Fish & Wildlife, (last visited Feb 2, 2026).

wildlife movement barriers on the State Highway System. This approach would allow performance targets, whether framed around statewide priorities (e.g., the top 12 CDFW barriers) or regionally identified barriers—to be negotiated and refined over time based on funding availability, cost estimates, and the appropriate division of implementation responsibility.
Framing performance targets as an iterative outcome of interagency collaboration would provide flexibility while still signaling institutional commitment and would ensure future TAMP updates are grounded in shared data, feasibility, and demonstrated effectiveness in improving safety, resilience, and system performance.

4. **Wildlife Connectivity and WVC-Reduction Infrastructure Lifecycle Stewardship**

Wildlife connectivity and WVC-reduction infrastructure should be explicitly included within this lifecycle planning approach to ensure that assets designed to deliver safety and/or connectivity benefits continue to function over time. Integrating wildlife passage and wildlife-vehicle collision reduction infrastructure into routine maintenance, preservation, and replacement planning would allow Caltrans to manage these assets proactively across their lifecycle.

Functional performance of wildlife crossings and associated infrastructure can degrade due to blocked or eroded entrances, damaged or misaligned fencing, sediment accumulation, vegetation overgrowth, or changes in surrounding land use that reduce effectiveness even when the structure remains structurally sound. These function-specific degradation pathways have direct implications for safety outcomes, system performance, and lifecycle costs.

We recommend that Chapter 4 explicitly incorporate wildlife connectivity and WVC-reduction infrastructure —such as wildlife overcrossings and undercrossings, adapted bridges and culverts, fencing, and jump-outs—into life cycle planning and LCCA considerations. This would allow Caltrans to account for the distinct maintenance needs, treatment types, and deterioration patterns in its modeling approach as well as evaluate the cost-effectiveness of timely maintenance and rehabilitation relative to reactive repairs or asset failure.

Integrating wildlife connectivity and WVC-reduction infrastructure into LCP would be consistent with the TAMP's stated principle that proactive, well-timed investments improve asset condition and reduce long-term costs, while ensuring that infrastructure intended to deliver safety and connectivity benefits continues to perform as designed throughout its service life.

5. **Additional Policy Considerations for Incorporating Wildlife Connectivity into Projects**

Caltrans should encourage stronger alignment across its planning and investment programs to advance wildlife connectivity and WVC-reduction infrastructure. Consistently recognizing wildlife connectivity, WVC-reduction, habitat restoration, and climate resilience as legitimate asset improvements within capital programming criteria would help ensure that planning priorities translate into implementation.

Appendix A

Conclusion:

The Draft 2026 Transportation Asset Management Plan provides an important foundation for performance-based stewardship of California's transportation system. However, the absence of wildlife connectivity and WVC-reduction infrastructure from the asset management framework limits the TAMP's ability to fully address known safety risks, system vulnerabilities, and long-term lifecycle costs.

Recognizing wildlife connectivity infrastructure as transportation assets and incorporating functional performance and lifecycle considerations within existing TAMP frameworks would strengthen the Plan without requiring new programs or mandates. Doing so would improve alignment with adopted state policies, enhance safety and resilience outcomes, and support more effective, cost-efficient asset stewardship over time.

We appreciate the opportunity to comment and look forward to continued engagement as the TAMP is refined and implemented.

For follow-up questions and information, please contact Mari Galloway at mari@wildlandsnetwork.org.

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From:	Chris Chase
To:	Taylor, Tanisha@CATC
Cc:	California Transportation Commission@CATC
Subject:	DO NOT delay Caltrans repaving project in El Cerrito
Date:	Wednesday, March 4, 2026 11:47:25 AM

To the California Transportation Commission:

Due to State Highway Operation and Protection Program (SHOPP) funding shortfalls, Caltrans is proposing to reprogram the State Route 123 (SR-123) Pavement Rehabilitation Project to Fiscal Year 2027-2028, which would delay the start of construction from Summer 2026 to February 2028. El Cerrito has negotiated urgent safety improvements as part of the repaving project.

Since the start of the project planning and design phase, there have been two pedestrian fatalities along SR-123 in El Cerrito, making the need for the critical safety features all the more urgent.

Project 0AA21 is not just a maintenance project and should not be delayed until Fiscal Year 2027-2028. It should break ground in Summer 2026 as originally planned. Please fund this critical project without delay.

Chris Chase
El Cerrito

From: Cassie Hughes
To: Taylor, Tanisha@CATC
Cc: California Transportation Commission@CATC
Subject: DO NOT delay Caltrans repaving project in El Cerrito
Date: Wednesday, March 4, 2026 10:05:51 AM

To the California Transportation Commission:

Due to State Highway Operation and Protection Program (SHOPP) funding shortfalls, Caltrans is proposing to reprogram the State Route 123 (SR-123) Pavement Rehabilitation Project to Fiscal Year 2027-2028, which would delay the start of construction from Summer 2026 to February 2028. El Cerrito has negotiated urgent safety improvements as part of the repaving project.
Since the start of the project planning and design phase, there have been two pedestrian fatalities along SR-123 in El Cerrito, making the need for the critical safety features all the more urgent.

I drive San Pablo Ave every day and often walk with my young children. It is horrifying to walk past the site of a pedestrian death. This was preventable. Better crossing markings and lights make a huge difference. We walk several blocks out of our way to only cross at crosswalks with signals.

Project 0AA21 is not just a maintenance project and should not be delayed until Fiscal Year 2027-2028. It should break ground in Summer 2026 as originally planned. Please fund this critical project without delay.

Catherine Hughes
El Cerrito homeowner since 2017