SHOPP Discussion Workshop

May 28, 2020
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To participate in our live polls, please go to slido.com and enter the event code: SHOPP-CS

Our first poll:
Tell us what city you are joining us from today.
Who do you represent today?
- Advocacy group
- Private industry/business
- Transportation Planning Agency
- Local Government
- Caltrans
- Federal Government
- Private Citizen

Join at slido.com #SHOPP-CS
1. Draft Updates to the SHOPP Guidelines
   a. Proposed changes presented at the May CTC meeting will be finalized and presented for adoption at the June CTC meeting.

2. Complete Streets
   a. What are the objectives of these components in SHOPP projects?
   b. How would an asset management approach to Complete Streets look?
Updates to the SHOPP Guidelines
1. Clarify the requirement for Caltrans to share the initial draft of the proposed SHOPP with Regional Transportation Agencies the first week of December of odd-numbered years to allow for review by stakeholders.
Amendments to SHOPOP Guidelines

2. Provide flexibility for projects using the Construction Manager/General Contractor method of delivery.

- Allow an amendment to segregate the project in the year of delivery into work packages.
- A list of the anticipated work packages and their delivery year must accompany the initial construction allocation request.
- Subsequent construction allocations must provide an updated list of the remaining anticipated work packages.
3. Include requirements related to a pre-apprenticeship training program, an obligation set forth in SB 1.

- The California Workforce Development Board shall develop guidelines for public agencies receiving Road Maintenance and Rehabilitation Account funds to participate in, invest in, or partner with, new or existing pre-apprenticeship training programs.
- The department and local agencies that receive Road Maintenance and Rehabilitation Account funds pursuant to this chapter shall, not later than July 1, 2023, follow the guidelines set forth by the board.

*Streets and Highways Code 2038*
Amendments to SHOPP Guidelines

4. Requirement for annual reporting on SB 1 targets and performance measures to occur no later than the June Commission meeting.
5. Clarify expectations on reporting of completed projects.

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Amendments to SHOPP Guidelines

6. Requirement that reporting on annual efficiencies be presented in writing to the Commission.

Pursuant to Streets and Highways Code section 2032.5(d), Caltrans shall implement efficiency measures with the goal to generate at least $100 million per year in savings to invest in maintenance and rehabilitation of the state highway system. These savings shall be reported annually, in writing, to the Commission at the October Commission meeting.
Complete Streets
Complete Streets

- What does “Complete Streets” mean?
- Roles and responsibilities
- Statutes related to the development of projects in the SHOPP
- Process/timeline of identifying a need to a project being programmed into the SHOPP
- Including Complete Streets in Asset Management
- Caltrans Active Transportation (CAT) Plans
In one or two words, what do you think of when you think of complete streets? You can provide up to 5 responses.

Join at slido.com #SHOPP-CS
What does “Complete Streets” mean?

- Designed and operated to enable safe use and support mobility for all users.
- Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.
- Planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

*U.S. Department of Transportation*
Roles and responsibilities

Caltrans
• Identify transportation needs
• Develop project initiation documents
• Gather stakeholder input
• Prepare the SHOPOP document
• Project Delivery

CTC
• Prepare Guidelines consistent with legislation
• Gather stakeholder input
• Ensure SHOPOP projects are consistent with Asset Management, Guidelines, Policies
• Adopt SHOPOP
Statutes related to the development of projects in the SHOPP
(a) Based on the asset management plan ... the department shall prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Projects included in the program shall be limited to improvements relative to the maintenance, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.
Streets & Highways Code 167

(a) Funds in the State Highway Account in the State Transportation Fund shall be programmed . . . and expended to maximize the use of federal funds and shall be based on the following sequence of priorities:

1) Operation, maintenance, and rehabilitation of the state highway system.

2) Safety improvements where physical changes, other than adding additional lanes, would reduce fatalities and the number and severity of injuries.

3) Transportation capital improvements that expand capacity or reduce congestion, or do both.

4) Environmental enhancement and mitigation programs.
(a) The Road Maintenance and Rehabilitation Program is hereby created to address deferred maintenance on the state highway system and the local street and road system. Funds made available by the program shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.
(b) (1) Funds made available by the program shall be used for projects that include, but are not limited to, the following:

A. Road maintenance and rehabilitation.
B. Safety projects.
C. Railroad grade separations.
D. Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project.
E. Traffic control devices.
(f) To the extent beneficial, cost effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby alternative facilities, and where feasible, the department and cities and counties receiving funds under the program shall incorporate complete street elements into projects funded by the program, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.
Process/timeline of identifying a need to a project being programmed into the SHOPP
Project Timeline

**Project Inception**
- 2012-2015
- 2014-2017
- 7-10 Years before advertisement

**Project Planning**
- 2015-2017
- 2017-2019
- 5-6 Years before advertisement

**Under Development. Scope & costs being determined**

**2020 SHOPP**
- 20/21
- 21/22
- 22/23
- 23/24
- 1-4 Years before advertisement

**Fully Planned. Scope, costs and schedule established**
Caltrans Project Portal

- One stop shop for Caltrans SHOPP projects
  - 10 Year Project Book
  - Current State Highway Operation and Protection Program (SHOPP)
  - Bid schedules / Contract awards
- Links to all 12 District project pages

https://dot.ca.gov/programs/asset-management/caltrans-project-portal
10 Year Project Book

• Includes the next 10 Years of SHOPP Projects
• Provides summary information to raise awareness
• Summary Information includes location, year, planning status and categorization.
10 Year Project Book Summary
<table>
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Including Complete Streets in Asset Management
2021 State Highway System Management Plan

1. Bicycle and Pedestrian Safety
   - Identify bicycle and pedestrian safety improvements
   - Will be isolated from highway safety

2. Existing Bike/Pedestrian inventory and Condition
   - Known inventory and condition will be included in the plan
   - We must maintain what we have already built

3. Identification of gaps in bicycle and pedestrian system
   - Caltrans is working with communities across California to identify
Caltrans Active Transportation (CAT) Plans
CAT Plans Purpose & Background

- Toward an Active California Implementation
- Bicycle and Pedestrian Plans in all twelve Caltrans Districts
- Purpose: establish a method for bicycle and pedestrian location-based needs to be identified and evaluated on or near the State Highway System.
- Focus Areas:
  - Social equity throughout process
  - Strengthening partnerships
  - Connecting to local networks
CAT Plans Phases

- Data Consolidation
- Existing Conditions
- Gaps and Barriers
- Prioritize Needs

- Public involvement included throughout each district’s planning process
- Statewide framework responsive to district specific information
- Baseline
- Implementation Focused
Collect bicycle and pedestrian asset information on the SHS
- 26,000+ assets statewide
- Simplified – bikeways, crosswalks, and sidewalks

Data collected will be used to set interim complete streets performance measures in the 2021 State Highway System Management Plan (SHSMP)
Gaps and Barriers Analysis

- Grounded in research
- Rural specific measures and pedestrian-oriented measures
- Location-based needs are reviewed by the district and verified
- Verified needs included along with locations identified by partners and the public
Public Map-Based Survey

- **Purpose:** Provide a way for public and partners to identify locations where bicycle and pedestrian improvements are needed on or near the State Highway System.

- **Social Equity Strategy**

- **Spanish Translation**

- **ADA Remediation – AA Success Standard**

- **Modeled after other successful map-based surveys (District 4 Bicycle Plan)**
Partner Map-Based Survey

Purpose:

- Plan for active transportation connections between state facilities and the local road network.

Objectives:

- Strengthen partnerships
- Additional data source – supports methodology or identifies additional locations
- Respond to need for local and regional data

Considerations:

- Additional analysis is necessary at the project level
- Baseline
Complete Streets Interim Performance Targets
State Highway System Management Plan 2021

Coordination Team
• Division of Design (lead)
• Asset Management
• Sustainability Program
• Division of Transportation Planning

Safety (Traffic Ops)
Reduce serious injuries and fatalities

Preservation (inventory)

Dependence (add new)

Complete Streets Performance Targets

Existing Conditions
% of facilities in good, fair, and poor condition
Source: Active Transportation Asset Inventory Pilot (ATAIP)

Gaps and barriers
Source: CAT Plans
needs from data-driven methodology
Unit Cost Estimation – Complete Streets Cost Estimator Tool

- Data from the Caltrans Contract Cost Database

- Estimation considers quantity of each item and the geography (district-specific estimations)

- Planning level cost estimate for bicycle and pedestrian facilities
Complete Streets Interim Performance Targets
State Highway System Management Plan 2021

- Existing Conditions (Inventory)
- Gaps and Barriers
- Data-Driven Public Input
- Unit Cost Estimation

= Interim Complete Streets Performance Targets
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Feedback?
Next Steps