

QUESTIONS RAISED AT THE CALIFORNIA TRANSPORTATION COMMISSION'S SHOPP DISCUSSION WORKSHOP

HELD ON MAY 28, 2020

#	Question from the audience	Response
1	Is there any prospect for having Complete Streets as an Asset Management metric in the future? That would support greater investment in complete streets on state highways.	Yes, Caltrans is working to provide Asset Management metrics for Complete Street elements and hopes to have an update on their progress for implementation within the next 12 months. Jessi Downing from Caltrans Active Transportation delivered her workshop presentation on Asset Management metrics for Complete Street elements.
2	Who decides "feasible", "cost effect", etc.?	Caltrans determines the feasibility and cost effectiveness of each project at the Project Initiation Document (PID) stage and throughout the project delivery process.
3	On slide 21 section 2030 (b) (1), are the funds and programs referred to in SB1 [to be used for] both the local and the highway systems?	Streets and Highway Code 2030 states that funding is to address deferred maintenance on the State Highway System (SHS) and the local street and road system. So, yes, Section 2030 (b) (1) refers to both local and state highway systems.
4	To make it more user friendly, can the 10-year project book list be GIS/map based?	According to Caltrans, a GIS-based tool to identify projects from the ten-year project book list is, at this moment in time, is beyond the capabilities of Caltrans to complete.
5	How do you look up a SHOPP ID Project and its status by the ID number?	SHOPP Projects can be found through the Caltrans website project portal , which lists projects by their project nickname. The nickname can be cross-checked in the 10-year book by SHOPP ID.
6	How do we get a copy of the 10-year project book? Is it online?	Yes, the 10-year book can be found on Caltrans website .
7	Who, specifically, should community members and CBO's be connecting with at their respective Caltrans Districts? And how will this engagement be documented/captured to support a Complete Streets component of a SHOPP project?	Anyone wishing to connect with Caltrans to discuss specific projects should contact the District Project Manager. Engagement documentation is yet to be determined but can generally be found in the Project Initiation Document or Project Report to indicate that outreach and communication with stakeholders was conducted during the project delivery process.

8	<p>On one of the first or second slides, it is mentioned that CTC's and Caltrans' role is to gather input from stakeholders. From what Mike (Johnson of Caltrans Asset Management) described, it sounds like gathering input getting a project list from the Districts 5-6 years in advance.</p> <p>Is that correct? Are you relying on the Districts to work with stakeholders on projects? If yes, then what input is Caltrans and CTC gathering on the SHOPP?</p>	<p>That is correct. Caltrans wishes to solicit community feedback and involvement on specific projects from the 10-year project book during this 5-6-year window prior to the project being Ready to List (RTL) for Contractors to bid. It is during this window that projects are initiated, scoped, and programmed for funding allocation. Therefore, it would be most beneficial for community stakeholders to engage during this initiation and scoping process, as well as continuing this engagement throughout the entirety of the project delivery process.</p>
9	<p>For clarification, what is considered the State Highway System for the purposes of the SHOPP? Are local roads in Caltrans Right-of-Way at interchange/over/under crossing locations considered part of the system for improvements under the SHOPP?</p>	<p>Yes, local roads within Caltrans Right-of-Way can be considered for improvements under the SHOPP. Further coordination with local agencies and stakeholders would be necessary at interchanges/over/under crossings to provide the most efficient and user-friendly system for all modes of transportation, and for all agencies involved and affected.</p>
10	<p>Having had early input, how can the community continue to follow-up over the 10 years? Or 5 years? Council members change, staff changes, district leadership changes, then how does the community continue the conversation on the SHOPP planning? What is the process?</p>	<p>The Planning process has an established update cycle where the set of projects are revisited, revalidated, updated and in some cases, replaced. This enables the Department and partner agencies and communities to adjust priorities as conditions and needs evolve. One would not necessarily want to be locked into planning decisions about project priorities made 10 years in the past. Given this, it is necessary for those interested in particular projects and priorities to re-engage at the appropriate intervals and it is incumbent upon the Districts to reach out to stakeholders at those times to reengage.</p>
11	<p>How will you be standardizing engagement across the state to ensure that each District is working with local partners and community?</p>	<p>Caltrans is committed to standardizing engagement across the state, which includes developing guidance, tools, and training on local and community engagement. For example, the Caltrans Active Transportation (CAT) Plan process requires that each district prepare a public engagement plan which will include strategies for engaging with local partners and the community. The CAT plan public engagement plan content is standardized at the Caltrans Headquarters level to ensure statewide consistency. Additionally, those Districts that do not already have them will establish Bike/Ped Technical Advisory Committees to engage stakeholders throughout the process and serve as a venue to receive input on items that pertain to active transportation, including project-specific elements. A list of district representatives and more information can be found on the Caltrans website.</p>

12	Does the asset inventory only include crossings at intersections, or also midblock crossings?	The proposed Asset Management inventory for Complete Street elements will include midblock crossings.
13	Given the long-lead time for the SHOPP, will these improvements (Complete Streets) be integrated into already programmed projects so that it doesn't take 10 years for ped/bike features to be included?	The Districts have increased their efforts to look for opportunities to incorporate complete streets elements into SHOPP projects as those projects are developed, not only to incorporate them into new SHOPP projects. For particular locations where there is an identified complete-streets need, if there is not an existing SHOPP project or one scheduled in the near future, it may be more prudent to seek Active Transportation Program or other funding to accelerate the implementation.
14	Being that there is such a long lead time for projects, how does the Department incorporate innovation and new technology into future projects?	Innovation and technology are always being implemented throughout the project delivery process by Caltrans. Considering that there is a longer lead time for projects, it provides Caltrans the opportunity to continue researching and implementing the most efficient technologies to deliver projects in the most efficient, feasible, and safe way. Projects are not set in one delivery method and can utilize new technologies and innovations during the entirety of the project delivery process.
15	Will you be willing to share with the public your methodology to allocate costs in a project to active transportation? It is easy for those allocations to be misleading if, for example, a road is 60 feet wide and 12 feet are allocated to a bike lane, will 20% of that roadway maintenance cost be allocated to active transportation?	Maintenance costs and needs do not tend to be linear to the funding allocation associated to each project feature. For example, 12 feet of bike lane in a 60-foot wide roadway cross section may not have the same maintenance needs as the rest of the travel way due to the different modes of transportation on each system. Therefore, a linear distinction of 20% of maintenance costs for bike lanes only may not benefit the entire roadway prism for its identified needs.
16	The District plans are considering Level of Traffic Stress (LTS), which is great news. That is the measure that matters to make streets accessible to all. How will the Asset Management plan take that into account? In other words, will LTS be considered in the definition of "good" "fair" and "poor" as a description of the condition of an asset?	Higher Level of Traffic Stress (LTS) areas are considered to be "gaps in the network" as opposed to maintenance of an existing asset (good, fair, poor). However, it should be noted that both "Gaps in the network" and "maintaining existing CS facilities" will be part of the evaluation to determine where Caltrans has CS needs. LTS measures will be associated with a set of treatments aimed to reduce the LTS to accommodate all ages and abilities. Areas where LTS is a 3 or 4 will be considered for adding a new facility. See presentation slide entitled 'Complete Streets Interim Performance Targets State Highway System Management Plan 2021' for more information.

17	<p>LTS 4 is often mitigated by separated facility types, Class I or Class IV. There are a lot of questions about how to maintain both. When considering asset management, will Caltrans establish a program specific to maintenance of these facility types? My question is most specific to Class I and Class IV, because they have specific maintenance requirements. Class II and Class III are on-street without separation, and maintenance happens when the road is maintained, typically.</p>	<p>Caltrans has recently convened a Maintenance Management workgroup, made up of Caltrans Maintenance Managers from across the state. The group is working on a variety of topics related to maintenance of walking/biking facilities, but one of the main deliverables is a maintenance manual that will include guidance for complete streets facilities. While equipment to maintain Class I and Class IV facilities is difficult to procure under the current Caltrans Maintenance program, Maintenance is exploring other options to rent or procure specialty equipment to better maintain these bikeway types. Alternative and innovative ways of maintaining Class I and Class IV facilities are currently being explored with a multi-functional team within the Department.</p>
18	<p>In terms of climate change, how will you prioritize in-time improvements to active transportation infrastructure in the most vehicle miles traveled districts?</p>	<p>Improvements that support increased active transportation are supported by Executive Order N-19-19 which calls for reducing congestion through innovative strategies to encourage bicycling and walking. The Executive Order can be accessed online.</p>
19	<p>I know District 4 Has Bike and Pedestrian Advisory Committees. Do all Districts have them?</p>	<p>Each District operates differently in some facets of outreach. Not every District has a Bike and Pedestrian Advisory Committee.</p>
20	<p>Is the gap closure map available to the public?</p>	<p>A gap closure map is under development. We are currently exploring how to make interactive maps ADA compliant to ensure that they are accessible to everyone.</p>
21	<p>How do the investments in California Active Transportation (CAT) priorities reducing climate change?</p>	<p>Please see the response to the previous question from this participant. Executive Order N-19-19 addresses promoting mode shift to reduce emissions and reduce Vehicle Miles Traveled.</p>
22	<p>While I'm supportive of the CAT plans and recognize the need, I also recognize that these will only work if the community is engaged in informing the plans so that the investments reflect the needs of community. What direction are you providing to Districts to ensure they are reaching out to local CBOs and the community to inform the CAT plans?</p> <p>And how can state and other partners from this workshop help with the engagement?</p>	<p>Community engagement is a delegated authority to each District. There is not any typical direction given from Caltrans HQ or the CTC.</p> <p>Other partners from the workshop can always reach out to Jessi Downing, Mike Johnson, or Jeanie Ward-Waller from Caltrans HQ, or to your local District Project Managers in charge of specific projects to help with engagement.</p>

23	<p>So how can we provide meaningful input at the right time for Caltrans to make changes? Does Caltrans share its long-lead list with regional agencies early enough?</p>	<p>It is recommended that meaningful input be provided at the PID level of the project delivery process. That is identified as the appropriate time to engage, as well as periodically throughout the entirety of the project delivery process.</p> <p>Caltrans shares the 10-year project book through its online project portal. CTC staff is proposing modifications to the SHOPP Guidelines to increase public awareness of project details.</p>
24	<p>Please describe the CAT plans' data driven approach to identify DAC's to ensure engagement from DAC's throughout the Districts? How will the process be unique and translated to the context in each District?</p>	<p>The CAT Plans data driven approach uses several measures that can be tailored to district specific needs. Districts have the option of using CalEnviroScreen rankings or the locally identified communities of concern/disadvantaged communities as defined by the MPO. Districts can also include data such as Reduced-Price School Meals, density of low-income households, and the percent of non-white population in the district based on census tracts.</p>
25	<p>Although I understand that this is "not intended to be the engagement vehicle," the lack of even rudimentary explanation of what the project entails makes it hard for any stakeholder to determine which projects they should engage with. I know Caltrans doesn't really want us looking at the 10-year book every few months and then requesting information about all the projects in our county or District. So how should a stakeholder/advocate identify projects which might be of interest to us?</p>	<p>The vast majority of SHOPP projects are initially identified and broadly scoped on a two-year cycle where the new projects are formally brought into the SHOPP during even-numbered years. Those cycles are the best opportunities to include complete streets elements. The subsequent timing of the implementation of the respective SHOPP projects can vary due to project complexity, needed permits or right-of-way considerations, or the need to achieve specified asset condition targets at a particular time. The Districts have the latitude to adjust delivery schedules following establish guidelines and processes. But for the most part, the individual project delivery schedules are followed as laid out in the PIDs, environmental documents and project report. New safety and emergency repair projects can be added to the SHOPP at essentially any time there is a need, but the more standard projects that would include complete streets elements from the initiation of the project are added during the two-year cycle. It is at that point that those who have interest should be focused on inclusion of complete streets elements in the new projects, not the points in time where a project delivery schedule may change.</p>

26	<p>Maybe include a comment box tied to projects that goes to appropriate staff members for follow up.</p>	<p>This is a good idea. Thank you for the feedback. Staff will analyze as appropriate.</p> <p>In addition to a comment box, members of the community have the opportunity to comment on a project's scope during the Environmental Document comment period.</p>
27	<p>Do Districts have "Project Books" available online?</p>	<p>Districts provide their list of projects through the project portal website.</p>
28	<p>There are other efforts through Caltrans for Complete Streets, such as Sustainable Communities Planning Grants-or Solutions for Congested Corridors-if there are SHOPP projects on these facilities that are also undergoing additional planning efforts-this should be coordinated so as SHOPP projects go through development, any other efforts on the same facilities should be coordinated.</p>	<p>Caltrans puts forth its best effort to identify all Caltrans projects on the SHS within the vicinity of the planned project, as well as solicit feedback from local agencies on any locally planned projects within the vicinity of the project limits. These efforts are done at the Planning stage for the compiling of PIDs, as well as continued throughout the duration of the project delivery process.</p>
29	<p>Ideas for involving community:</p> <ul style="list-style-type: none"> -Checklist for PM's, ensure they solicit input from local communities during PID, use resources that RTPA's have -For 10-year SHOPP-mapping projects, including a short description of projects would be helpful and make it easier for local jurisdictions and public to provide input -Integrate projects from local jurisdictions ATP & RTP plans 	<p>All great suggestions. Please see earlier responses above to these questions. Caltrans has been putting a best effort forward to address these particular concerns, and they will continue to improve on this endeavor.</p>
30	<p>A process for public input at the project initiation stage would be great.</p>	<p>CTC staff is proposing modifications to the SHOPP Guidelines to increase public awareness of project details.</p>
31	<p>If we can talk about SHOPP needs early in the planning process at our quarterly RTPA meetings with Caltrans, that will be the best place for us to start. Giving Districts support for opening up the SHOPP black box will be very important to starting this information sharing process.</p>	<p>CTC staff is proposing modifications to the SHOPP Guidelines to increase public awareness of project details.</p>

32	<p>Policy needs shift over time and projects developed 10+ years ago may no longer be consistent with State and local policy direction. Is there a mechanism for removing projects that are no longer pertinent, or desired?</p>	<p>As policies and standards change over time, so do the projects. If a project has been shelved for such long period of time that there is, indeed, significant policy change or deviation from earlier standards, that particular project will be developed using the most pertinent policies/standards that are applicable. Projects can always be removed if they are deemed no longer pertinent to transportation needs or undesirable.</p>
33	<p>How has the pandemic effected budget allocation and project prioritization and implementation, particularly for complete streets and active transportation projects.</p>	<p>Transportation funding and/or budget allocation has not lessened during the time of the pandemic. Projects will be delivered in accordance with the SHOPP guidelines and the Transportation Asset Management Plan (TAMP). Regarding Complete Streets or Active Transportation, Caltrans has included a \$100 million reservation to include Complete Streets projects in the 2020 SHOPP.</p>
34	<p>What is CTC's role in terms of gathering stakeholder feedback?</p>	<p>The Commission has put together this workshop to engage stakeholders and receive their input, as well as continue to stress the importance of partnership and active community engagement by Caltrans with all its partners/stakeholders. Further, the Commission emphasizes the continued compliance with the SHOPP guidelines and TAMP.</p>