

# 2020 SHOPP Review



Tab 20

CTC Staff  
May 13, 2020

# Government Code 14526.5 (e)

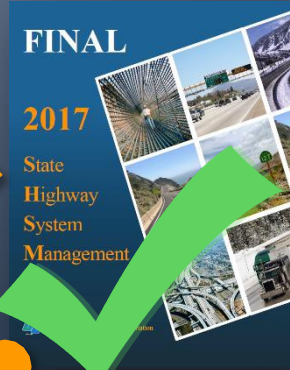
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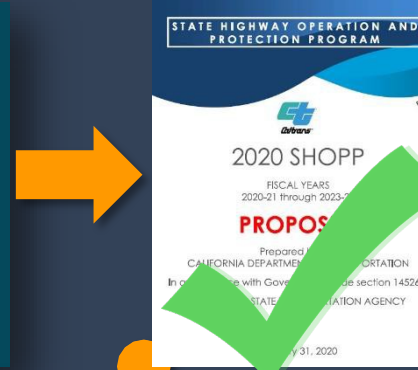
The **Commission shall review the proposed program:**

- overall adequacy, consistency with the asset management plan
- funding priorities established in Section 167 of the Streets and Highways Code
- level of annual funding needed to implement the program
- impact of those expenditures on the state transportation improvement program

# Process Review



District Performance		2017/18		2018/19		2019/20		2020/21	
Category	Value	Target	Variance	Target	Variance	Target	Variance	Target	Variance
Operating Expenses	12,220	0	12,220	0	12,220	0	12,220	0	12,220
Capital Expenses	194,637	0	194,637	0	194,637	0	194,637	0	194,637
Revenue	0	0	0	0	0	0	0	0	0
Net Change	182,417	0	182,417	0	182,417	0	182,417	0	182,417



The **2017 State Highway System Management Plan (SHSMP)** is an operational plan that includes all major physical assets and deficiencies on the SHS.

The quarterly **SHOPP Ten-Year Project Book** establishes a 10-yr portfolio of projects to meet targets set forth in the TAMP and SHSMP. Portfolios are developed by the District to meet DPP fiscal and performance constraints.

The annual **Performance Benchmarks** provides a means to monitor and report on progress towards meeting performance targets.

The **2018 California Transportation Asset Management Plan (TAMP)** is the strategic plan that applies the asset management framework to both the NHS and SHS.

**District Performance Plans (DPPs)** provide District-specific performance and funding targets derived from the SHSMP.

The **2020 SHOPP** is comprised of projects spanning four years of the certified SHOPP Ten-Year Project Book.

# Program Review

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- Revenue assumptions
- Four primary assets (vs 10-year targets)
- Supplementary assets
- Reservations (Safety, Major Damage, Minor)
- Stakeholder input

# Example: Four Primary Assets

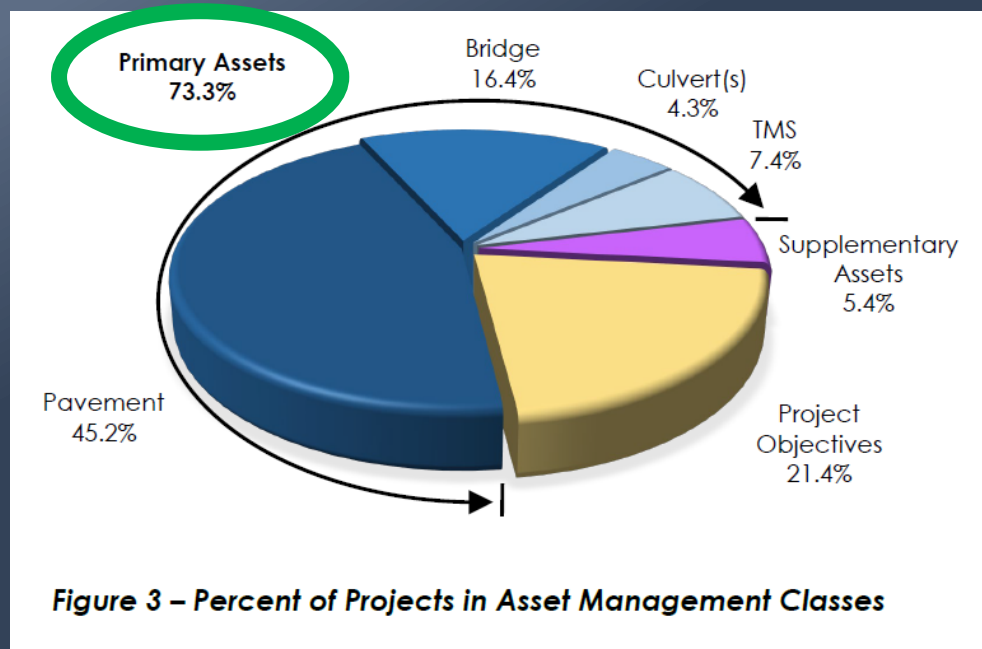


Figure 3 – Percent of Projects in Asset Management Classes

Table 3 - 2020 SHOPP Investments by Objective

Anchor Objective	Project Cost (\$B)	Percent of SHOPP	
Pavement	\$4.5	27.6%	<b>\$9.2B</b> <b>56.8%</b>
Bridges	\$2.5	15.3%	
Culverts	\$0.8	5.1%	
TMS	\$1.4	8.8%	
Damage Restoration	\$2.5	15.5%	
Safety	\$1.8	11.0%	
All Others	\$2.7	16.7%	
<b>Grand Total</b>	<b>\$16.3</b>	<b>100%</b>	

Table 4 - 2020 SHOPP Performance for Primary Asset Classes

Performance Objective	Fair & Poor	Units
Pavement	5,538	Lane Miles
Bridge Health	7,478,201	Square Feet
Drainage System Restoration	375,840	Linear Feet
Transportation Management Systems	3,488	Each

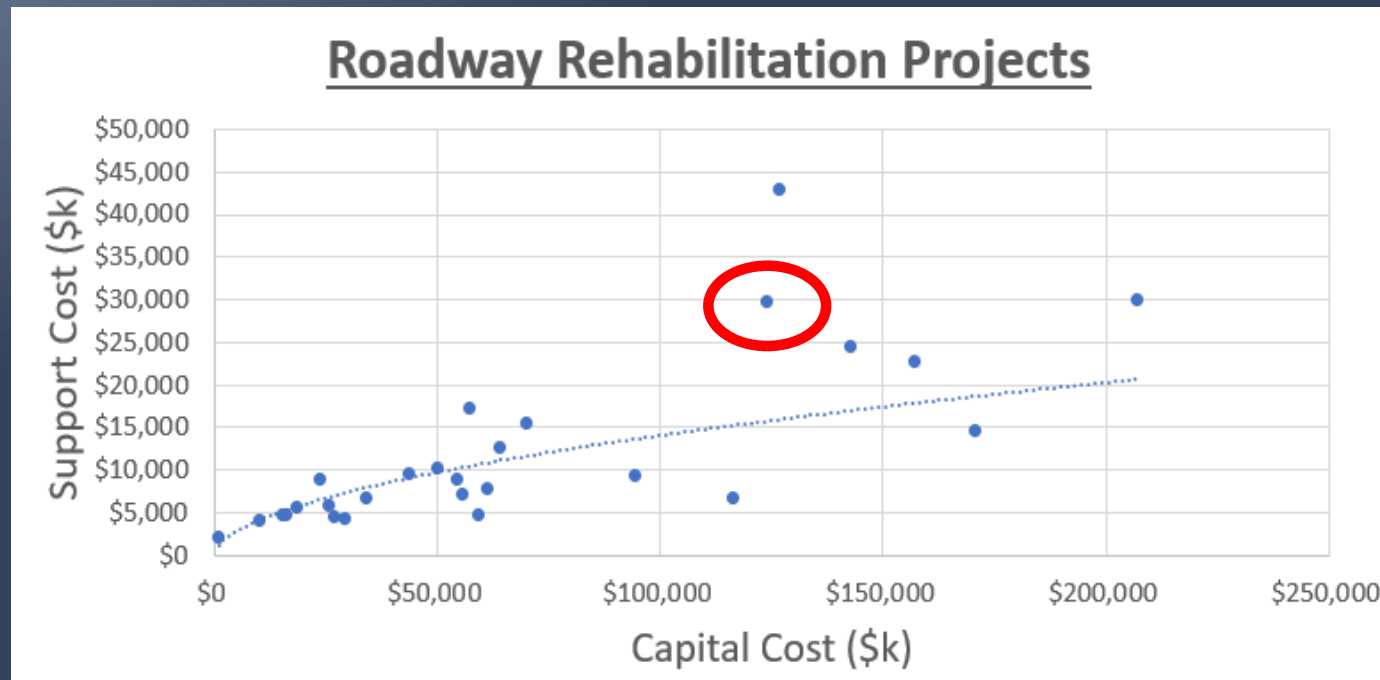
# Project Review

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- SHOPP eligibility
- Complete Streets
- Design Build projects
- CMGC projects
- Financial Contribution Only (FCO) projects
- Long Lead projects
- Contingency projects
- LARGE dollar projects
- LARGE R/W dollar projects
- Support Costs
- Pavement projects improving “good” pavement
- Operational Improvement projects

# Example: Support Costs



*This 10-mile project involves the replacement of pavement in a heavily congested freeway corridor, which requires complex traffic handling during construction. The scope involves other assets, including drainage system restoration, bridge rehabilitation, sign panel and structure upgrades, traffic management system improvements, and ADA infrastructure.*

# Conclusions

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- After extensive review, staff finds that the 2020 SHOPP is a good, systematically developed document that is consistent with the TAMP, with a heavy focus on the four primary asset classes.
- Staff supports the concept of a \$100 million Complete Streets reservation, but notes that only \$42 million in compensating programming changes have been proposed as of today.
- Caltrans welcomed our questions, which showed strong partnership and confidence in their document.



# Final 2020 SHOPP



SHOPP  
Amendments  
(Jan, Mar, May)

Tab 19: Change List



\*The Final 2020 SHOPP will be posted on the Commission's website after adoption.

# Recommendation

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- Because the 2020 SHOPP is required to be fiscally constrained to the level of funding defined in the 2020 Fund Estimate, and only \$42 million in compensating programming changes have been proposed as of today, Staff recommends the Commission adopt the 2020 SHOPP as proposed, with the following modification:
  - Change the proposed Complete Streets Reservation from \$100 million to \$42 million.