

**Caltrans Response to Commission Questions on the  
2020 SHOPP Performance and Complete Streets**

The California Department of Transportation (Caltrans) has provide a summary of the expected accomplishments from the 2020 State Highway Operation and Protection Program (SHOPP) including the discussion of the proposed reservation for Complete Streets to the California Transportation Commission (Commission).

Based on the proposal included in the SHOPP book item submitted by Caltrans, the following questions have been submitted by the Commission. Provided below are Caltrans' response to the Commission's questions regarding the 2020 SHOPP Performance and Complete Streets.

*Question #1: For the seven projects proposed to be changed to either Long Lead or unprogrammed, the total of the "unallocated" amounts across fiscal years 2020/21 to 2023/24 is \$82.6 million. Where will the Department find the remaining funding to equate to a reservation of \$100 million?*

**Caltrans Response:** For many of these projects the expenditures against prior allocations are very small and the balance of allocations for projects being unprogrammed will never be utilized thereby returning capacity to the SHOPP to contribute toward the reservation amount. The figure cited in the question assumes that all allocated funds were expended.

*Question #2: The book item states that "the reservation for Complete Streets investments will not impact the Department's ability to meet the SHOPP asset management performance targets", while the 2018/19 Performance Benchmark Report indicated that Caltrans is not on track to meet the 2027 performance target for bridge and tunnel health. Please explain how redirecting \$100 million toward Complete Streets investments will not impact the Department's ability to meet the SHOPP asset management performance targets.*

**Caltrans Response:** The accomplishments for bridge and tunnel health are being limited by the timeframe associated with clearing the environmental process in many cases and not the availability of funding. The average timeframe to deliver a bridge replacement project is approximately 10 years. Caltrans is proposing to maximize the benefits of available funding in the SHOPP and there is no benefit in holding funding for projects until delivery is expected. Caltrans has increased our usage of Long Lead programming for bridge replacements to jump start the development process for bridges as one means to get more bridge projects completed over the long term. This approach is prudent because it allows the projects to progress through the environmental process without tying up construction funding that will not be utilized within the SHOPP timeframe.

*Question #3: Please explain why funding improvements for additional Complete Streets elements is a higher priority than fully funding the many contingency projects in the proposed 2020 SHOPP.*

**Caltrans Response:** Caltrans is aiming to strike a balance in the 2020 SHOPP between over 30 competing objectives. This includes investments in existing highway infrastructure, safety, mobility and non highway modes of transportation. Historically, bid prices fluctuate with the economy and the contingency projects provide the department a metering value of quality projects to react to bid savings realized from programmed work.

*Question #4: The Department states in the book item “The majority of these projects will continue development in the SHOPP with funding for environmental and design phases”. Please provide the proposed funding and schedules for those projects.*

**Caltrans Response:** The proposed funding schedules will be provided in the form of project change requests for Commission action at the May and June 2020 CTC Meetings.

*Question #5: Provide reasons for each of the three projects needing to be programmed as Long Lead projects.*

**Caltrans Response:** The projects proposed for Long Lead programming were identified based on the high risk for delivery within the 2020 SHOPP timeframe. These projects have more complex permitting and environmental situations that can be minimized by moving the project to Long Lead.

*Question #6: Please identify the other projects that will complete the scope of work originally programmed in the four permanent restoration projects being deleted.*

**Caltrans Response:** The following is a table indicating which SHOPP project is accomplishing the scope of the Permanent Restoration project.

Permanent Restoration Project Number	Project where scope is being addressed
04 -2K330	04-0J642
07-3350	07-36010
07-34290	07-36970
07-33380	07-1XF00

*Question #7: When and how will the programming changes for the seven deleted or delayed permanent restoration projects be presented to the Commission for approval? If this is to happen after the proposed adoption of the SHOPP, how can the SHOPP be considered fiscally constrained to the numbers approved in the STIP Fund Estimate?*

**Caltrans Response:** The Department will submit programming amendments for the Commission to approve at the May and June 2020 Meetings, in advance the reservation becoming available on July 1<sup>st</sup>. If for some reason, the Commission does not approve the amendments, then the Department will identify alternative project changes to the value needed to maintain fiscal constraint.

*Question #8: Have all Permanent Restoration Projects been re-evaluated to determine if they can be delivered in the 2020 SHOPP?*

**Caltrans Response:** The projects that have been put forward were based on a complete review of all Permanent Restoration projects. Delivery risks were assessed by each district to determine the projects at the greatest risk of not being delivered in the 2020 SHOPP timeframe.