

SHOPP Discussion Workshop



May 28, 2020

Teri Anderson, CTC Chief Engineer

Jon Pray, CTC Assistant Chief Engineer

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SHOPP-CS



Our first poll:

Tell us what city you are joining us from today.

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Who do you represent today?

- Advocacy group
- Private industry/business
- Transportation Planning Agency
- Local Government
- Caltrans
- Federal Government
- Private Citizen



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SHOPP Discussion Workshop



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

Amendments to 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 SHOPP 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.

Amendments to SHOPP Guidelines

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.

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.

Amendments to SHOPP Guidelines

5. Clarify expectations on reporting of completed projects.

Title	Location and Type of Work	Phase	Initial Programmed Amount ¹	Initial Allocated Amount	G-12 Adjustment	Supplemental Allocated Amount	Total Allotment ²	Expended Amount	Total Allotment vs Expended Variance Amount	CCA Date	Project Primary Output				
									Initial Programmed ³		RTL	CCA	Primary	Useful Life ⁴	
			(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)		(\$1000)			Unit	Years
<title of project>	<Location and brief description of work>	PA&ED													
		PS&E													
		R/W Sup													
		Con Sup													
		R/W Cap													
		Con Cap													
		Total													

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.

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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 SHOPP document
- Project Delivery

CTC

- Prepare Guidelines consistent with legislation
- Gather stakeholder input
- Ensure SHOPP projects are consistent with Asset Management, Guidelines, Policies
- Adopt SHOPP



Statutes related to the development of projects in the SHOPP

Government Code 14526.5

(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.

Streets & Highways Code 2030

(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.

Streets & Highways Code 2030 (cont.)

(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.

Streets & Highways Code 2030 (cont.)

(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 Timelines and Resources

Michael Johnson P.E.

California Department of Transportation

State Asset Management Engineer

May 2020

Project Timeline

Project Inception

2012-2015

2014-2017

7-10 Years
before advertisement

Under Development.
Scope & costs being
determined

Project Planning

2015-2017

2017-2019

5-6 Years
before advertisement

Fully Planned.
Scope, costs and
schedule established

2020 SHOPP

20/21

21/22

22/23

23/24

1-4 Years
before advertisement

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>

State Highway Operation and Protection Program Ten-Year Project Book

Fiscal Years 2017/18—2026/27



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

	Advertised Years						
9	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
37	\$2,310,858	\$714,110	\$2,509,747	\$2,554,253	\$3,108,507	\$3,045,189	\$2,829,595
64	\$1,699,436	\$906,214	\$1,415,605	\$464,140	\$687,864	\$788,279	\$380,488
13	\$462,775	\$288,709	\$654,455	\$752,966	\$674,262	\$723,997	\$730,671
11	\$85,002	\$45,609	\$261,494	\$54,335	\$95,499	\$49,735	\$54,600
65	\$118,784	\$18,648	\$245,921	\$67,327	\$105,263	\$115,509	\$99,600
28	\$258,989	\$211,642	\$126,105	\$626,560	\$469,290	\$528,434	\$534,000
09		\$12,810	\$20,935	\$4,744	\$4,210	\$30,319	\$42,000
62	\$1,084,120	\$484,396	\$1,075,820	\$197,160	\$241,975	\$286,822	\$14,000
75	\$928,534	\$261,038	\$796,300	\$80,355	\$76,115	\$49,163	
24	\$137,195	\$195,828	\$279,520	\$86,428	\$108,359	\$172,513	\$1,000
63	\$18,391	\$27,530		\$30,377	\$57,501	\$65,146	
31	\$213,402	\$359,156	\$612,334	\$82,800		\$83,542	
21							
45	\$202,156	\$323,202	\$563,839	\$82,800			
65	\$11,246	\$35,954	\$48,495			\$8,000	
90	\$216,102	\$130,587	\$159,541	\$122,461	\$513,263		
99	\$101,008	\$102,928	\$273,128	\$89,677	\$111,989		
38	\$102,392	\$221,890	\$125,432	\$165,812	\$91,000		
72	\$32,158	\$10,455	\$44,413	\$33,615	\$1,000		
47	\$8,083	\$3,115	\$3,701	\$4,682			
24	\$15,100		\$2,100	\$1,000			
77	\$6,245,434	\$3,221,560	\$6,876,276				

10 Year Project Book – Project Breakdowns

10 Year Project Book – Project Breakdowns

16439	1	Lake	29	17.7	20.7	Safety Improvements	Post-Planning	2019/20	\$12,331	
13237	1	Lake	29	28.5	31.6	Safety Improvements	Post-Planning	2018/19	\$66,050	
21702	1	Lake	29	28.5	31.6	Safety Improvements	Post-Planning	2018/19	\$860	
16440	1	Lake	29	34.1	R34.5	Safety Improvements	Post-Planning	2017/18	\$2,262	
21069			29	50.8		Bridge	Post-Planning	2020/21	\$10,833	Yes
20909			29	R34.9	R35.2	Safety Improvements	Post-Planning	2021/22	\$7,090	
20290			29	R35.0	52.5	Pavement	Planning	2026/27		Yes
16423			29			Mobility - TMS	Post-Planning	2020/21	\$4,627	Yes
13556			35	0.1	1.6	Safety - Collision Reduction	Post-Planning	2020/21	\$13,878	
20278			36	1	44.8	Drainage	Planning	2025/26		Yes
21467			36	3	6	Safety Improvements	Planning	2021/22		
16494			36	10.5	10.8	Safety Improvements	Post-Planning	2020/21	\$6,063	
9211			36	11.3	34.6	Bridge	Post-Planning	2021/22	\$28,061	Yes
19295			36	13.48	36.12	Pavement	Planning	2022/23		Yes
16814			36	17.9	R23.9	Bridge	Post-Planning	2021/22	\$3,322	Yes
21614			36	21.5	28	Major Damage - Emergency Opening	Planning	2018/19		
13440			36	21.5		Sustainability	Post-Planning	2021/22	\$5,711	
18984			36	25.4	26	Major Damage - Permanent Restoration	Post-Planning	2022/23	\$17,097	
21337	1	Humboldt	36	31.4		Major Damage - Emergency Opening	Post-Planning	2018/19	\$12,350	
16419	1	Lake	53			Mobility - TMS	Post-Planning	2020/21	\$4,883	Yes
18342	1	Humboldt	96	0.6		Sustainability	Post-Planning	2018/19	\$1,169	
13303	1	Humboldt	96			Bridge	Post-Planning	2019/20	\$11,235	Yes
11281	1	Humboldt	96			Bridge	Post-Planning	2021/22	\$16,293	Yes
20275	1	Del Norte	101	0	46.5	Drainage	Planning	2025/26		Yes
21761	1	Mendocino	101	0	42.9	Drainage	Planning	2025/26		Yes
19295	1	Humboldt	101	0.5	54.3	Drainage	Planning	2023/24		Yes
20285	1	Mendocino	101	1	106	Drainage	Planning	2026/27		Yes
20852	1	Mendocino	101	1.4	1.7	Major Damage - Permanent Restoration	Post-Planning	2021/22	\$7,035	
13126	1	Del Norte	101	8.2	8.7	Bridge	Post-Planning	2018/19	\$33,373	Yes
18672	1	Mendocino	101	9.9	11.2	Mobility - ADA	Planning	2024/25		
16494	1	Del Norte	101	12	15.5	Major Damage - Permanent Restoration	Post-Planning	2030/31	\$10,075	
21082	1	Del Norte	101	14.8	15.1	Major Damage - Emergency Opening	Post-Planning	2017/18	\$9,225	
21083	1	Del Norte	101	15.1	15.5	Major Damage - Emergency Opening	Post-Planning	2017/18	\$12,800	
21451	1	Mendocino	101	21	R22.0	Major Damage - Emergency Opening	Post-Planning	2018/19	\$915	
19289	1	Mendocino	101	21	R26.3	Pavement	Planning	2024/25		Yes
17537	1	Del Norte	101	21.2		Major Damage - Permanent Restoration	Post-Planning	2020/21	\$18,227	
20248	1	Del Norte	101	23.593	46.492	Pavement	Planning	2026/27		Yes
21673	1	Del Norte	101	24.92	24.92	Major Damage - Emergency Opening	Planning	2018/19		

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





Caltrans
ACTIVE TRANSPORTATION PLANS



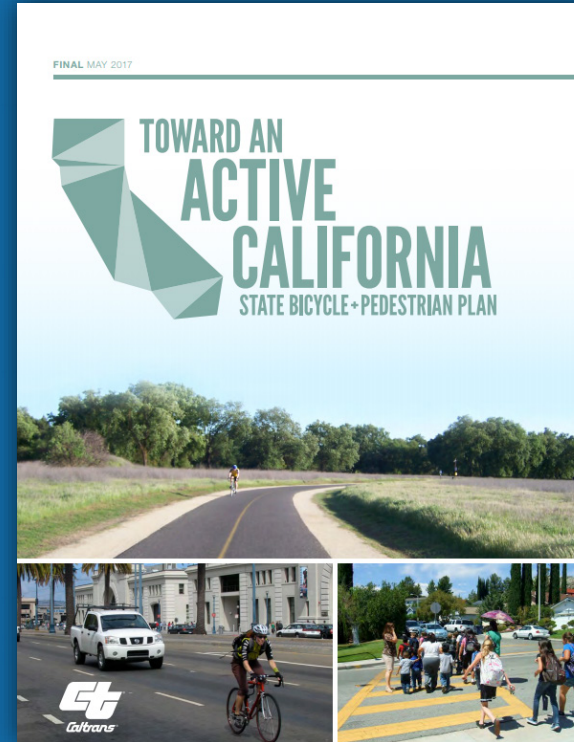
Complete Streets in Asset Management and the CAT Plans

May 28, 2020

Jessica “Jessi” Downing, Caltrans Division of Transportation Planning

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



SAFETY

Reduce the number, rate, and severity of bicycle and pedestrian involved collisions



MOBILITY

Increase walking and bicycling in California



PRESERVATION

Maintain a high quality active transportation system



SOCIAL EQUITY

Invest resources in communities that are most dependent on active transportation and transit



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



Caltrans
ACTIVE TRANSPORTATION PLANS

Active Transportation Asset Inventory Pilot



Existing Conditions

- **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)

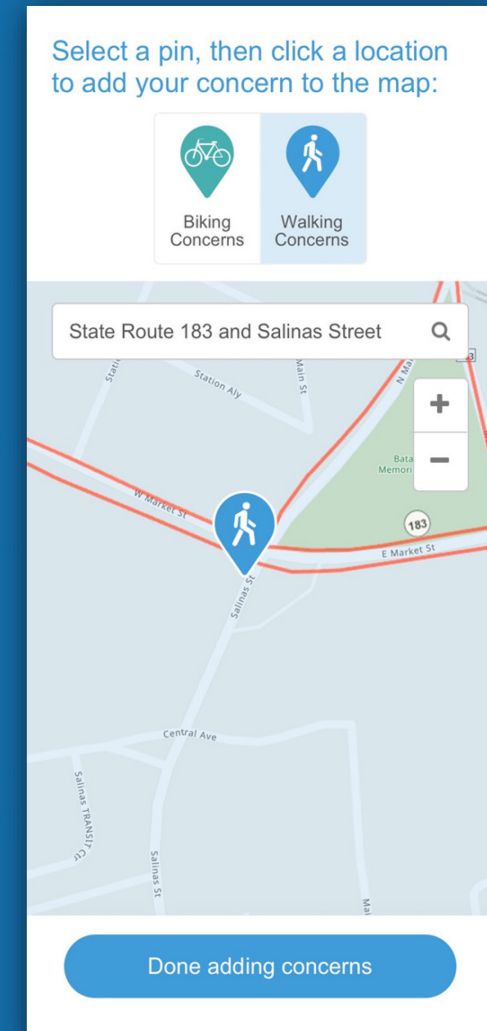
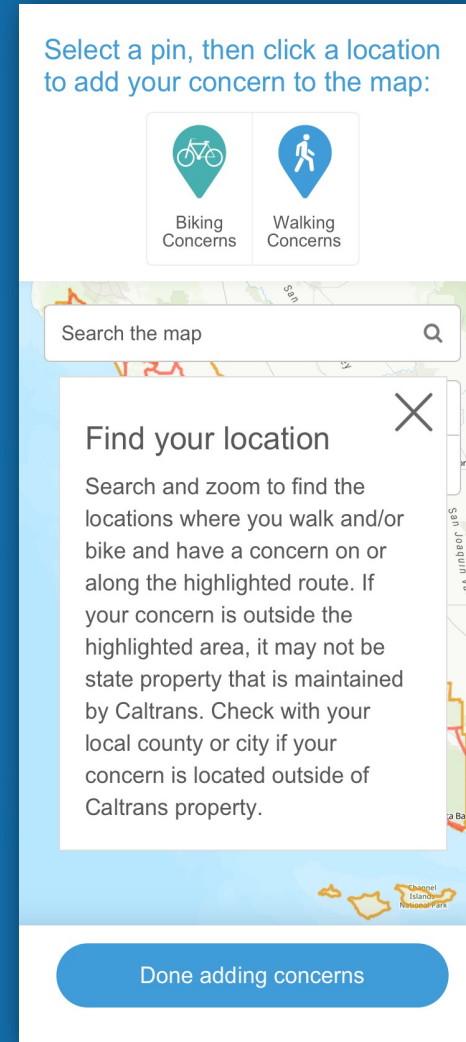
Gaps and Barriers Analysis

- 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



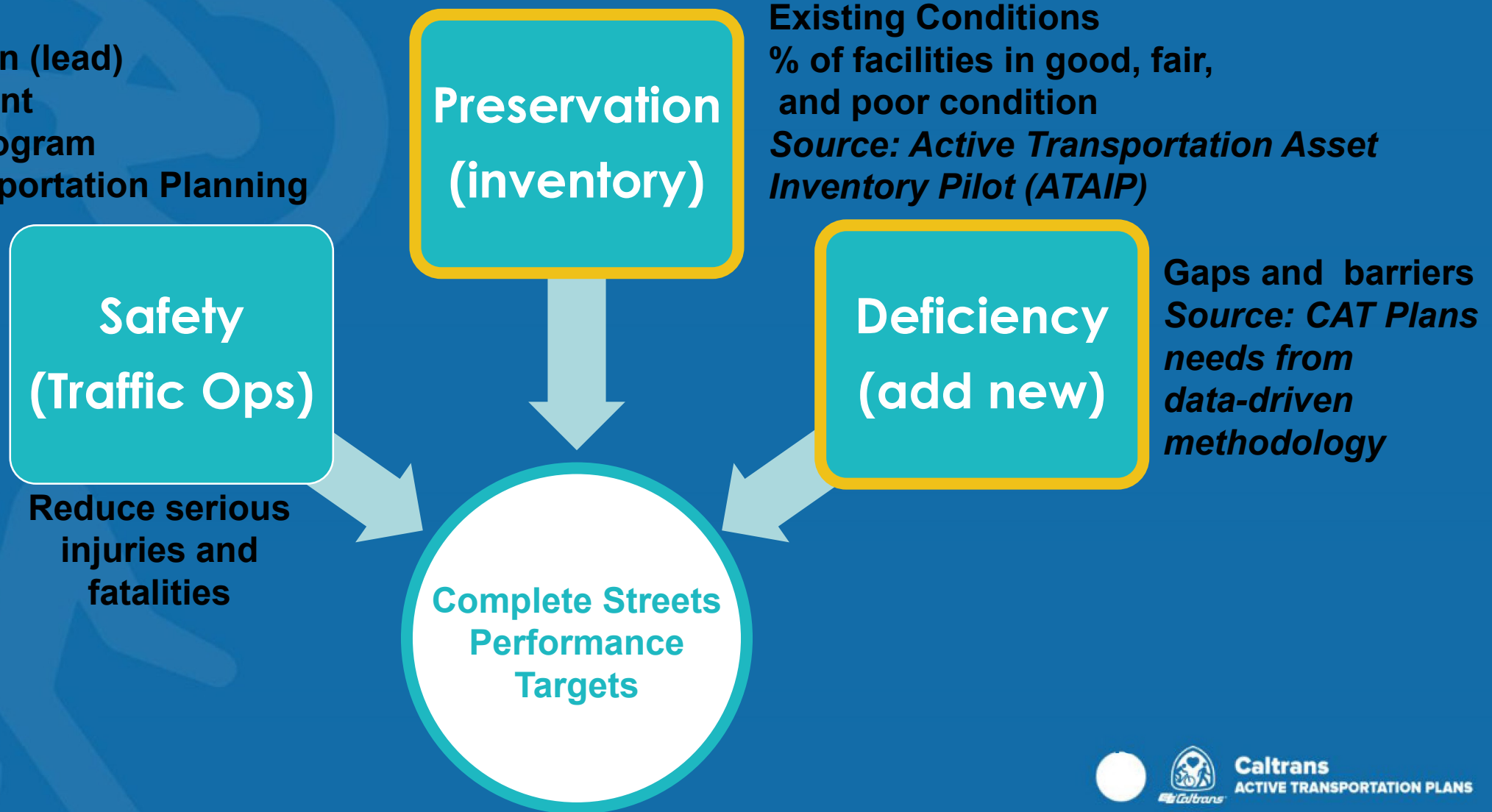
Complete Streets Interim Performance Targets

State Highway System Management Plan 2021

Coordination Team

- Division of Design (lead)
- Asset Management
- Sustainability Program
- Division of Transportation Planning

Traffic Operations
is the lead



Complete Streets Interim Performance Targets State Highway System Management Plan 2021

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

The screenshot displays the 'Smart Mobility Complete Streets Cost Estimating Tool - All Districts - Small Bin' interface. The tool is running in an Excel environment. The main window shows a project description 'RECONSTRUCT INTERCHANGE' with 1 mile. The segment name is 'Route 101'. The segment cross-section type is detailed as follows:

# of Miles	1	Total Width	42.5	Total Cost	\$10,582,125
Roadway Segment Type		Roadway Width		Roadway Cost	
NB/EB Bikeway Type	Class II - 5' Bike Lane with 8' Parking Curb/Gutter	Bikeway Width	13.5	Bikeway Cost	\$3,566,939
SB/WB Bikeway Type	Class II - 5' Bike Lane with 8' Shoulder	Bikeway Width	13	Bikeway Cost	\$4,976,333
NB/EB Pedestrian Type	5' Concrete Sidewalk	Sidewalk Width	7.5	Sidewalk Cost	\$975,309
SB/WB Pedestrian Type	6' Concrete Sidewalk	Sidewalk Width	8.5	Sidewalk Cost	\$1,063,544

The segment intersection type is detailed as follows:

Signalized Type	Signalized Cycle Track Intersection	# of Signalized	1	Signalized Cost	\$450,000
Unsignalized Type	Four Way Uncontrolled with RRFB	# of Unsignalized	1	Unsignalized Cost	\$64,251

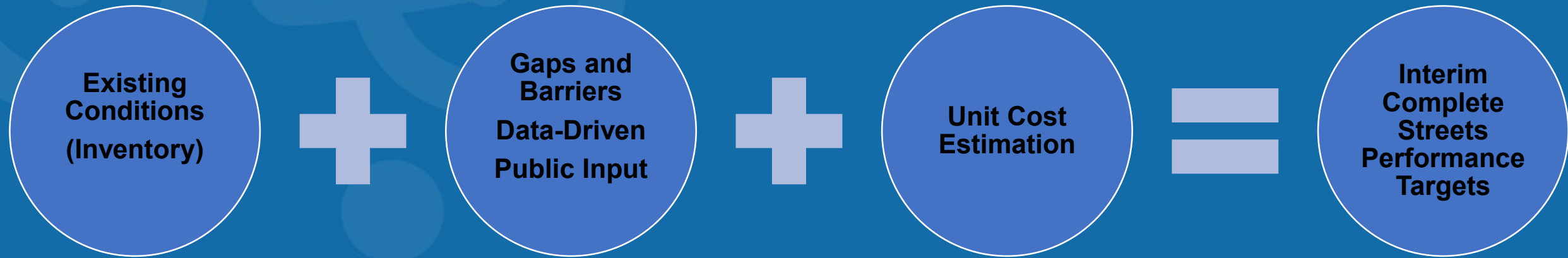
Additional Street Furniture or Miscellaneous Elements:

Street Furniture / Miscellaneous Elements	8' Bulbout - 4 Way Intersection	# of Misc Element	1	Total Misc Cost	\$34,217
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The bottom of the interface shows a navigation bar with tabs for 'Main_GUI', 'Cost_Summary', 'CE_Roadway', 'CE_Bikeway', 'CE_Pedestrian', 'CE_Sig_Int', 'CE_Unsig_Int', 'CE_Misc', 'DB_Segment', 'DB_Roadway', 'DB_Bikeway', 'DB_Pedestrian', 'DB_Sig_Int', and 'DB_Unsig_Int'.

Complete Streets Interim Performance Targets

State Highway System Management Plan 2021



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Caltrans
ACTIVE TRANSPORTATION PLANS



Feedback?



Next Steps