

Memorandum

To: Chairman and Commissioners

Date: March 5, 2009

**From: Andre Boutros
Interim Executive Director**

**File No:
Book Item 4.7
Action**

Ref: Commission Comments on Ten-Year SHOPP Plan

As required by law, on January 30, 2009, the Department submitted the draft 2009 Ten-Year State Highway Operation and Protection Plan (Plan) for Commission review and comments.

The Plan, the Department's State Highway Operation and Protection Program (SHOPP) strategy to protect the State Highway System, was presented at the February 19th CTC meeting.

The Commission briefly discussed the draft Plan at the February 19th CTC meeting. The following summarizes those discussions and poses additional questions for the Department to consider.

- Commissioner Dunn suggested using more pictures, case studies and asked the Department to consider including an analysis in the report of how the new laws AB 32 and SB 375 affect the report's findings as well as identify any questions that remain open that might impact the report because those laws are not yet clear or well-settled pending proposed changes and clean-up.
- Commissioner Ghielmetti asked what effect would adding \$500 million of federal stimulus funds have on the Ten-Year Plan. Rachel Falsetti has responded that the funding will be used to make up part of the gap in funding in FY 2008-09 and 2009-10 and will be used to fund the highest priority projects. She noted that the Plan covers FY 2010-11 through 2019-20, so the economic stimulus will not add to the constrained funding level in the 2009 Ten-Year plan
- The Department assumes that a maximum of \$1.5 billion per year will be available from the SHA to fund construction and support costs for SHOPP projects.

Q. Should the assumed revenues be adjusted to reflect lower available revenues?

- The Department proposes to focus available SHOPP resources on top priorities: emergency response, collision reduction, mandates, bridge rehabilitation, and pavement preservation projects but no explanation is provided on how available resources were divided between the different categories in the Financially-Constrained Plan.

Q. Should the Department fully fund the highest priorities? Is there a way to get more done for less money?

- The Plan shows that during the past 12 months, more than 160 billion vehicle miles were traveled on State highways; that over half of the 12,559 bridges are more than 40 years old; that over 26% of the pavement needs repair; that 60 percent of roadside planting is deficient; and that an estimated 22,000 drainage facilities and 56 percent of building facilities are past their design life.

Q. Can the Plan show where the biggest deficiencies are found; where investments would maximize benefits; and identify locations where roads (or entire corridors) may be at risk of closure?