

DRAFT 2026 SHOPP

PROPOSED

State Highway Operation and Protection Program

Fiscal Years 2026-27 through 2029-30



**Prepared by the California Department of Transportation
In accordance with Government Code Section 14526.5**

January 31, 2026

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EXECUTIVE SUMMARY

The 2026 State Highway Operation and Protection Program (SHOPP) is a four-year program of projects that collectively improves the condition, operation, and sustainability of State Highway System (SHS) and associated transportation infrastructure in California. The SHOPP funds safety and condition improvements, damage repairs, and highway operational and modal improvements on the State Highway System. By continuously repairing and rehabilitating the SHS, the SHOPP protects the enormous investment that has been made over many decades to create and manage the approximately 15,000 miles of SHS. The SHS includes all Interstate routes, numbered highway, and other state-owned assets including bicycle and pedestrian facilities, culverts, Transportation Management Systems (TMS), safety roadside rest areas, and maintenance stations. The SHOPP also funds projects necessary to comply with the Americans with Disabilities Act (ADA) and stormwater control requirements. All projects funded by the SHOPP are limited to capital improvements that do not add new through highway lanes.

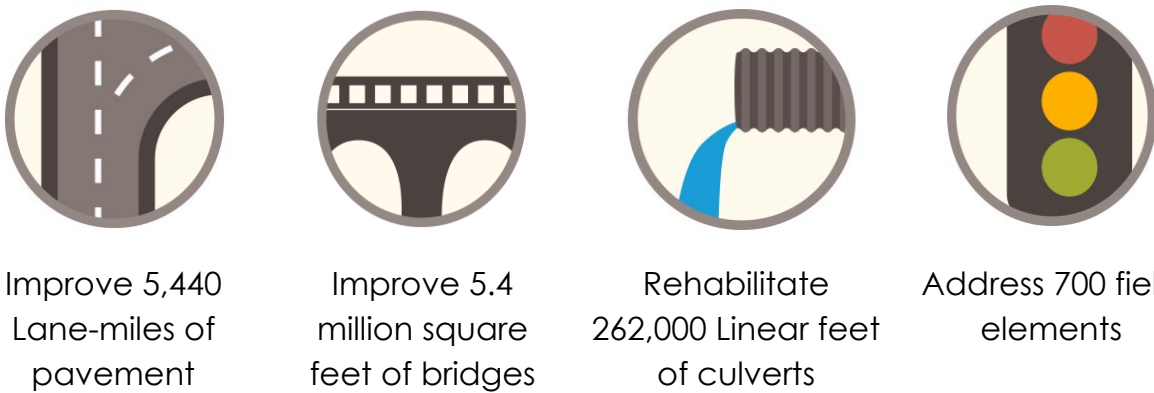
The SHOPP is fiscally constrained by the 2026 State Transportation Improvement Program Fund Estimate (Fund Estimate). For the 2026 SHOPP, California Department of Transportation (Caltrans) will implement \$17.9 billion in projects and reserves over four years, covering Fiscal Years 2026-27 through 2029-30. A summary of SHOPP performance outcomes relative to the State Highway System Management Plan targets is provided in **Table 2**. A more detailed 2026 Funding Summary is available in **EXHIBIT A: 2026 SHOPP Funding Summary** and the entire 2026 County Listing of Projects in **EXHIBIT D: 2026 SHOPP County Listing of Projects**.

Consistent with Government Code section 14526.5, Streets and Highways Code section 164.6, and the Commission SHOPP Guidelines, Caltrans is submitting the proposed program of projects to the California Transportation Commission (Commission) by January 31, 2026, for Commission review and adoption. The adopted SHOPP is due for submittal to the Governor and the Legislature no later than April 1, 2026.

The 2026 SHOPP is a performance-driven project portfolio built entirely on the principles of asset management. Projects in the 2026 SHOPP were developed under an asset management framework established through the California Transportation Asset Management Plan (TAMP) and implemented with the 2023 State Highway System Management Plan (SHSMP). Bicycle and pedestrian

infrastructure was considered for all projects, where feasible to incorporate, as part of the SHOPP process. The SHSMP operationalizes the TAMP using Commission-adopted asset classes, performance measures, and targets established in Senate Bill 486 (SB 486). Furthermore, the 2026 SHOPP includes projects that address condition improvements of the primary asset classes (i.e., pavement, bridge, drainage, and TMS) in supporting progress to meet 2027 performance targets, as shown in **Table 1 – Condition Targets**, established in Senate Bill 1 (SB 1) and by the Commission. The 2026 SHOPP performance measures for these primary asset classes are summarized in **Figure 1**.

Figure 1 – Expected 2026 SHOPP Performance Accomplishments



The TAMP identifies federal asset condition targets for pavement and bridges on the National Highway System (NHS). The TAMP also puts forth performance targets for eight supplementary asset classes, in addition to the four primary asset classes on the SHS in alignment with the Commission’s TAMP Guidelines and subsequent actions. Projects in the 2026 SHOPP each help make progress towards meeting established performance targets.

The SHSMP integrates both federal and state-mandated targets and further expands the scope of asset management to 33 total performance objectives and targets. The primary focus of the SHSMP is to maintain the condition, safety, and service of the SHS. Caltrans also considers key cross-cutting focus areas identified throughout Caltrans policies and guidance and includes them in appropriate projects. Cross-cutting focus areas are considered and included at the project level, where feasible, and help Caltrans achieve broader strategic goals. The cross-cutting focus areas are Advance Mitigation, Environmental Stewardship, and Freight Mobility. Project portfolios are developed and updated quarterly in

the [SHOPP Ten-Year Project Book](#)¹. All proposed new 2026 SHOPP projects not funded by reservations are listed in the SHOPP Ten-Year Project Book dashboard. The dashboard includes search features and mapping for improved transparency and engagement opportunities. The Project Book Dashboard is available at www.projectbook.dot.ca.gov.

Table 1 – Condition Targets outlines the ten-year goals to be achieved by 2027 for the highway system for pavement, bridge, culverts, and TMS asset classes.

Table 1 – Condition Targets

Asset Class	TAMP Targets	Senate Bill 1 Targets
Pavement	Achieve 99% of Class 1 pavement in good or fair condition Achieve 98% of Class 2 and 3 pavement in good or fair condition	Achieve 98% of all pavement classes in good or fair condition by 2027. Achieve a pavement pothole and cracking Level of Service of 90% or higher by 2027.
Bridges	Not less than 98.5 percent of bridge area to be in good or fair condition	Fix not less than an additional 500 bridges by 2027
Culverts	Not less than 90 percent of culvert length to be in good or fair condition.	Not less than 90 percent of culvert length to be in good or fair condition by 2027.
Transportation Management Systems (TMS)	Not less than 90 percent of TMS elements to be in good condition.	Not less than 90 percent of TMS elements to be in good condition by 2027.

SHOPP projects also provide opportunities to address other vital State priorities such as equity and livability by the implementation of bike, pedestrian and transit elements, climate change considerations, zero-emission vehicle charging (ZEV), and enhancements to wildlife connectivity and fish passage.

¹ https://assetmgt.onramp.dot.ca.gov/downloads/assetmgt/files/2025_Q4_ProjectBook/2025%20q4-project-book-combined-a11y.pdf

Caltrans is committed to making continuous improvements in implementing complete streets features to support walking, biking, and using transit on the SHS, as outlined in the Director's Policy 37 (DP-37) on Complete Streets, for all future SHOPP cycles. An analysis of the 2026 SHOPP project portfolio identifies that 45 percent of the projects include bicycle, pedestrian, or transit-focused features. Project accomplishments include more than 200 miles of new bicycle and pedestrian infrastructure.

The 2026 SHOPP includes projects that carry out several climate action efforts. This SHOPP includes work for some sea-level rise adaptation projects involving the SHS. Other climate resiliency projects rebuild the SHS after storm events and fires with more resilient materials. Through these projects and actions, the SHOPP is helping to reduce the impacts of climate change and make the system more resilient to realized impacts. The SHOPP includes investments in bicycle, pedestrian, and transit features to provide low or no emission modal transportation choices. The SHOPP also contains projects that expand the zero-emission vehicle charging facilities. SHOPP projects further reduce emissions by using recycled materials, especially for large pavement projects. This SHOPP includes a new objective, Mobility Hubs, which will expand the function of Park & Ride facilities and promote modal connections. Mobility hubs will enhance modal connections and improve transportation facilities. They aim to reduce auto dependency and greenhouse gas emissions while promoting multimodal access.

The 2026 SHOPP aligns with Department's 2020-2024 Strategic Plan and the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI details how California recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity

Caltrans prepared the 2026 SHOPP per Government Code section 14526.5, Streets and Highways Code section 164.6, and the Commission SHOPP Guidelines. The 2026 SHOPP is the culmination of a three-year development cycle that began with identifying SHS rehabilitation needs and priorities in the 2023 SHSMP. The 2026 SHOPP Project List is also consistent with the 2022 TAMP prepared per state and federal requirements.

An additional component of the SHOPP is the funding program referred to as the Minor Program. Over the four years of the 2026 SHOPP, the Minor Program will

include \$1 billion to implement relatively low-cost (less than \$ 1.25 million) capital projects that meet all requirements for SHOPP eligibility. These funds enable Caltrans to quickly address small-scale needs beyond the scope of what can be managed by the Caltrans Maintenance Program. These projects are at a scale that does not necessitate an extensive project development process as is usually required for more costly and complex capital projects. Caltrans proposes the Minor Program of projects annually for Commission approval, and the Minor Program funding amount is included within the SHOPP total. The Minor Program is one aspect of the overall asset management approach and is consistent with the TAMP.

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INTRODUCTION

The California Department of Transportation (Caltrans) prepared the 2026 State Highway Operation and Protection Program (SHOPP) per Government Code section 14526.5, Streets and Highways Code section 164.6, Senate Bill 486 (Chapter 917, Statutes of 2014), Senate Bill 1 (SB 1) (Chapter 5, Statutes of 2017), [Commission SHOPP Guidelines \(December 2024\)](#)², the 2023 State Highway System Management Plan (SHSMP), and the 2022 California Transportation Asset Management Plan (TAMP). The 2026 SHOPP also addresses related statutes, executive orders, and policies focusing on climate change considerations (reduction of transportation-related greenhouse gas (GHG) emissions and measures to enhance the resilience of transportation assets to future climate stressors), bicycle and pedestrian infrastructure, wildlife habitat connectivity, environmental stewardship, freight, system resiliency, CAPTI, and other topics. All statutory requirements were addressed in the development of the 2026 SHOPP.

The SHOPP is the State's "fix-it-first" program for the rehabilitation and reconstruction of all state highways and bridges, including Interstate highways; the supporting infrastructure for those facilities such as culverts, traffic management centers, safety roadside rest areas, and maintenance stations; and most importantly, to address safety and emergency repair needs. The 2026 SHOPP is a four-year program of projects that addresses needs for fiscal years 2026-27 through 2029-30. The 2026 SHOPP is built entirely through the performance-driven asset management process.

SHOPP PROCESS

The SHOPP portfolio of projects is updated every two years, carrying forward projects programmed in the last two years of the preceding SHOPP and making those last two years of projects the first two years of projects in the new SHOPP. New projects are programmed in the year Caltrans estimates the projects can be delivered. All projects have a Project Initiation Document (PID) identifying the project's scope, outputs, estimated capital and support costs, and delivery schedule.

The 2026 SHOPP has undergone significant rebalancing, resulting in changes to project portfolio across various districts. The rebalancing has led to numerous

² <https://catc.ca.gov/-/media/ctc-media/documents/programs/shopp/2024/2024-shopp-guidelines-a11y.pdf>

changes in project scopes, costs, and delivery timelines across multiple districts. These adjustments aim to optimize the allocation of resources and ensure the successful completion of critical infrastructure projects throughout the state.

The 2026 STIP Fund Estimate approved August 2025 by the Commission provides a total programming capacity of \$17.9 billion. This is a net reduction in funding as compared to the 2024 SHOPP. The decline in available funding for the SHOPP has resulted in the rebalancing of 2026 SHOPP project portfolio. Due to the reduced funding available in the 2026 Fund Estimate as compared to the 2024 Fund Estimate, a significant number and value of 2024 SHOPP projects were delayed from FY 2025/26 to 2026 SHOPP, and carryover projects were also adjusted. Delaying projects increases costs due to construction cost escalation. The capacity to add new projects has been reduced, primarily due to the reduction in available funding and delaying carryover projects within this SHOPP cycle.

Figure 2 - Relationship between 2024 and 2026 SHOPP Cycles (Rebalancing)

2024 SHOPP Project				
Year 1	Year 2	Year 3	Year 4	
2024-2025	2025-2026	2026-2027	2027-2028	
	Years 2-4 2024 SHOPP Carry Overs to Years 1-4 2026 SHOPP			
	2026-2027	2027-2028	2028-2029	2029-2030
	Year 1	Year 2	Year 3	Year 4
	2026 SHOPP Project			

The SHOPP programming cycle has four major elements:

- SHSMP** - The SHSMP is updated by Caltrans every two years to describe and quantify the rehabilitation and reconstruction needs on the State Highway System (SHS) for ten years. The draft SHSMP is submitted to the Commission by February 15, and the final SHSMP to the Governor and Legislature by June 1 of odd-numbered years. The 2026 SHOPP is built from the 2023 SHSMP.

- **TAMP** - The Transportation Asset Management Plan (TAMP) presents the existing inventory and condition of current state highway infrastructure, asset performance targets, financial plans, investment strategies, a risk mitigation plan, life-cycle planning documentation, and identified areas of improvement. The TAMP is updated every 4 years beginning in 2018.
- **Fund Estimate** - The programming cycle's fiscal capacity is developed by Caltrans and approved by the Commission to issue the 2026 State Transportation Improvement Program Fund Estimate (Fund Estimate) that forecasts the amount of funding available each year for the four-year estimate period of the SHOPP. The Commission-adopted 2026 Fund Estimate (adopted August 2025) provides a total available programming capacity of approximately \$4.3 billion per year for the 2026 SHOPP four-year period.
- **2026 SHOPP** - Identifying a four-year program of capital projects that respond to the goals/targets identified in the 2023 SHSMP, are within the fiscal constraints specified in the Fund Estimate and are selected to achieve the asset performance target outcomes identified in the TAMP. This set of projects constitutes the four-year SHOPP.

Caltrans provides a draft of the SHOPP project list to Regional Transportation Planning Agencies (RTPA) and the public for review and comment before submitting the proposed SHOPP to the Commission. The Commission reviews the submitted SHOPP, holds at least two hearings, and may request clarifications or modifications to the document, program, or projects. Caltrans addresses comments received from the RTPA's and others regarding the SHOPP. The Commission ultimately adopts the SHOPP upon a finding of consistency with the TAMP and then submits the adopted SHOPP to the Governor and the Legislature. Caltrans develops and implements the projects identified in the adopted SHOPP consistent with the respective programming documents' scope, schedule, and cost.

[CONSISTENCY WITH TRANSPORTATION ASSET MANAGEMENT](#)

The 2026 SHOPP is comprised of a portfolio of 591 projects (91 new and 500 “carryover” projects from the 2024 SHOPP), spanning the four fiscal years 2026-27 through 2029-30. Approximately 75 percent of these projects focus on condition improvements across four primary asset classes (i.e., pavement, bridge, drainage,

and Transportation Management Systems) (TMS), supporting Caltrans's progress in meeting the required 2027 performance targets set forth by the Commission and outlined in SB 1.

Projects in the 2026 SHOPP were nominated and developed under an asset management framework established through the [California 2022 TAMP](#)³ and implemented with the [2023 SHSMP](#)⁴. The SHSMP operationalizes the TAMP using Commission-adopted asset classes, performance measures and targets under SB 486.

The portfolio of projects in the 2026 SHOPP continues progress towards meeting the SB 1 targets. The TAMP identifies federal asset management targets for pavement and bridges on the National Highway System (NHS). The TAMP also puts forth performance targets for eight supplementary asset classes in addition to the four primary asset classes on the SHS in alignment with the Commission's TAMP Guidelines.

The SHSMP integrates both federal and state-mandated targets and further expands the scope of asset management to 33 total performance objectives and targets. The local Caltrans districts develop project portfolios spanning the 10-year plan period to achieve the required performance within fiscal constraints. The districts manage these project portfolios to adapt to project-level scope changes, schedule adjustments, and other factors to ensure that 10-year performance targets can be achieved. Complete project lists and details are published and updated quarterly in the SHOPP Ten-Year Project Book (www.projectbook.dot.ca.gov). All proposed new 2026 SHOPP projects have been listed in the publicly available Project Book for a minimum of six months and up to 10 years, depending on the project.

To measure progress toward meeting the defined performance targets, Caltrans develops an Annual Performance Benchmarks Report to measure progress made for each of the four primary assets towards achieving the 2027 targets.

Caltrans has confidence that the 2026 SHOPP is fully aligned and consistent with the TAMP through this strategic asset management process.

³ <https://assetmgt.onramp.dot.ca.gov/downloads/assetmgt/files/TAMP/2022-tamp-a11y.pdf>

⁴ https://assetmgt.onramp.dot.ca.gov/downloads/assetmgt/files/2023_SHSMP/2023-shsmp-final-a11y.pdf

2026 SHOPP COMPARISON TO STATE HIGHWAY SYSTEM MANAGEMENT PLAN

Table 2 summarizes 2026 SHOPP projects expected outcomes relative to the 2021 and 2023 SHSMP targets.

Table 2 - Comparison of 2026 SHOPP Performance Outcomes Relative to the 2021 and 2023 SHSMP Targets Fiscal Years 2026-27 through 2029-30

SHSMP Performance Objective	Unit of Measurement	2026 SHOPP Performance	SHSMP Performance Target
Safety			
Proactive Safety	Annual Fatal and Serious Injury Collisions	110	111
Reactive Safety	Annual Fatal and Serious Injury Collisions	36	-
Primary Asset Classes			
Pavement	Lane Miles	5,477	7,219
Bridge and Tunnel Health	Square Feet	5,445,354	5,968,806
Drainage Restoration	Linear Feet	264,705	250,706
Transportation Management Systems	Each	699	1,150
Supplementary Asset Classes			
Bicycle and Pedestrian Infrastructure (Fix Existing)	Linear Feet	237,253	370,946
Bicycle and Pedestrian Infrastructure (New)	Linear Feet	1,112,276	1,962,261
Drainage Pump Plants	Locations	22	46
Lighting Rehabilitation	Each	2,064	3,314
Office Buildings	Square Feet	-	-
Overhead Sign Structures Rehabilitation	Each	175	311
Safety Roadside Rest Area (SRRA) Rehabilitation	Locations	3	6
Transportation Related Facilities	Square Feet	196,468	279,072
Weigh-in-Motion Scales	Stations	8	15
System Resiliency Objectives			
Bridge Scour Mitigation	Square Feet	1,252,723	327,584
Bridge Seismic Restoration	Square Feet	1,303,057	666,118
Major Damage (Emergency Opening)	Locations	-	-
Major Damage (Permanent Restoration)	Locations	15	-
Roadway Protective Betterments	Locations	10	6
Climate Adoption and Resilience	Deficiency Units	-	7
Other Assets and Objectives			
ADA Pedestrian Infrastructure	Deficient Elements	6,484	5,249
Bridge Goods Movement Upgrades	Square Feet	606,200	110,080
Commercial Vehicle Enforcement Facilities	Square Feet	280	8,955
Fish and Wildlife Connectivity	Each	18	18
Operational Improvements	DPHD	13,173	9,584
Relinquishments	Centerline Miles	9	-
Roadside Rehabilitation	Acres	236	670
Sign Panel Replacement	Each	5,410	2,575
Stormwater Mitigation	Acres	4,036	5,398
Transportation Management System Structures	Each	40	24
Mobility Hubs	Locations	2	6

Each project in the 2026 SHOPP contains a primary asset or “anchor” asset and associated performance measure. The anchor performance measure represents the project output and is included in a project’s individual listing “box” (**EXHIBIT D: 2026 SHOPP County Listing of Projects**). Performance measures range from lane-miles of distressed pavement restored for roadway preservation projects to collisions reduced for safety projects.

However, secondary “satellite” project performance measures are often part of a project’s scope and are captured but not reported in the project listing. Satellite asset performance is available through the project book dashboard. **Table 3** summarizes the 2026 SHOPP investment by Anchor performance measure objective, although each of these anchor objectives will include costs for satellite objectives as well.

Table 3 - 2026 SHOPP Investments by Objective

Anchor Objective	Programmed Project Cost & Reservations* (in Billions)	Percent of SHOPP
Pavement	\$5.6	33.4%
Bridge	\$2.7	16.3%
Culvert(s)	\$0.6	3.7%
TMS	\$0.4	2.2%
Major Damage (Emergency Opening)	\$2.5	15.0%
Major Damage (Permanent Restoration)	\$0.6	3.8%
Safety	\$2.0	11.8%
All Others	\$2.3	13.8%
Grand Total*	\$16.7	100.0%
*Totals shown reflect programmed amounts and not the total project cost. Not all projects are fully funded. Grand Total excludes the Minor Reservation and New Long Lead PA&ED cost.		
Note: The SHOPP is developed in thousands and rounded for this table. Numbers may not add due to rounding.		

PRIMARY ASSET CLASS IMPROVEMENTS IN THE 2026 SHOPP

The 2026 SHOPP will deliver condition improvements across the four primary asset classes aligned with state and federally mandated performance targets. Notably, these projects will address the following:

- Over 5,440 lane miles of fair and poor condition pavement.

- Fair and poor condition bridges representing over 5.4 million square feet of deck area.
- Rehabilitate over 262,000 linear feet of culverts.
- Approximately 700 poor condition TMS elements.

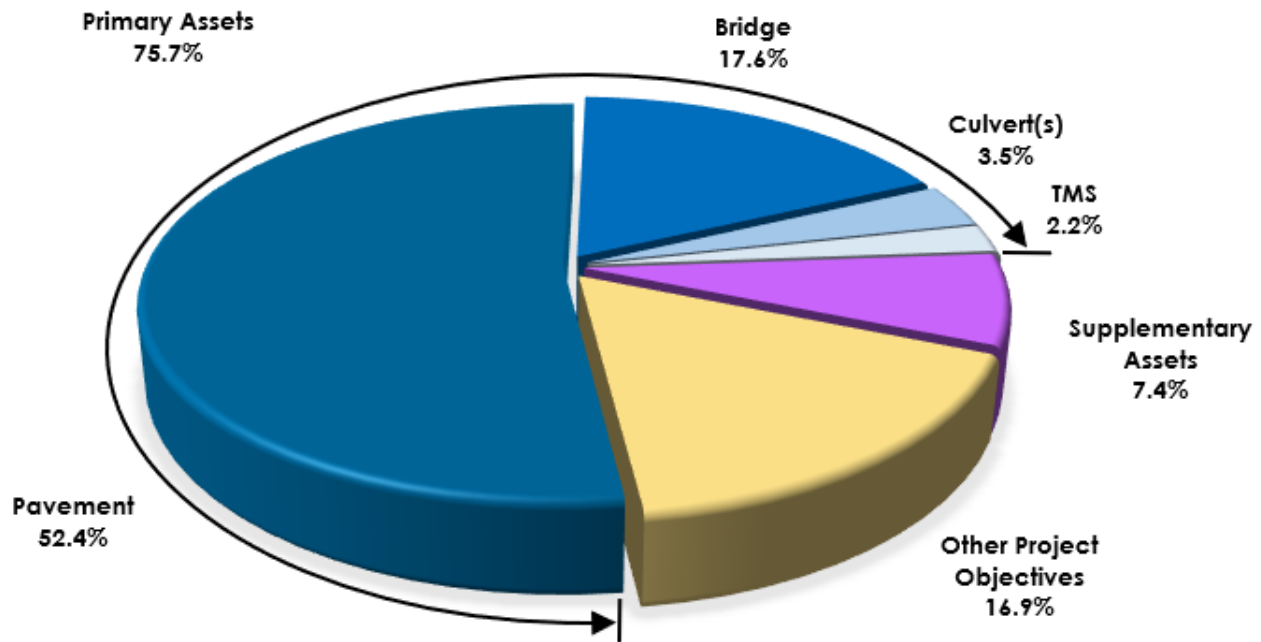
SHOPP DEVELOPMENT AND PLANNING CYCLES

Caltrans engages in a comprehensive planning process to select projects for the SHOPP Program. Transportation needs such as pavement, bridge, TMS, and culvert repairs are bundled into projects to utilize SHOPP funding efficiently. Proposed project portfolios are aligned to meet performance targets and financial constraints. Projects within the portfolio begin with planning and the development of a PID.

The PID identifies the scope, schedule, and cost for each capital project and is the basis for determining the amount of funding being requested for programming each project in the SHOPP. During PID development, various components and analyses are integrated into the project, such as active transportation, risk management, and other topics. Caltrans also coordinates with regional and local partners during the PID development. Coordination with partners contributes to the identification of opportunities or potential risks. This coordination considers local capital improvement programs, active transportation programs, and other potential areas to collaborate through scope, cost, or schedule.

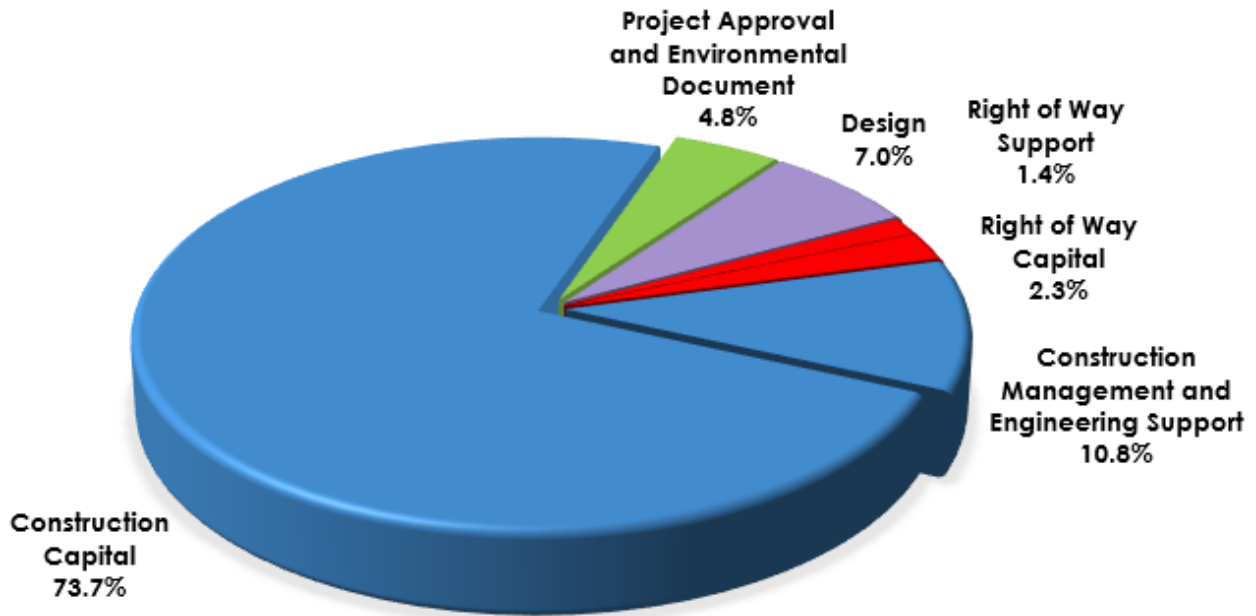
SHOPP FUNDING

The State Highway Account (SHA), Federal Highway Trust Fund (HTF), and Road Maintenance and Rehabilitation Account (RMRA) are the funding sources for the SHOPP. The Commission SHOPP Guidelines (December 2024) ensure the accountability and transparency outlined in SB 1. Furthermore, project outputs were incorporated into the Commission SHOPP Guidelines to promote efficiency, accountability, and performance for invested funding. **Figure 3** displays the percentage of projects in the primary and supplementary asset classes based on total project cost.

Figure 3 – Percent of Projects in Asset Management Classes

CAPITAL OUTLAY AND CAPITAL OUTLAY SUPPORT

Capital Outlay Support (COS) represents staff time associated with the development, delivery, and oversight of Caltrans' capital outlay SHOPP projects. COS is divided into the following component phases: Project Approval and Environmental Document (PA&ED); Plans, Specifications, and Estimate (PS&E); right-of-way support; and construction support. Per Government Code 14526.5 (g) (effective July 1, 2017) and per the current Commission SHOPP Guidelines, Caltrans must request individual allocations by component from the Commission for each individual COS phase and construction capital. **Figure 4** shows the percentage distribution of the 2026 SHOPP among COS component phases.

Figure 4 – 2026 SHOPP Distributed Among Project Components

LONG LEAD, FUTURE NEED, AND CONTINGENCY PROGRAMMING

Long Lead, Future Need, and Contingency projects help ensure that the State fully utilizes its available federal transportation funding. On June 15, 2000, Commission resolution G-00-13 provided Caltrans with a means to commence project delivery efforts on SHOPP Long Lead projects, which require more than four years to develop due to complex environmental and preliminary engineering work. The 2026 SHOPP contains 51 Long Lead projects valued at \$3.2 billion. These projects are authorized to start work on the Project Approval and Environmental Document (PA&ED) phase, as shown in **EXHIBIT E: 2026 SHOPP Long Lead Projects**.

The 2026 SHOPP also contains Future Need Projects. These are projects that do not qualify as Long Lead projects. However, their delivery years fall outside of the 4-year SHOPP cycle, and their pre-construction phases have been programmed.

The Commission further authorized Caltrans to program Contingency Projects for preliminary engineering development only, when appropriate, thus creating projects that address performance goals without committing SHOPP resources to construction capital and support prematurely before the resources are needed. Programming Contingency Projects enable the maximum currently available capital funding to be dedicated to projects ready for construction rather than

having funding held aside for years as complex projects get ready for construction. The 2026 SHOPP contains 77 contingency projects valued at \$4.6 billion included within the 2026 SHOPP project listing in **EXHIBIT D: 2026 SHOPP County Listing of Projects**. A “shovel-ready” contingency project can quickly be proposed for funding should additional transportation revenues be provided or to replace a project that is delayed or otherwise reduced in cost, making funding available within the fiscally constrained Fund Estimate period.

INNOVATION AND SUSTAINABILITY

Streets and Highways Code Section 2030 Subdivision (c)-(f) require Caltrans to use advanced construction technologies and material recycling techniques, and to include technology and communications systems to accommodate zero-emission and autonomous vehicles, wherever feasible and cost-effective. In addition, the provisions require SHOPP projects, where feasible, to include Complete Streets elements, such as bicycle lanes and sidewalks, that improve safety for all users of the highway system. Also, SB 1 requires Caltrans to ensure that transportation assets are protected and better adapted to future extreme weather and other climate impacts.

Taken together, this SHOPP will result in a highway system that is more reliable and safer for all users of the system, including bicyclists, pedestrians, and transit riders as well as automobile and truck travelers. At the same time, the methods and materials utilized when rehabilitating the highway system will be less impactful than traditional practices and will create more resilient and sustainable facilities as necessary repairs are made. The highway system is being remodeled to meet modern needs as essential repairs are being made.

Caltrans is building on many activities already in practice to utilize sustainable approaches and innovative processes on SHOPP projects. Below are some of the current sustainability and innovation activities underway through SHOPP projects.

- Making multimodal transportation accessible for all Californians by providing safe, efficient, and cost effective, pedestrian, bicycle, and transit infrastructure.
- Minimize transportation impacts on climate, air quality, water quality, and wildlife.
- Incorporating recycled materials into the asphalt and concrete mixes to extend the life of the pavement and reduce the emissions generated in

manufacturing the materials, including the pilot use of Environmental Product Declarations to evaluate emissions from construction materials and current research on limestone constituents in pavement mixes.

- Recycling pavement on the job site minimizes GHG from trucking materials to and from the job site and eliminates waste.
- Using reflective sign sheeting to eliminate the need for lighting.
- Specifying Light Emitting Diode (LED) traffic signals and highway lighting can reduce energy consumption by up to 50 percent.
- Deploying SMART Irrigation Controllers to tailor water usage for landscaping based on weather conditions to conserve water.
- Using recycled water for roadside landscape watering where possible.
- Designing projects with functional landscaping features that collect stormwater and reduce urban heat island effects.
- Installing electric vehicle fast-charging stations at Caltrans-owned sites.
- Updating the project development process to track progress toward designing projects that include pedestrian and bicycle facilities.
- Reducing the energy, water, and materials consumed in some of Caltrans' buildings and facility operations.

[CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE \(CAPTI\)](#)

Adopted by the California State Transportation Agency in 2021, CAPTI details how the state recommends investing available transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity. CAPTI builds on executive orders signed by the Governor in 2019 and 2020 targeted at reducing planet warming pollution in transportation, which accounts for more than 40% of all emissions, to reach the state's ambitious climate goals.

The 2026 SHOPP aligns the SHOPP with the Department's 2020-2024 Strategic Plan and the CAPTI and includes projects with climate adaptation, additional safety protections, and bike and pedestrian elements. In line with the "fix it first" philosophy, the SHOPP's primary focus is fixing and maintaining the SHS. Along with keeping the SHS in a state of good repair, the SHOPP also includes additional objectives, such as improving safety for all road users; increasing bicycle and pedestrian infrastructure; ensuring projects are equitably distributed in rural and urban centers and throughout all socioeconomic communities; and providing for climate adaptation. This SHOPP includes work for some sea level rise adaptation, wildfire adaptation, ZEV infrastructure, and mobility hubs projects. Other climate

resiliency projects rebuild the SHS after storm events and fires with more resilient materials. Through these projects and actions, the SHOPP is helping to reduce the impact of climate change and make the system more resilient to realized impacts.

RESERVATIONS

The 2026 SHOPP includes reservations that fund both Capital Outlay and COS based on historical expenditures for emergency repairs, safety projects, and other unforeseen immediate needs. These needs occur between programming cycles, and these reservations allow Caltrans to bring the projects to the Commission for amendment into the SHOPP between bi-annual programming cycles.

The following funding reservations, as shown in **EXHIBIT A: 2026 SHOPP Funding Summary**, are being held to provide funding to achieve anticipated future needs that will require action, but where specific projects have not yet been defined.

- **Major Damage (Emergency Opening):** Reservations are for unforeseen Major Damage Emergency (201.130) projects.
- **Major Damage (Permanent Restoration):** Reservations are for unforeseen Major Damage Restoration (201.131) projects.
- **Collision Reduction:** Reservations are for Safety Improvement (201.010) projects.
- **Mandates:** Reservations are for Relinquishment (201.160) projects to transfer ownership of state highways primarily serving local jurisdictions to those local jurisdictions.
- **Minor Program:** An annual reservation is held for the Minor program. The SHOPP Minor Program is an annual program to address short-term, low-cost project needs. In developing their annual portfolio of minor projects, each Caltrans District sets priorities and selects projects appropriate to the region's needs.
- **Roadside Preservation:** Reservations are for Surface Mining & Reclamation Act Obligations.

REGIONAL TRANSPORTATION PLANNING AGENCY COORDINATION

Caltrans developed three specific action steps to enhance early communications, covering planning, programming, and delivery. These steps are in addition to statutory requirements that direct Caltrans to provide the draft SHOPP to transportation agencies for an opportunity to review and comment.

- **Planning Process:** Caltrans Districts share their two-year PID work plan list of projects candidates for the next SHOPP programming cycle. This is the opportunity to coordinate proposed SHOPP projects with regionally funded projects to synchronize timeframes, maximize benefits, and minimize impacts to the traveling public. Caltrans also makes available a public dashboard of all SHOPP projects planned for the coming 10-year period. This longer-range notification provides opportunity for stakeholder engagement.
- **Programming Process:** Districts share with the regions which projects they will be submitting as candidate projects for the upcoming SHOPP. This is a second opportunity to coordinate and confer with local partners to synchronize timeframes, maximize benefits, and minimize impacts to the traveling public. The Division of Financial Programming will circulate the proposed four-year program of projects to the RTPAs for review and comment. Comments received will be incorporated into the final SHOPP programming document.
- **Status Updates:** Districts will update the RTPAs on a quarterly or semi-annual basis on (1) the list and status of PID projects being developed as well as (2) the status of funded SHOPP projects currently in delivery. At a minimum, Districts will provide a summary-level project delivery status on all currently programmed SHOPP projects semiannually. The online SHOPP dashboard is updated every quarter and continuously available to project stakeholders.

With the implementation of asset management, complete project lists and details are published and updated quarterly in the [SHOPP Ten-Year Project Book](#). All proposed new 2026 SHOPP projects that are not funded by reservations, such as emergency opening projects or safety improvements, have been listed in the publicly available Project Book for a minimum of six months and up to 10 years, depending on the project.

On December 8, 2025, the Draft 2026 SHOPP project listing was provided to regional transportation partners and the public for review and comment.

Formal comments received regarding the draft 2026 SHOPP and Caltrans responses are provided in **EXHIBIT C: 2026 SHOPP Comments and Responses**.

PROJECT LISTINGS

2026 SHOPP projects are listed by County in **EXHIBIT D: 2026 SHOPP County Listing of Projects**.

Projects are sorted into the following eleven categories for each county:

1. Major Damage (Emergency Openings)
2. Major Damage (Permanent Restoration)
3. Collision Reduction
4. Mandates
5. Bridge Preservation
6. Roadway Preservation
7. Mobility
8. Roadside Preservation
9. Facilities
10. Bike and Pedestrian Infrastructure
11. Sustainability and Multiple Objective

DESCRIPTION OF EXHIBITS

EXHIBIT A: 2026 SHOPP Funding Summary

EXHIBIT B: Abbreviations and Acronyms

EXHIBIT C: 2026 SHOPP Comments and Responses

EXHIBIT D: 2026 SHOPP County Listing of Projects

EXHIBIT E: 2026 SHOPP Long Lead Projects

Projects which require more than 4 years to develop due to complex environmental and preliminary engineering work

EXHIBIT F: Existing SHOPP Projects

Projects currently active in the SHOPP from prior fiscal years

EXHIBIT A: 2026 SHOPP Funding Summary

**2026 State Highway Operation and Protection Program
Funding Summary for Fiscal Years 2026-27 through 2029-30*
(in Millions)**

Program Funding	2026-27	2027-28	2028-29	2029-30	Total
2026 Fund Estimate	\$4,300	\$4,300	\$4,300	\$4,400	\$17,300
ER Reimbursement	\$140	\$140	\$140	\$140	\$560
Programmed	2026-27	2027-28	2028-29	2029-30	Total
Pavement	\$963	\$1,422	\$1,716	\$1,501	\$5,601
Bridge	\$797	\$468	\$707	\$756	\$2,727
Culvert(s)	\$131	\$158	\$135	\$193	\$618
TMS	\$79	\$226	\$62	\$0	\$367
Supplementary Assets	\$218	\$198	\$387	\$386	\$1,190
Major Damage (Emergency Opening)	\$0	\$0	\$0	\$0	\$0
Major Damage (Permanent Restoration)	\$29	\$67	\$112	\$86	\$294
Protective Betterments	\$0	\$0	\$0	\$69	\$69
Collision Reduction	\$379	\$420	\$319	\$426	\$1,543
Mandates	\$155	\$108	\$21	\$41	\$325
Mobility	\$206	\$44	\$3	\$22	\$276
Roadside Preservation	\$15	\$7	\$0	\$0	\$22
Climate Adaptation and Resilience	\$114	\$75	\$0	\$0	\$189
Subtotal	\$3,110	\$3,202	\$3,557	\$3,532	\$13,401
Reserved	2026-27	2027-28	2028-29	2029-30	Total
Pavement	\$0	\$0	\$0	\$0	\$0
Bridge	\$0	\$0	\$0	\$0	\$0
Culvert(s)	\$0	\$0	\$0	\$0	\$0
TMS	\$0	\$0	\$0	\$0	\$0
Supplementary Assets	\$0	\$0	\$0	\$0	\$0
Major Damage (Emergency Opening)	\$805	\$806	\$451	\$456	\$2,518
Major Damage (Permanent Restoration)	\$85	\$85	\$85	\$85	\$340
Protective Betterments	\$0	\$0	\$0	\$0	\$0
Collision Reduction	\$65	\$85	\$85	\$200	\$435
Mandates	\$12	\$12	\$12	\$12	\$48
Mobility	\$0	\$0	\$0	\$0	\$0
Roadside Preservation	\$0	\$0	\$0	\$5	\$5
Climate Adaptation and Resilience	\$0	\$0	\$0	\$0	\$0
Subtotal	\$967	\$988	\$633	\$758	\$3,346

Programmed and Reserved	2026-27	2027-28	2028-29	2029-30	Total
Pavement	\$963	\$1,422	\$1,716	\$1,501	\$5,601
Bridge	\$797	\$468	\$707	\$756	\$2,727
Culvert(s)	\$131	\$158	\$135	\$193	\$618
TMS	\$79	\$226	\$62	\$0	\$367
Supplementary Assets	\$218	\$198	\$387	\$386	\$1,190
Major Damage (Emergency Opening)	\$805	\$806	\$451	\$456	\$2,518
Major Damage (Permanent Restoration)	\$114	\$152	\$197	\$171	\$634
Protective Betterments	\$0	\$0	\$0	\$69	\$69
Collision Reduction	\$444	\$505	\$404	\$626	\$1,978
Mandates	\$167	\$120	\$33	\$53	\$373
Mobility	\$206	\$44	\$3	\$22	\$276
Roadside Preservation	\$15	\$7	\$0	\$5	\$27
Climate Adaptation and Resilience	\$114	\$75	\$0	\$0	\$189
Minor Program Reservation	\$250	\$250	\$250	\$250	\$1,000
Long Lead (New)	\$113				\$113
Grand Total	\$4,440	\$4,440	\$4,440	\$4,540	\$17,860

*Totals shown reflect programmed amounts and not the total project cost. Not all projects are fully funded.

Note: The SHOPP is developed in thousands and rounded for this table. Numbers may not add due to rounding.

EXHIBIT B: Abbreviations and Acronyms

ADA	Americans with Disabilities Act
Caltrans	California Department of Transportation
CAPM	Capital Preventative Maintenance
CAPTI	Climate Action Plan for Transportation Infrastructure
Commission	California Transportation Commission
COS	Capital Outlay Support
DP	Director's Policy
HTF	Federal Highway Trust Fund
Fund Estimate	State Transportation Improvement Program Fund Estimate
GHG	Greenhouse Gas
LED	Light Emitting Diode
NHS	National Highway System
PA&ED	Project Approval and Environmental Document
PID	Project Initiation Document
PS&E	Plans, Specifications, and Estimate
RMRA	Road Maintenance and Rehabilitation Account
RTPA	Regional Transportation Planning Agency
SB 1	Senate Bill 1 (2017)
SB 486	Senate Bill 486 (2014)
SHA	State Highway Account
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SHSMP	State Highway System Management Plan
TAMP	Transportation Asset Management Plan
TMS	Transportation Management System

[EXHIBIT C: 2026 SHOPP Comments and Responses](#)

AGENCY COMMENTING	PAGE NUMBER
Kern Council of Governments	20
Madera County Transportation Commission	25
Sonoma County Transportation and Climate Authorities	28
Riverside County Transportation Commission	33
Transportation Authority of Marin	35
County of Marin	37
Michael Carnacchi – Nonprofit Business Organization	39

2026 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Rochelle Invina-Jayasiri – Regional Planner

Kern Council of Governments (Kern COG)

Comment #	SHOPP ID	EA	Dist-CO-Rte	Post Mile	Comment	Source	Draft 2026 SHOPP PDF Page	Carryover/ New
1	19574	1A680	Kern 46	33.2/46	Bicycle Plan and Complete Streets Facilities for Caltrans District 6 - p. 18 of 90 calls for 6' shoulders. This comment was submitted in the Draft 2024 SHOPP review.	https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf	68	Carryover
2	19336	0W830	Kern 33	14.4/17.9	Kern Region Active Transportation Plan - p. 333 of 429 calls for a Class II Bike lane. This comment was submitted in the Draft 2024 SHOPP review.	https://www.kerncog.org/wp-content/uploads/2018/04/Kern_A TP_Plan.pdf	67	Carryover
3	19612	1A810	Kern 99	54.6/54.6 (maintenance station)	Thanks for adding EV charging as requested.		72	Carryover
4	19345	0X370	Kern 99	21.15/24.6 (Rehab)	This project is set to combine with a STIP/TCEP project in March 2026. The proposed construction dates listed in the 2026 SHOPP are not compatible with this plan. Adjust deliver dates accordingly. This is a top priority for Kern.		70	Carryover
5	23447		Kern 204	5.49/5.9 (canal bridges)	2022 Regional Transportation Plan/Sustainable Communities Strategy - p. 159 of 563 calls for operational improvements that may include a future HOV, managed lane. Design bridges for easy expansion to add a managed lane each direction. Note that this facility needs a safer walk/bike access to the the Kern River Parkway trail system. This comment was submitted in the Draft 2024 SHOPP review.	https://www.kerncog.org/wp-content/uploads/2022/12/2022_R TP.pdf	64	Carryover
6	19548	0W930	Kern 5	15.9R/30	Add shoulder rumble strips. This comment was submitted in the Draft 2024 SHOPP review.		65	Carryover
7	19353	0Y150	Kern 223	R20.1/21.3	Listed as New but was in 2024 SHOPP. Consult with City of Arvin staff on complete street treatments. This comment was submitted in the Draft 2024 SHOPP review.		72	New
8	19343	0X450	Kern 58	R59.45/77.25	Truck passing lanes requested in 2024 SHOPP. KCOG has programmed STIP funds to add the Passing lane. Combine this project with the STIP project for cost and construction efficiency benefits. We again urge the relocation of the WIM system east of 223, significant truck volumes join EB SR 58 at 223.		69	Carryover

Comment #	SHOPP ID	EA	Dist-CO-Rte	Post Mile	Comment	Source	Draft 2026 SHOPP PDF Page	Carryover/New
9	21138	38310	Kern 58	R99.4/R107.7	Significant drainage improvements needed in this location due to repeated storm-induced closures. At least study this need with this project and add what elements you can.		69	Carryover
10	23933	38331	Kern 178	88.6/92	No Comment		71	Carryover
11	20351	38330	Kern 178	92/R93.4	Not in Interactive Dashboard. No other comment		71	Carryover
12	19004	37520	Kern 14	R12.6/16.7	Bicycle Plan and Complete Streets Facilities for Caltrans District 6 - p. 18 of 90 calls for 6' shoulders. This comment was submitted in the Draft 2024 SHOPP review.	https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf	66	Carryover
13	21677	39050	Kern 14	R0/R4.7	Bicycle Plan and Complete Streets Facilities for Caltrans District 6 - p. 18 of 90 calls for 6' shoulders. This comment was submitted in the Draft 2024 SHOPP review.	https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf	66	Carryover
14	22927	39140	Kern 14	46.2/58.6	Consider the addition of passing lanes mid-segment assuming these improvements will restrict passing that is currently permitted.		64	Carryover
15	19530	1A740	Kern 178	R2.82/R2.83	No Comment		65	Carryover
16	25245	0X241	Kern 33	21.8/39.8	No Comment		67	Carryover
17	25047	0Y131	Kern 33	40.4/59.3	No Comment		68	Carryover
18	19558	1A660	Kern 99	R43.9R/49.4	Evaluate this stretch for sound walls as needed to protect the adjacent disadvantaged community.		70	New

Project in 2024 SHOPP not in Draft 2026 SHOPP

Comment #	SHOPP ID	EA	Dist-CO-Rte	Post Mile	Comment
19	20339	37920	Kern 58	77.252/R88.6	This project must be continued to the 2026 SHOPP unless its delivery under the 2024 SHOPP is assured. This is a top priority for Kern.

Caltrans Response to Kern Council of Government:

Thank you for commenting on the Proposed 2026 SHOPP project list. Due to the specific project related items, KCOG is encouraged to continue to work with regional Caltrans Districts 6 and 9 to identify opportunities early in the process. Caltrans responses to comments are shown below. The numbering of responses corresponds with the numbered comments in the submitted document.

1. 06-Kern 46 (06-1A680): Bicycle Plan and Complete Streets Facilities for Caltrans District 6 - p. 18 of 90 calls for 6' shoulders. This comment was submitted in the Draft 2024 SHOPP review.

<https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf>

Response: This project is included in the SHOPP's Capital Preventative Maintenance (CAPM) sub-program and therefore focuses on the existing pavement only. Shoulder widening to allow for bicycle lanes is beyond the allowable parameters of the CAPM program, which is a fix-it-first sub-program for existing assets. Additionally, it is not feasible to move the project over to a sub-program that allows for complete street elements since it would substantially increase the capital cost above programming limits at a time where the SHOPP has fiscal constraints.

2. 06-Kern 33 (06-0W830): Kern Region Active Transportation Plan - p. 333 of 429 calls for a Class II Bike lane. This comment was submitted in the Draft 2024 SHOPP review.

https://www.kerncog.org/wp-content/uploads/2018/04/Kern_ATP_Plan.pdf

Response: This project is proposed to be included in the SHOPP's Capital Preventative Maintenance (CAPM) sub-program after failing to secure additional funding to widen the shoulders due to the fiscal constraints of the SHOPP. The project scope will therefore focus on the existing pavement only.

3. 06-Kern 99 (06-1A810): Thanks for adding EV charging as requested.

Response: Comment noted, no response required.

4. 06- Kern 99 (06-0X370): This project is set to combine with a STIP/TCEP project in March 2026. The proposed construction dates listed in the 2026 SHOPP are not compatible with this plan. Adjust delivery dates accordingly. This is a top priority for Kern.

Response: The draft 2026 SHOPP contained an error with the delivery dates and the final SHOPP will contain the correct dates which will allow for the two projects to be combined.

5. 06- Kern 204 (06-1F260): 2022 Regional Transportation Plan/Sustainable Communities Strategy - p. 159 of 563 calls for operational improvements that may include a future HOV, managed lane. Design bridges for easy expansion to add a managed lane each direction. Note that this facility needs a safer walk/bike access to the Kern River Parkway trail system. This comment was submitted in the Draft 2024 SHOPP review.

https://www.kerncog.org/wp-content/uploads/2018/04/Kern_ATP_Plan.pdf

Response: This project's narrowly focused scope is a product of the SHOPP sub-program (i.e. Proactive Safety) that it is contained in. The replacement of the bridge rails aligns with the fix-it-first methodology. This project will not preclude future corridor improvements. Bicyclists and pedestrians are currently prohibited on the facility within the project limit.

6. 06-Kern 5 (06-0W930): Add shoulder rumble strips. This comment was submitted in the Draft 2024 SHOPP review.

Response: Rumble strips were added.

7. 06- Kern 223 (06-0Y150): Listed as New but was in 2024 SHOPP. Consult with City of Arvin staff on complete street treatments. This comment was submitted in the Draft 2024 SHOPP review.

Response: This project has been developed in coordination with the City of Arvin. Complete Streets elements are currently included in the design.

8. 06- Kern 58 (06-0X450): Truck passing lanes requested in 2024 SHOPP. KCOG has programmed STIP funds to add the Passing lane. Combine this project with the STIP project for cost and construction efficiency benefits. We again urge the relocation of the WIM system east of 223, significant truck volumes join EB SR 58 at 223.

Response: The District will evaluate the recommended approach.

9. 09- Kern 58 (09-38310): Significant drainage improvements needed in this location due to repeated storm-induced closures. At least study this need with this project and add what elements you can.

Response: The required solution to this issue is outside the scope of a CAPM pavement project.

10. 09- Kern 178 (09-38331): No Comment.

Response: Thank you.

11. 09- Kern 178 (09-38330): Not in Interactive Dashboard. No other comment.

Response: This long lead project is indeed a part of the interactive dashboard. Be sure to toggle the project type field to long lead.

12. 09- Kern 14 (09-37520): Bicycle Plan and Complete Streets Facilities for Caltrans District 6 - p. 18 of 90 calls for 6' shoulders. This comment was submitted in the Draft 2024 SHOPP review.

<https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf>

Response: Both south and north of town, the outside shoulder is 8 feet, and the inside shoulder is 5 feet. In town, there are no shoulders, but we are addressing ADA and pedestrian facilities.

13. 09- Kern 14 (09-39050): Bicycle Plan and Complete Streets Facilities for Caltrans District 6 - p. 18 of 90 calls for 6' shoulders. This comment was submitted in the Draft 2024 SHOPP review.

<https://www.kerncog.org/wp-content/uploads/2020/02/Bicycle-Plan-Complete-Sts-Facilities-Dist6-2019.pdf>

Response: Rosmond Rehab will have 10 feet outside shoulders, which exceeds the Bicycle Plan and Complete Streets Facilities for Caltrans District 6 – p. 18 of 90.

14. 09- Kern 14 (09-39140): Consider the addition of passing lanes mid-segment assuming these improvements will restrict passing that is currently permitted.

Response: Passing lanes are included in one of the alternatives being considered during PA&ED.

15. 06 – Kern 178 (06-1A740): No Comment.

Response: Thank you.

16. 06- Kern 33 (06-0X241): No Comment.

Response: Thank you.

17. 06- Kern 33 (06-0Y131): No Comment.

Response: Thank you.

18. 06- Kern 99 (06-1A660): Evaluate this stretch for sound walls as needed to protect the adjacent disadvantaged communities.

Response: This project is included in the SHOPP's Capital Preventative Maintenance (CAPM) sub-program and therefore focuses on the existing pavement only. Soundwalls are beyond the allowable parameters of the CAPM program, which is a fix-it-first sub-program for existing assets.

19. 09- Kern 58 (09-37920): This project must be continued to the 2026 SHOPP unless its delivery under the 2024 SHOPP is assured. This is a top priority for Kern.


Response: This project has recently been added to the 2026 SHOPP as a carryover project with an updated delivery year of FY26/27.

2026 State Highway Operation and Protection Program Public Comments

Comment submitted by:

Sandy Ebersole – Administrative Analyst

Madera County Transportation Commission



2001 Howard Road, Suite 201
Madera, California 93637

559.675.0721 • maderactc.org

December 30, 2025

Dina El-Tawansy, Director
Department of Transportation, Director
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Director El-Tawansy,

On behalf of the Madera County Transportation Commission (MCTC), thank you for the opportunity to provide comments on the Draft 2026 State Highway Operation and Protection Program (SHOPP).

We understand and appreciate the challenges associated with the current project funding shortfall and recognize the difficult decisions that must be made to balance statewide needs. We value our partnership with Caltrans and acknowledge the efforts underway to responsibly manage limited resources while maintaining and improving the state highway system.

That said, we strongly emphasize the need to maintain funding this fiscal year and avoid further delays to the State Route 99 (SR 99) South Madera 6 Lane project. This segment of SR 99 remains a critical corridor for our region, and recent events have underscored the urgency of advancing this project. A recent tragic double fatality in this section of the freeway underscores the very real and immediate safety risks faced by the traveling public.

Current SHOPP funding in the amount of \$54.7 million, allocated in FY 25-26 for the SR 99 South Madera 6 Lane project, should remain in this fiscal year and not be delayed to FY 2026/27. Additionally, current and proposed Interregional Transportation Improvement Program (ITIP) funds should be advanced to FY 25/26.

Maintaining funding for high-risk corridors, such as SR 99, should remain a top priority. The loss of life reinforces the importance of advancing this project without further delay. Protecting motorists' safety and saving lives must take precedence, and timely investment in this corridor is essential to achieving those outcomes.

MEMBER AGENCIES: City of Madera, City of Chowchilla, Madera County

For these reasons, we request that Caltrans continue to prioritize funding for the SR 99 South Madera 6 Lane project and take all possible steps to advance it immediately. Our region stands ready to support Caltrans in advancing this critical safety project.

Thank you for your continued partnership and for considering our comments. Please do not hesitate to contact Patricia Taylor, Executive Director of the Madera County Transportation Commission, at patricia@maderactc.org should you have any questions or require additional information.

Sincerely,



[Jose Rodriguez \(Dec 31, 2025 21:20:43 PST\)](#)

Jose Rodriguez, Chair

Madera County Transportation Commission

cc: The Honorable Marie Alvarado-Gil, Senator, 4th District
The Honorable Anna Caballero, Senator, 14th District
The Honorable Esmeralda Z. Soria, Assemblymember, 27th District
The Honorable David J. Tangipa, Assemblymember, 8th District
Michael Navarro, Caltrans District 6 Director
Tanisha Taylor, California Transportation Commission, Executive Director

Caltrans Response to Madera County Transportation Commission (MCTC):

Thank you for your comments on the Draft 2026 State Highway Operation and Protection Program (SHOPP). Caltrans sincerely appreciates MCTC's continued partnership and your recognition of the difficult fiscal challenges currently facing the SHOPP program. Caltrans understands the critical importance of the State Route 99 (SR 99) South Madera 6 Lane project to the region and share your concerns regarding the safety of this vital corridor.

Caltrans appreciates the acknowledgment of the complexities involved in managing the current project funding challenges and balancing the needs across the state. Your support and partnership are invaluable as we navigate these issues. Due to these limitations, multiple projects across the state are being affected, including shifts in planned delivery years, as we work to responsibly manage available resources while maintaining systemwide safety, preservation,

and mobility. These decisions are not taken lightly and require balancing urgent regional needs with statewide priorities under constrained fiscal conditions.

The State Route 99 South Madera 6 Lane project is a high-priority initiative. Due to funding constraints and strategic considerations, the State Highway Operation and Protection Program (SHOPP) funds will be shifted from the 2025/2026 fiscal year to the 2026/2027 fiscal year, aligning with the funding year of the Interregional Transportation Improvement Program (ITIP) funds scheduled for the 2026/2027 fiscal year. The project's funds will be allocated in the 2026/2027 fiscal year. This decision ensures adherence to our structured funding plan and optimizes resource allocation across various critical statewide projects.

Caltrans will request construction allocation at the August 2026 California Transportation Commission (CTC) meeting, ensuring that the project progresses without unnecessary delays.

Your emphasis on the urgency of this project, especially considering recent tragic events, is not taken lightly. Caltrans remains committed to motorist safety and advancing the SR 99 South Madera 6 Lane project.

Thank you for your continued collaboration and support. Should you have further questions or require any additional information, please feel free to contact the district.

2026 State Highway Operation and Protection Program Commission Comments

Comment submitted by:

David Ripperda – Director of Projects & Programming

Sonoma County Transportation and Climate Authorities



January 14, 2026

James R. Anderson, Chief
Division of Financial Programming, Caltrans
1120 N Street, MS-82
Sacramento, CA 95814-5680

Re: 2026 State Highway Operations and Protection Program priorities from Sonoma County

Dear Mr. Anderson:

Thank you for your letter dated December 8, 2025, giving the Sonoma County Transportation and Climate Authorities (SCTCA) an opportunity to provide input on the 2026 State Highway Operations and Protection Program (SHOPP) Project List. SCTCA staff have reviewed the 2026 SHOPP Project List Version 3 released with your letter. SCTCA requests the Department go back to the collaborative approach to developing future SHOPP cycles by providing the Version 1 and Version 2 of the Draft SHOPP to allow SCTCA to provide meaningful input ahead of its release. Please see the attached schedule that illustrates an approach to coordinating with Transportation Authority partners.

The SCTCA understands the financial constraints the SHOPP is under based upon the adopted 2026 STIP Fund Estimate. While a number of projects from the 2024 SHOPP have delayed by one fiscal year as a result, we appreciate that a number of critical projects that SCTCA has commented on in past SHOPP cycles have had their original schedules maintained. These include major damage restoration projects on State Route (SR) 116, shoulder widening on SR 12 near the community of Glen Ellen, and intersection safety projects on SR 116 at Green Valley Road, Pine View Way, and Stage Gulch Road. However, the following three Capitalized Maintenance (CAPM) projects that completed their project initiation document (PID) to be included in the 2026 SHOPP were not included in the draft Project List:

- EA 04-4Q860 - US 101 CAPM - Rohnert Park Expressway to Steele Lane – SHOPP ID 18935
- EA 04-3Y770 - SR 116 CAPM - Stage Gulch Road to SR 121 – SHOPP ID 23077
- EA 04-3Y790 - SR 12 CAPM – Oakmont to Boyes Blvd - SHOPP ID 22829

The SCTCA encourages Caltrans to continue developing these projects to amend into the 2026 SHOPP should additional funding capacity become available or include them in the 2028 SHOPP. These projects are critical to improve the pavement condition, safety, and provide complete streets for our communities in Sonoma County.

The SCTCA also encourages Caltrans to continue to improve coordination with SCTCA and its member local agencies on SHOPP projects that affect the main streets of local communities, and explore partnerships to improve safety and complete streets further beyond what can normally be funded through the asset management approach used in the SHOPP. These include but are not limited projects such as:

- EA 04-4Q830 SR 12 Glen Ellen Shoulder Widening – SHOPP ID 21364
 - Opportunities to partner with Sonoma County Regional Parks on the planned Sonoma Valley Trail Class I bikeway connecting the City of Santa Rosa to the Springs community north of the City of Sonoma.
- EA 04-3W030 SR 12 Sebastopol ADA – SHOPP ID 18036
 - Close coordination required with the City of Sebastopol during the PS&E phase to avoid community and business disruptions during construction.
- EA 04-4Q910 SR 116 Monte Rio and Forestville CAPM – SHOPP ID 13667
 - Opportunities to partner with Sonoma County Regional Parks on the planned Lower Russian River Trail Class I bikeway between Monte Rio and River Road. SCTCA supports and encourages Caltrans to continue partnering with Sonoma County Public Infrastructure to coordinate on complete streets improvements in the community of Forestville to coincide with Caltrans' CAPM project.
- EA 04-4Q900 SR 116 Cotati and Petaluma CAPM – SHOPP ID 20334
 - SCTCA encourages Caltrans to continue partnering with SCTCA and the Cities of Cotati and Petaluma to coordinate construction with the planned roundabouts at SR 116/W Cotati Avenue and at SR 116/Pine View Way (EA-1X790). SCTCA also encourages Caltrans to incorporate refined complete streets design concepts for SR 116 (Lakeville Highway) within the City of Petaluma being planned through SCTCA's Lakeville Multimodal Corridor Study that was funded by USDOT.
- EA 04-2Q430 SR 128 Geyserville CAPM – SHOPP ID 13668
 - SCTCA encourages Caltrans to continue partnering with Sonoma County Public Infrastructure to coordinate with planned complete streets improvements in the community of Geyserville to coincide with construction of Caltrans' CAPM project.

The SCTCA has identified the following additional priority areas on highway corridors in Sonoma County that are both eligible and would benefit from investment by the SHOPP and should, at a minimum, be included in the 10-year SHOPP to address community needs:

- EA 04-1Y170 - SR 121/8th St East Intersection Improvements
 - Currently included in the 2024 STIP and a candidate for SB 1 Trade Corridor Enhancement Program (TCEP) and SHOPP funding. This project incorporates significant safety, mobility, freight, and complete streets elements including portions of two planned Class I bikeways and will improve the state of good repair for SR 121.
- SR 12/Stony Point Road Interchange Improvements – SHOPP ID 25511
 - Identified for proactive safety improvements in the 10-Year SHOPP and a PID will be developed by the City of Santa Rosa to address complete streets features.
- US 101/Corona Road Overcrossing – SHOPP ID 22671
 - Identified for proactive safety improvements in the 10-Year SHOPP and a PID will be developed by the SCTCA and the City of Petaluma to incorporate complete streets features in response to two bicyclist fatalities over the last five years.

- US 101/River Road Overcrossing
 - This overcrossing appeared in previous versions of the 10-Year SHOPP Project Book for bridge rail replacement but is no longer included. This overcrossing requires upgrades to address evacuation routes, safety, and complete streets features.
- SR 116/Old Adobe Road Intersection Improvements
 - This intersection appeared in previous versions of the 10-Year SHOPP Project Book for intersection improvements but is no longer included. Upgrades are needed to address projected trip diversion from planned tolling on SR 37, safety, and complete streets.
- SR 116 Sebastopol to Cotati Improvements
 - Rehabilitation, shoulder widening, complete streets and intersection improvements. Additional improvements beyond those previously constructed at SR 116/Llano Road and planned under the SR 116 CAPM EA 04-4Q900 are still needed.
- SR 116/Guerneville Road Intersection Improvements
 - This three-way intersection requires safety and complete streets improvements. A fatal collision occurred at the intersection on December 12, 2021, and no projects are currently programmed in the 10-year SHOPP to address the intersection. The District is planning a roundabout approximately 1500 feet south of Guerneville Road at SR 116/Green Valley Road in EA 04-3Q64, however further improvements are needed.

Lastly, the SCTCA wishes to inquire on the status of two projects for which the District is currently preparing PIDs but do not appear in the Draft SHOPP nor the 10-Year SHOPP Project Book:

- EA 04-1X700 – SR 1 Russian Gulch Bridge Sea Level Rise – Long Lead Project (PM 24.5)
- EA 04-2X430 – SR 1 Highway Realignment 12 Miles Northwest of Jenner (PM 34.5)

SCTCA staff look forward to a continued partnership with Caltrans on the SHOPP. We appreciate Caltrans District 4's Sonoma County Project Management staff early engagement and collaboration on 2026 SHOPP candidate projects with us. We ask Caltrans to share early versions of future SHOPPs prior to the 3rd version being distributed to SCTA by Caltrans Headquarters in December. Thank you for your consideration and we look forward to continuing to work with you on these critical projects.

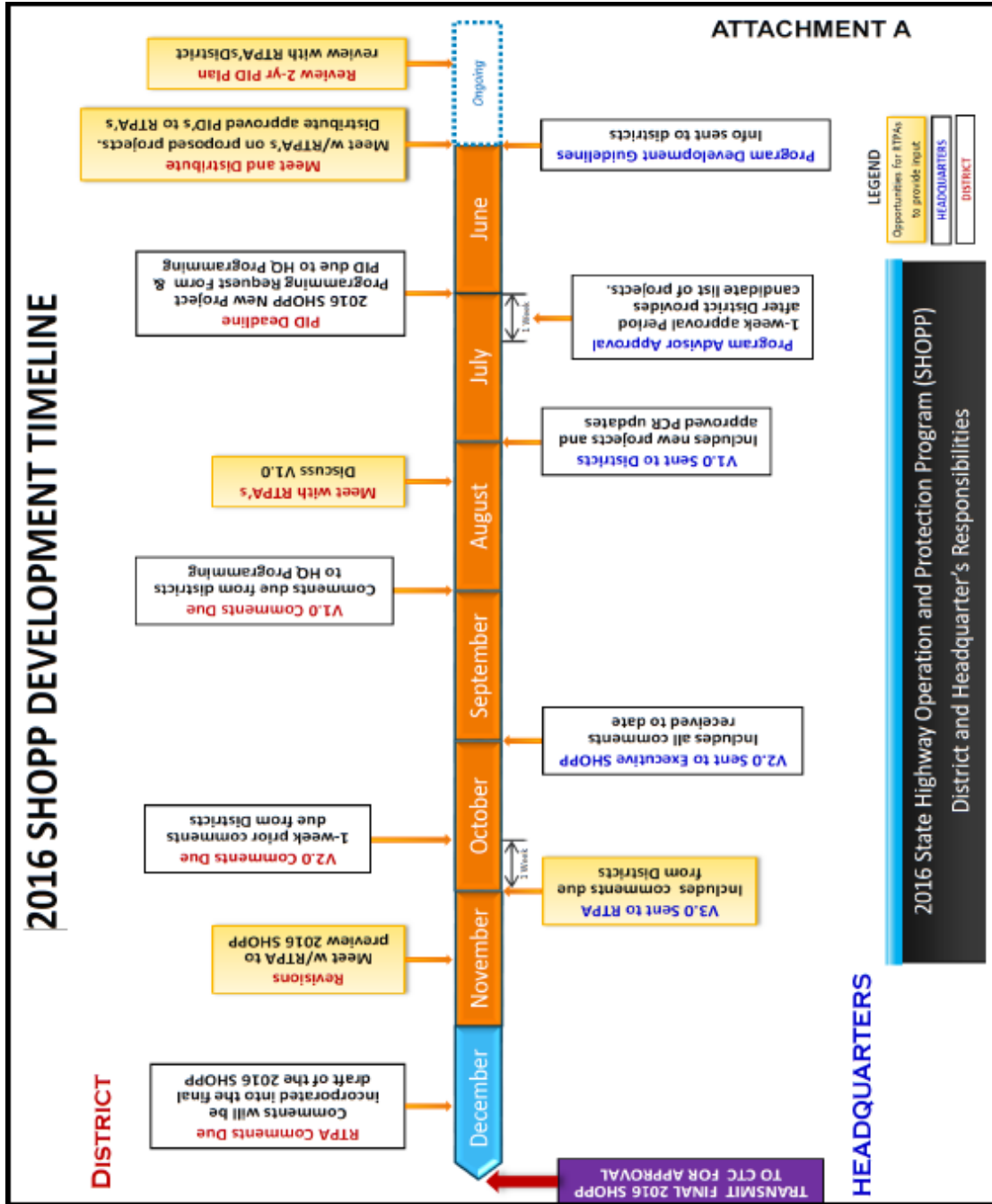
Sincerely,



Lynda Hopkins, Chair
Sonoma County Transportation and Climate Authorities

cc: SCTCA Directors
James R. Cameron, David Ripperda - SCTCA
Doanh Nguyen, Robert Effinger, Gez Tizazu, Samira Norouzpour – Caltrans Bay Area (District 4)
Rich Stone – Caltrans Headquarters Division of Financial Programming
Timothy Sobelman, Jon Pray – CTC

411 King Street, Santa Rosa, CA 95404 707.565.5373 sctca.ca.gov



Caltrans Response Sonoma County Transportation & Climate Authorities:

Thank you for commenting on the Proposed 2026 SHOPP project list. Due to the specific project related items, SCTCA is encouraged to continue to work with regional Caltrans District 4 to identify opportunities early in the process. Caltrans responses to project specific comments are shown below.

04-US 101 (04-4Q860), 04-SR 116 (04-3Y770), & 04-SR 12 (04-3Y790): These three Capitalized Maintenance (CAPM) projects that completed their project initiation

document (PID) to be included in the 2026 SHOPP were not included in the draft Project List. The SCTCA encourages Caltrans to continue developing these projects to amend into the 2026 SHOPP should additional funding capacity become available or include them in the 2028 SHOPP. These projects are critical to improve the pavement condition, safety, and provide complete streets for our communities in Sonoma County.

Response: Many approved PID projects that the district proposed to be developed in the 2026 SHOPP were not funded. They will be reconsidered for the 2028 SHOPP cycle.

04-SR 12 (04-4Q830), 04-SR 12 (04-3W030), 04-SR 116 (04-4Q910), 04-sr 116 (04-4Q900), & 04-SR 128 (04-2Q430): The SCTCA also encourages Caltrans to continue to improve coordination with SCTCA and its member local agencies on these SHOPP projects that affect the main streets of local communities, and explore partnerships to improve safety and complete streets further beyond what can normally be funded through the asset management approach used in the SHOPP.

Response: The District will continue to work with local agencies and communities to develop projects that address highway and community needs to the extent possible within programming and schedule requirements.

04-SR 121 (04-1Y170), 04-SR 12 (SHOPP ID 25511), 04-US 101 (SHOPP ID 22671), 04-US 101/River Road Overcrossing, 04-SR 116/Old Adobe Rd Intersection Improvements, 04-SR 116 Sebastopol to Cotati Improvements, & 04-SR 116/Guerneville Rd Intersection Improvements. The SCTCA has identified the following additional priority areas on highway corridors in Sonoma County that are both eligible and would benefit from investment by the SHOPP and should, at a minimum, be included in the 10-year SHOPP to address community needs:

Response: These areas will be shared with the district 4 Divisions of Planning and Maintenance, and Asset Management for possible inclusion in future SHOPP projects and for consideration in assessing needs for the Highway System.

04-SR 1 (04-1X700) & 04-SR 1 (04-2X430). The SCTCA wishes to inquire on the status of these two projects for which the District is currently preparing PIDs but do not appear in the Draft SHOPP nor the 10-Year SHOPP Project Book.

Response: 04-1X700, this project has been moved to the 2028 SHOPP PID cycle. Due to identified design and environmental challenges, this project will be reevaluated. 04-2X430, PID is in progress, the next milestone is the 65% PID circulation soon.

2026 State Highway Operation and Protection Program Commission Comments

Comment submitted by:

Jillian Guizado – Planning and Programming Director

Riverside County Transportation Commission (RCTC)



**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

4080 Lemon St. 3rd Fl. Riverside, CA 92501
Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
951.787.7141 • rctc.org

January 16, 2026

Dina El-Tawansy
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Subject: Riverside County Transportation Commission (RCTC) Comments on Caltrans' Draft 2026 State Highway Operation Protection Program (SHOPP)

Dear Director El-Tawansy:

Thank you for the opportunity to comment on the California Department of Transportation's (Caltrans') Draft 2026 SHOPP for fiscal years 2026/27 through 2029/30.

RCTC is pleased District 8 confirmed projects in the 2024 SHOPP not carried forward to the 2026 SHOPP are being completed. RCTC applauds District 8's efforts to deliver already-programmed SHOPP projects in the face of SHOPP funding challenges. RCTC looks forward to ongoing dialogue with District 8 to ensure that critically needed SHOPP projects continue to move forward in Riverside County.

Of particular interest is EA 1L170, a SHOPP project on Interstate 215 between Ramona Expressway and Martin Luther King Boulevard, to rehabilitate pavement, upgrade guardrail, construct rumble strips, and more. This project was ready to list in October 2025 and was anticipated to be allocated by the California Transportation Commission at its December 2025 meeting in Riverside. RCTC was disappointed to find out it had to be pulled back due to SHOPP rebalancing. As we understand, the project is expected to instead be allocated in August 2026. RCTC supports every effort Caltrans can make to get this project closer to its original schedule as cost savings are realized on other projects or additional funding is identified for SHOPP projects.

RCTC supports District 8's prioritization of the other 17 projects listed in the Draft 2026 SHOPP and encourages the State to continue to support them, as well. RCTC looks forward to the 2028 SHOPP when EA 1L160 will be added to the program. This will be the final piece of Interstate 215 major rehabilitation along the 30-plus-mile stretch District 8 has been working on for several years.

Thank you for your consideration of our comments. Please contact Jillian Guizado, Planning and Programming Director, at (951) 218-3922 or JGuizado@rctc.org if you have any questions or would like to discuss our comments.

Sincerely,



Aaron Hake
Executive Director

c: Catalino Pining III, Caltrans District 8

Caltrans Response Riverside County Transportation Commission (RCTC):

Thank you for commenting on the Proposed 2026 SHOPP project list. Due to the specific project related items, RCTC is encouraged to continue to work with regional Caltrans District 8 to identify opportunities early in the process. Caltrans responses to comments are shown below:

08- Riverside 215 (08-1L170).

Response: This project was delayed due to a shortfall in available funds needed to allocate the construction phase. This is a statewide issue caused by rising costs and an increased number of emergency projects, which delayed delivery of planned projects.

08- Riverside 215 (08-1L160)

Response: This project is confirmed for the 2028 SHOPP as a multi-asset project for Pavement Rehabilitation, which also includes Transportation Management Systems/Culvert/ADA upgrades. Current Ready to List milestone is scheduled for July of 2031.

2026 State Highway Operation and Protection Program Commission Comments

Comment submitted by:

Audrey Veyssier – Assistant Project Delivery Manager

Transportation Authority of Marin (TAM)

Why is the current CAP-M Project on SR 131 not included? 2. Due to the recent flooding in the Lucky Drive area, it seems like flood control elements should be added to SHOPP ID 22042. 3. Due to the recent increase in congestion on SB 101 between Novato and San Rafael, it is recommended that ramp metering installations should be added to the SHOPP at Ignacio Boulevard, Alameda Del Prado, Miller Creek Road, and Lucas Valley Road SB on-ramps. 4. It is recommended for SHOPP Project 17840 that extensive local coordination occur between CALTRANS, Transit Agencies, and Marin County to identify concerns early on. 5. The multipurpose path along the West side of US 101 between the Casa Buena Drive On-Ramp and the Blithedale On-Ramp requires substantial improvements and should be included in the next SHOPP cycle. 6. It is also requested that improvements occur at the Heatherton Park and Ride in San Rafael and more accurate PeMS data be made available.

Caltrans Response to Transportation Authority of Marin (TAM):

Thank you for commenting on the Proposed 2026 SHOPP project list. Due to the specific project related items, TAM is encouraged to continue to work with regional Caltrans District 4 to identify opportunities early in the process. Caltrans responses to comments are shown below:

1. 04- 1Q230 – Why is the current CAPM project on SR 131 not included?

Response: The 131 CAPM project (04-1Q230) has completed design (RTL) and received its allocation, so it is considered a completed 2024 SHOPP project and does not need to be included in the 2026 SHOPP.

2. Due to the recent flooding in the Lucky Drive area, it seems like flood control elements should be added to SHOPP ID 22042.

Response: Lucky Drive is outside the project limits. Additionally, the project scope is limited to deck repairs on Bridge No. 27-0008K only. The project design has been completed and is currently awaiting funding. Any modifications to address flooding concerns would require restarting the project development process.

3. Due to the recent increase in congestion on SB 101 between Novato and San Rafael, it is recommended that ramp metering installations should be added to the SHOPP at Ignacio Boulevard, Alameda Del Prado, Miller Creek Road, and Lucas Valley Road SB on-ramps.

Response: There are no projects currently planned that would install ramp metering at the four locations mentioned. Monitoring of the locations will continue for possible future action.

4. It is recommended for SHOPP Project 17840 that extensive local coordination occurs between CALTRANS, Transit Agencies, and Marin County to identify concerns early on.

Response: Recommendation received and accepted.

5. The multipurpose path along the West side of US 101 between the Casa Buena Drive On-Ramp and the Blithedale On-Ramp requires substantial improvements and should be included in the next SHOPP cycle.

Response: While within State right of way, the County of Marin is responsible for the path per the 1973 agreement.

6. It also requested that improvements occur at the Heatherton Park and Ride in San Rafael and more accurate PeMS data be made available.

Response: The needs of the Heatherton Park and Ride in San Rafael will be considered in a future US 101 project. PeMS data availability is not a SHOPP project issue.

2026 State Highway Operation and Protection Program Commission Comments

Comment submitted by:

Christopher Blunk

County of Marin

Request to include the following projects for Marin County:

- 1) Upgrade US101 adjacent 'Horse Hill Pathway' in Mill Valley & Corte Madera for accessibility, wayfinding signage, and guardrail or barrier protection from Southbound US101 traffic.
- 2) Please ensure that Project 04-MRN-1-0P960 scope includes sidewalk and bike lanes across Coyote Creek Bridge.
- 3) Please ensure that Project 04-MRN-1-0AA45 includes sidewalk and frontage improvements along Shoreline Highway from Pohono St. north to Gibson/Flamingo, including the Coyote Creek Bridge.
- 4) Please ensure Project 04-MRN-1-0AA45 scope includes drainage improvements across CA-1 at Gibson/Flamingo intersection to eliminate sheet flows across roadway during rain events.
- 5) Please program a project to protect CA-1 at US-101 in Tamalpais/Homestead Valley by elevating CA-1 for flood relief.
- 6) Please program a project at CA-131 near Greenwood Cove Drive to rehabilitate CMP drainage culverts at West Creek to Saltworks Canal; and raise access structures between CA-131 and Greenwood Cove Dr and valve connecting storm drain inlet at CA-131 for flood relief.

Caltrans Response County of Marin:

Thank you for commenting on the Proposed 2026 SHOPP project list. Due to the specific project related items, County of Marin is encouraged to continue to work with regional Caltrans District 4 to identify opportunities early in the process. Caltrans responses to individual comments are shown below.

1. Upgrade US101 adjacent to 'Horse Hill Pathway' in Mill Valley & Corte Madera for accessibility, wayfinding signage, and guardrail or barrier protection from Southbound US101 traffic.

Response: Marin County constructed and maintains Horse Hill Path so upgrades need to be discussed with the County. EA 04-4W720, a CAPM project in MRN 101 will upgrade some of the MBGRS to MGS along SB 101 from PM 0.0 to 8.0.

2. Please ensure that Project 04-MRN-1-0P960 scope includes sidewalk and bike lanes across Coyote Creek Bridge.

Response: Coyote Creek Br. Will have rails replaced but no sidewalks and bike lanes are being added as parallel pedestrian paths make them unnecessary.

3. Please ensure that Project 04-MRN-1-0AA45 includes sidewalk and frontage improvements along Shoreline Highway from Pohono St. north to Gibson/Flamingo, including the Coyote Creek Bridge.

Response: The current project scope does not include sidewalks and frontage improvements from the project limits requested. Pohono St. is outside the project limits. The Project Development Team (PDT) will evaluate the other locations and assess potential impacts to the project design, right of way, environmental considerations, and funding availability.

4. Please ensure Project 04-MRN-1-0AA45 scope includes drainage improvements across CA-1 at Gibson/Flamingo intersection to eliminate sheet flows across roadway during rain events.

Response: The Gibson/Flamingo intersection drainage issue is not currently included in the CAPM project scope. The Project Development Team (PDT) will evaluate the location and assess potential impacts to the project design, right of way, environmental considerations, and funding availability.

5. Please program a project to protect CA-1 at US-101 in Tamalpais/Homestead Valley by elevating CA-1 for flood relief.

Response: US 101 and SR 1 interchange are being studied and are subjects of future consideration in the SHOPP or other programs depending on funding availability.

6. Please program a project at CA-131 near Greenwood Cove Drive to rehabilitate CMP drainage culverts at West Creek to Saltworks Canal; and raise access structures between CA-131 and Greenwood Cove Dr and valve connecting storm drain inlet at CA-131 for flood relief.

Response: MRN 131 at Greenwood Cove will be evaluated and will be subject to future consideration in the SHOPP or other programs, depending on funding availability.

2026 State Highway Operation and Protection Program Commission Comments

Comment submitted by:

Michael Carnacchi – Sebastopol Downtown Association and Sebastopol City Council -Council Member (2016 – 2020)

Nonprofit Business Organization

Project ID No. 0421000307 (04-3W030) - Please be certain to directly contact the various small businesses that will be affected by this project. Thanks.

Caltrans Response to Michael Carnacchi:

The project (04-3W030) is starting its design phase during which site visits will occur to assess and discuss impacts with impacted businesses. Communication with the community will also occur to discuss traffic and other impacts.

EXHIBIT D: 2026 SHOPP County Listing of Projects

County	Page No.	County	Page No.
Alameda	D - 1	Orange	D - 163
Alpine	D - 12	Placer	D - 172
Amador	D - 14	Plumas	D - 175
Butte	D - 15	Riverside	D - 177
Calaveras	D - 18	Sacramento	D - 187
Colusa	D - 20	San Benito	D - 191
Contra Costa	D - 23	San Bernardino	D - 193
Del Norte	D - 29	San Diego	D - 212
El Dorado	D - 32	San Francisco	D - 228
Fresno	D - 36	San Joaquin	D - 230
Glenn	D - 41	San Luis Obispo	D - 236
Humboldt	D - 43	San Mateo	D - 240
Imperial	D - 54	Santa Barbara	D - 250
Inyo	D - 57	Santa Clara	D - 262
Kern	D - 60	Santa Cruz	D - 270
Kings	D - 70	Shasta	D - 275
Lake	D - 72	Sierra	D - 282
Lassen	D - 76	Siskiyou	D - 283
Los Angeles	D - 79	Solano	D - 291
Madera	D - 114	Sonoma	D - 299
Marin	D - 117	Stanislaus	D - 310
Mariposa	D - 124	Sutter	D - 315
Mendocino	D - 125	Tehama	D - 318
Merced	D - 133	Trinity	D - 322
Modoc	D - 139	Tulare	D - 327
Mono	D - 142	Tuolumne	D - 330
Monterey	D - 145	Ventura	D - 333
Napa	D - 155	Yolo	D - 345
Nevada	D - 161	Yuba	D - 348

[EXHIBIT E: 2026 SHOPP Long Lead Projects](#)

Long Lead Project List

Projects which require more than four years to develop due to complex environmental and preliminary engineering work.

[EXHIBIT F: Existing SHOPP Projects](#)

Existing SHOPP Projects

Projects currently active in the SHOPP from prior fiscal years

California Department of Transportation
1120 N Street, Sacramento, CA 95814
www.dot.ca.gov