

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 23-24, 2011

Reference No.: 4.9  
Action

From: BIMLA G. RHINEHART  
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Subject: **COMMISSION COMMENTS ON THE 2011 TEN-YEAR SHOPP PLAN**

## **Commission Comments on 2011 Ten-Year SHOPP Plan**

The Department presented the draft 2011 Ten-Year State Highway Operation and Protection Plan (Plan) at the January 19-20, 2011 Commission meeting for Commission review and comments.

Projected funding available for the SHOPP is \$1.8 billion per year, which is 24% of the \$7.4 billion annual need. The Commission would ask the Department to quantify the negative economic impact that results from the underfunding, and to include this information in the final Plan, highlighting how the shortfall in funding affects the level of deteriorating highway lane miles.

### **Background**

Streets and Highways (S&H) Code section 164.6 requires the Department to 1) prepare a ten-year plan every two years that identifies the needs on the State Highway System; and 2) to submit the plan to the Commission for review and comment by January 31 of each odd-numbered year.

The Plan is the Department's State Highway Operation and Protection Program (SHOPP) strategy to protect the State Highway System (SHS). The SHS includes nearly 50,000 lane miles of pavement, 12,559 bridges, 205,000 culverts and drainage facilities, 87 roadside rest areas, and 29,183 acres of roadside landscaping. There are also 444 support facilities, including equipment shops, maintenance stations, and transportation materials laboratories and testing facilities.

The Plan shows that the 12,559 bridges have a median age of 43 years and 8% (1,064) are in distressed condition; that 58% of roadside landscaping is deficient and no longer performs as viable stormwater control; that 70% of safety roadside rest areas have deficiencies; and that 26% (12,998 lane miles) of the pavement is distressed and requires rehabilitation and reconstruction work.

The demands on the SHS are increasing. Between 1995 and 2005, annual vehicle miles traveled increased 20 percent. Freight moved on California highways, and the resulting truck traffic, will more than double in volume, increasing from 971 million tons in 2002 to 2,179 million tons in 2035.

As funding is insufficient, the Department will focus available resources on the most critical categories of projects in the SHOPP (safety, bridge, and pavement preservation). Even with this focus, the State Highway System will continue to deteriorate. For example the percentage of highway pavement in a distressed condition is projected to increase from 26 to 40 percent during the next ten years.

In the absence of new revenue sources, the condition of the transportation system will continue to deteriorate, impacting the ability to improve mobility across California.