

Date of Hearing: April 4, 2016

ASSEMBLY COMMITTEE ON TRANSPORTATION  
Jim Frazier, Chair  
AB 2289 (Frazier) – As Introduced February 18, 2016

**SUBJECT:** Department of Transportation: capital improvement projects

**SUMMARY:** Clarifies that capital improvement projects relative to operations on the state highway system are eligible for inclusion in the State Highway Operation and Protection Program (SHOPP).

**EXISTING LAW:** Directs the Department of Transportation (Caltrans) to prepare the SHOPP to guide expenditure of transportation funds for major capital improvements that are necessary to protect the state highway system. The SHOPP is specifically limited to capital improvement projects related to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.

**FISCAL EFFECT:** Unknown, however, any cost should be minimal since the bill codifies existing practice.

**COMMENTS:** For nearly 20 years, Caltrans has been statutorily required to prepare the SHOPP to guide investments in state highways and bridges owned by the state. Projects to improve traffic operations, such as ramp meters and changeable message signs, have always been included in the SHOPP. The SHOPP specifically excludes projects that increase the capacity of the state highway system. However, operational improvements that increase capacity by virtue of improving operational efficiencies in the existing system are, and always have been, included in the SHOPP.

Oddly, despite past practices, statutes governing preparation of the SHOPP do not explicitly include operational improvements in the types of projects to be included in the SHOPP. AB 2289 remedies this inconsistency by specifically providing that operational improvements are to be included in the SHOPP.

AB 2289 is a technical cleanup bill. It will not have any significant impact in the way the SHOPP has always been developed. However, as the state is increasingly looking to traffic operations improvements to provide greater efficiencies in the operation of the state highway system, AB 2289 makes it abundantly clear that these operational improvements are to be included in the SHOPP.

**REGISTERED SUPPORT / OPPOSITION:**

**Support**

Automobile Club of Southern California  
California Transportation Commission

**Opposition**

None on file

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