



# Semi-Annual Progress Report

to the California Transportation Commission for  
Reporting Period January 1, 2023 - June 30, 2023

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# Executive Summary

## Summary

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Beal, Chapter 5, Statutes of 2017) is a landmark transportation investment which revitalized the effort to make improvements to California's transportation infrastructure.

## Significance

SB 1's passage instituted several reforms to ensure transparent and efficient investment and reporting of transportation funds. The SB 1 Accountability and Transparency Guidelines (Guidelines) initially adopted in 2018 and revised in 2023, require ongoing tracking and public reporting of SB 1-funded projects to ensure Californians know where and how transportation tax dollars are being invested.

## Coordination

The California Department of Transportation (Caltrans) creates these reports but works closely with California Transportation Commission (Commission) staff to develop and refine reportable information. SB 1 administration and implementation is a joint effort between the two agencies, with the Commission programming and allocating funds to projects and Caltrans administering and managing those projects.

## Content

This report includes the funding and project update information since SB 1 began in 2017 and is updated every six months. Also included are the outputs these programs and projects provide to the people of the State of California.

The attachments to the report give insight into projects that would serve with better risk assessment going forward, as well as a list of the outputs resulting from the important work being done with this funding. Detailed documentation from the report by program, as well as project-specific information referenced in the report, can be found at: <https://dot.ca.gov/programs/sb1/progress-reports>.

A broader list of projects and funding for SB 1 programs is included at: [www.rebuildingca.ca.gov](http://www.rebuildingca.ca.gov).

# Program Summary

## Introduction

Senate Bill 1 (SB 1), The Road Repair and Accountability Act of 2017, improves California's transportation infrastructure including its roads and bridges, bicycle and pedestrian facilities, and public transit systems. SB 1 boosted funding for existing California Department of Transportation (Caltrans) programs (Programs) and established new ones. In addition, SB 1 increased the California Transportation Commission's (Commission) oversight over these Programs.

In 2018, the Commission established Accountability and Transparency Guidelines which require progress reporting on SB 1 Programs and projects. This progress report covers the period between January 1, 2023 through June 30, 2023.

## Program Highlights

The report includes programmed funds totaling \$35.695 billion on 2,503 projects across the state. Additionally, included are the outputs that these programs and projects provide to the people of the State of California. Commission Guidelines require progress reports for the following Programs:

- Solutions for Congested Corridors Program (SCCP)
- Trade Corridor Enhancement Program (TCEP)
- Local Partnership Program (LPP)
- State Highway Operation & Protection Program (SHOPP)
- Active Transportation Program (ATP)

Project programming by the Commission occurs on a cyclical basis as follows:

Program	Current Funding Cycle
SCCP/TCEP/LPP-C	2 <sup>1</sup>
LPP-F <sup>2</sup>	4
SHOPP <sup>3</sup>	N/A
ATP	6

<sup>1</sup> Cycle 3 was approved by the CTC on June 28-29, 2023, and will be reflected in the next Semi-annual report

<sup>2</sup> LPP consists of Formulaic (LPP-F) and Competitive (LPP-C) components

<sup>3</sup> Projects funded wholly or partly from the Road Maintenance and Rehabilitation Account (RMRA)

## Program Summaries

Program Summaries <sup>1</sup>	SCCP	TCEP	LPP-C	LPP-F	ATP
Total programmed funds	\$1.5B <sup>2</sup>	\$2.79B	\$522M	\$782.8M	\$3.8B
Number of programmed projects/segments	16/62	53/79	48/63	225	1,152
Total cost of all programmed projects <sup>3</sup>	\$6B	\$8B	\$3.2B	\$15B	\$6.5B
Number of projects/segments allocated	57	59	55	200	1,845
Total allocations	\$1.3B	\$2.216B	\$488.2M	\$641.2M	\$1.5B
Number of awarded projects/segments	42	40	52	127	772
Total dollars of awarded projects	\$1.3B	\$1.80M	\$471.7M	\$337.6M	\$964M
Remaining funds available for programming	\$0	\$0	\$0	\$110.5M	\$0

<sup>1</sup> SCCP, TCEP, and LPP data are cumulative. ATP data is cumulative from the start of ATP, which predates SB 1

<sup>2</sup> B = Billion, M = Million

<sup>3</sup> Includes funds from other programs and sources

SHOPP-RMRA <sup>1</sup> Program Summary (\$ in Billions)	Construction Not Complete	Construction Complete
Total programmed funds <sup>2</sup>	\$23.7	\$6.1
Programmed SHOPP funds <sup>3</sup>	\$21.2	\$5.1
Programmed projects	712	297
Allocated SHOPP funds – all phases <sup>3</sup>	\$9.8	\$5.1
Allocated SHOPP funds – construction capital <sup>3</sup>	\$6.2	\$3.9
Allocated projects – construction phase	273	297
Remaining SHOPP funds (available for allocation) <sup>3</sup>	\$11.4	N/A

<sup>1</sup> Tracked from the start of SB 1

<sup>2</sup> Includes SHOPP-RMRA, other SHOPP, and Non-SHOPP sources

<sup>3</sup> Includes SHOPP-RMRA and other SHOPP source

Baseline Agreements may be required by Programs as set forth by the Commission. Each Baseline Agreement is signed by the requesting agency or by the Caltrans District Director, Caltrans Director, and Commission Executive Director.

Program	Approved Baseline Agreements (to date)
SCCP	16
TCEP	56

Program	Approved Baseline Agreements (to date)
LPP-C	23
LPP-F	N/A
SHOPP	130
ATP	72

Updates on all SB 1 projects are made available each reporting period. This information includes project status, infrastructure benefits, and activities. Caltrans also monitors and evaluates projects for any changes to scope, cost, schedule, and expected benefits. A list of projects that require closer monitoring is also provided for each of the SB 1 Programs.

Project information can be found at: <https://dot.ca.gov/programs/sb1/progress-reports>

## Solutions for Congested Corridors Program (SCCP)

### Introduction

The Solutions for Congested Corridors Program (SCCP) was created by the Road Repair Accountability Act of 2017 (Senate Bill 1) to fund projects designed to reduce congestion in highly traveled and highly congested corridors. The program achieves this through transportation improvements and innovations that expand travel choices, stimulate neighborhood vibrancy, preserve local community character, and provide environmental benefits.

The SCCP is a statewide, competitive grant program dedicated solely to funding the construction phase. It provides \$250 million annually, and the Commission has programmed three grant cycles for funding under SCCP. The first cycle encompassed Fiscal Years (FY) 2017-18 to 2020-21, the second cycle covered FY 2021-22 to 2022-23, and the third cycle spans FY 2023-24 to 2024-25.

The Commission has approved a total of 16 projects under Cycles 1 and 2 - nine in the first cycle and seven in the second. These 16 projects are currently comprised of 62 project segments, some of which were divided to meet their project delivery schedule. The total value of Cycle 1 and Cycle 2 projects surpasses \$6 billion, leveraging over \$4.6 billion in other federal, state, and local funds.

## SCCP at a Glance

SCCP	Units
Total programmed SCCP funds	\$1.5B
Total number of programmed project segments within the 16 approved projects	62 <sup>1</sup>
Total cost of all programmed projects	\$6B <sup>2</sup>
Number of SCCP project segments allocated	57
SCCP dollars allocated	\$1.3B
Number of awarded project segments	42
Total SCCP dollars awarded	\$1.3B
Remaining SCCP funds available for programming	\$0
Number of project segments completed	7

<sup>1</sup> Includes segments that do not have SCCP funding but are part of the overall project and are being tracked as SCCP.

<sup>2</sup> Total cost of projects includes SCCP funds, as well as other federal, state, and local funds.

## Program Status

Out of the 62 project segments, 57 have been allocated, 42 have been awarded construction contracts, and 7 have been completed.

## Program Infrastructure Outputs

Expected infrastructure outputs for the 16 programmed SCCP projects in Cycles 1 and 2 are as follows:

SCCP Category of Outputs (Cycle 1)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
High Occupancy Vehicle Lanes constructed	Miles	142	134	69
Auxiliary Lanes constructed	Miles	3	2	-
Operational Improvements	Each	131	124	2
Modified/Reconstructed bridges	Each	16	16	4
Pedestrian/Bicycle facilities constructed	Miles	14	12	1
Sound walls constructed	Miles	8	8	1
New/Rehabilitated track	Miles	10	10	-



SCCP Category of Outputs (Cycle 1)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
Purchase rail cars/transit vehicles	Each	25	25	-
Station/Bus Stop new and improvements <sup>1</sup>	Each	61	58	-
Traffic Light synchronization <sup>2</sup>	Miles/Each	35/109	35/109	-
Zero Emission buses	Each	5	5	-
Intelligent Transportation System (ITS) elements	Each	17	17	-

Category of outputs reflects the original outputs adopted in the program of projects and updated by any subsequent program/project amendment(s) approved by the Commission.

\* This output category has been updated to correct a technical reporting error.

<sup>1</sup> Output description expanded to capture bus stop improvements.

<sup>2</sup> Reported using dual units to better describe the scope of improvements.

SCCP Category of Outputs (Cycle 2)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
High Occupancy Vehicle Lanes constructed	Miles	68	10	-
Auxiliary Lanes constructed	Miles	7	4	-
Operational Improvements	Each	0	0	-
Modified/Reconstructed bridges	Each	0	0	-
Pedestrian/Bicycle facilities constructed	Miles	14	6	-
Sound walls constructed	Miles	2	0	-
*New/Rehabilitated track	Miles	19	0	-
*Purchase rail cars/transit vehicles	Each	31	23	-
*Station/Bus Stop new and improvements <sup>1</sup>	Each	32	0	-
Traffic Light synchronization <sup>2</sup>	Miles/Each	0/0	0/0	-
Zero Emission buses	Each	31	23	-
Intelligent Transportation System (ITS) elements	Each	0	0	-

Category of outputs reflects the original outputs adopted in the program of projects and updated by any subsequent program/project amendment(s) approved by the Commission.

\* This output category has been updated to correct a technical reporting error.

<sup>1</sup> Output description expanded to capture bus stop improvements.

<sup>2</sup> Reported using dual units to better describe the scope of improvements.

## **Baseline Agreements**

All 16 projects have approved baseline agreements. The third SCCP cycle has added ten new projects, and work is underway to develop those baseline agreements.

## **Construction Contract Awards**

Forty-two project segments have been awarded construction contracts and 7 of those contracts completed construction. Four new contracts were awarded since the last reporting period.

## **Completion Reports**

Seven project segments have achieved Construction Contract Acceptance (CCA) and completion reports for five project segments were approved.

1. PPNO 1788 – Sac 5 – Franklin Blvd
2. PPNO 2015E – US 101 Managed Lanes – Silicon Valley Express Lanes Ph3
3. PPNO 0658H – US 101 Managed Lanes – Southern Segment
4. PPNO 0658D – US 101 Managed Lanes – Norther Segment Express Lanes
5. PPNO 2985 – Santa Monica Road and Via Real
6. PPNO 7101C - South Coast 101 HOV Lanes - Carpinteria (Segment 4A)
7. PPNO 0658K - US 101 Managed Lanes Project - Tolling System Integrator

## **Final Delivery Reports**

One final delivery report was submitted and approved.

1. PPNO 1788 – Sac 5 – Franklin Blvd

## **Summary of Changes**

The Corrective Action Plan (Attachment 2) identifies 8 project segments with potential risks to the scope, cost, or schedule. During this reporting period, no new projects were added to the list. The status of the remaining projects on the list has been updated.

## **List of Attachments**

1. SCCP Project List
2. SCCP Corrective Action Plan
3. SCCP Outputs & Delivery Year

All attachments can be found at: <https://dot.ca.gov/programs/sb1/progress-reports>

# Trade Corridor Enhancement Program (TCEP)

## Introduction

The TCEP was established by SB 1 to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The TCEP will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. TCEP is a statewide, competitive program that provides approximately \$300 million per year in state funding and on average \$122 million annually in National Highway Freight Program funds. The TCEP provides funding for various project phases including Plans, Specifications, and Estimates (PS&E), Right-of-Way (R/W), and Construction (CON). Project Approval and Environmental Document (PA&ED) phase was funded in Cycles 1 and 2 only.

## Program Funding

The TCEP is in its third two-year cycle which includes funds from the National Highway Freight Program, the Trade Corridor Enhancement Account, savings from the Trade Corridor Improvement Fund (TCIF) program. In May 2018, the Commission approved \$1.4 billion for the programming of 28 projects (41 project segments). In December 2020, the Commission programmed an additional \$1.358 billion for 28 projects (36 project segments).

Collectively, these 56 projects (77 project segments) are valued at \$8 billion, leveraging other federal, state, and local funds. A TCEP project application is considered one project. A project can have multiple funded portions, which are referred to as project segments. A project can be scaled into multiple project segments for a variety of reasons including size, funding, and delivery schedule.

Since the inception of the TCEP in 2018, the program has experienced project splits, combines, and deletions resulting in the current total of 53 projects consisting of 79 project segments.

The selected projects include improvements to goods movement on corridors with high volumes of freight, improvements to safety by eliminating at-grade crossings, reducing impacts to surrounding communities, reducing border wait times, and increasing rail capacity with double tracking.

## TCEP at a Glance

TCEP	Total
Total programmed TCEP funds (Cycle 1 and Cycle 2)	\$2.79B <sup>1</sup>
Total number of programmed project segments within the 53 approved projects	79 <sup>2</sup>
Number of TCEP project segments allocated	59
TCEP dollars allocated	\$2.216B <sup>3</sup>
Number of awarded project segments	40
Total TCEP dollars awarded	\$1.80B <sup>4</sup>
Number of project segments completed	9

<sup>1</sup> Programmed is also referred to as funded. When a project is approved by the CTC, it is considered programmed.

<sup>2</sup> Includes segments that do not have TCEP funding but are part of the overall project and are being tracked as TCEP.

<sup>3</sup> A programmed project also needs to request an allocation from the CTC. Upon CTC approval, the funds are considered allocated.

<sup>4</sup> After a project has been programmed and allocated, the construction contract can be awarded for construction to begin. Projects must be awarded within six months from construction allocation.

## Program Status

A total of 53 projects (79 project segments) are currently programmed and 4 projects received both Cycle 1 and Cycle 2 TCEP funds. A total of 59 project segments have received allocations totaling \$2.216 billion. The TCEP includes 9 multi-funded project segments, leveraging funds from other SB 1 programs.

## Program Infrastructure Benefits

Expected infrastructure benefits (outputs) for the 53 (79 project segments) programmed TCEP projects in Cycles 1 and 2 are as follows:

TCEP Category of Benefits (Cycle 1)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
Grade Separation/Rail Crossing improvements	Each	8	5	1
New track	Miles	10.3	8.4	2.6
Intersections modified	Each	14	13	7
Lane-miles rehabilitated	Miles	1.67	1.27	1.27
Operational Improvements	Each	41	32	10

TCEP Category of Benefits (Cycle 1)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
New bridge structure	Each	3	3	2
Modified/Reconstructed bridges	Each	25	25	14
Truck Climbing Lanes constructed	Miles	7	7	0
Auxiliary Lane miles constructed	Miles	9.1	4.7	0
High Occupancy Vehicle/ High Occupancy Toll Lane miles constructed	Miles	80.2	80.2	5.8
Mixed flow lane miles constructed	Miles	50.95	48.05	33.45
Intelligent Transportation System (ITS) elements	Each	166	166	0

TCEP Category of Benefits (Cycle 2)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
Grade Separation/Rail Crossing improvements	Each	8	3	0
New track	Miles	3.25	0.85	0
New bridge structure	Square Feet	238,799	0	0
Auxiliary Lane miles constructed	Miles	24.26	4.5	0
High Occupancy Vehicle/ High Occupancy Toll Lane miles constructed	Miles	66.8	41.8	0
Mixed flow lane miles constructed	Miles	27.34	7.4	0

### Baseline Agreements

As of June 30, 2023, all Cycle 1 and Cycle 2 projects have an approved baseline agreement.

## **Construction Contract Awards**

As of June 30, 2023, 40 construction contracts have been awarded. Six contracts were awarded since the last reporting period.

## **Completion Reports**

As of June 30, 2023, 9 completion reports were submitted.

## **Final Delivery Reports**

As of June 30, 2023, 1 final delivery report was submitted.

## **Summary of Changes**

The Corrective Action Plan (Attachment 2) lists 14 project segments with potential risks to the scope, cost, or schedule. No new projects have been added in this reporting period that have minor schedule and cost issues. The status of the remaining projects on the list has been updated.

## **List of Attachments**

1. TCEP Project List
2. TCEP Corrective Action Plan
3. TCEP Outputs & Delivery Year

All attachments can be found at: <https://dot.ca.gov/programs/sb1/progress-reports>

## **Local Partnership Program (LPP)**

The LPP was established to provide local and regional transportation agencies that have passed voter-approved tax measures, tolls or fees, or imposed transportation fees with a continuous appropriation of \$200 Million annually from the Road Maintenance and Rehabilitation Account (RMRA) established by SB 1. The LPP provides funding for local and regional agencies to improve aging infrastructure, road conditions, active transportation, and health and safety. The initial programming cycle for fiscal years 2017-18 to 2019-20, distributed 50 percent of the funds through the formulaic process (LPP-F) and 50 percent through a competitive process (LPP-C). Programming for fiscal years 2020-21 through 2022-23 distributes 60 percent via formulaic and 40 percent via competitive.

## The LPP Formulaic Program (LPP-F)

Cycles 1 and 2 of the LPP-F Program distributed a total of \$300 Million to projects programmed in fiscal years 2017-18 through 2019-20. Cycle 3 of the LPP-F Program distributed \$324 Million to projects programmed in fiscal years 2020-21, 2021-22 and 2022-23. Taxing Authorities that are deemed eligible to receive formulaic funding are listed in the 2022 Local Partnership Formulaic Program Funding Distribution.

### LPP-F Program Status

June 30, 2023, marked the end of Cycle 3. There are currently 225 programmed projects using \$782.8 Million of LPP-F funds. As of June 30, 2023, 200 projects have received LPP-F allocations totaling \$641.2 Million, and 127 projects have been awarded construction contracts, using \$337.6 Million in LPP-F construction funds. There have been 62 Completion Reports submitted that are in the approval process.

### LPP-F at a Glance

LPP Formulaic at a Glance:	
Total programmed LPP-F funds	\$782.8M
Number of programmed projects	225
Total cost of all programmed projects	\$15B
Number of projects allocated	200
Total LPP-F dollars allocated	\$641.2M
Number of awarded projects	127
Total LPP-F dollars awarded	\$337.6M
Remaining LPP-F funds available for programming	\$110.5M
Total incentive funding provided	\$35M
Total eligible taxing authorities included in LPP-F	46

### Program Infrastructure Benefits

Expected benefits (Outputs) for the **LPP-F Cycles 3 and 4** projects are as follows:

Outputs	Units	Approved into Program <sup>1</sup>	Delivered & Ready for Construction	Completed & Open to Traffic
2-Way Left Turn Lanes	Each	5	1	0
At-Grade Crossings Eliminated	Each	3	3	0
Auxiliary Lane-Miles Constructed	Miles	13.90	13.90	0

Outputs	Units	Approved into Program <sup>1</sup>	Delivered & Ready for Construction	Completed & Open to Traffic
Bicycle Lane-Miles	Miles	58.28	50.60	16.93
Bridge / Tunnel Constructed - New	Square Feet	112,680	27,680	0
Bridge Structures - New	Each	5	5	1
Bridges - Modified / Reconstructed	Each	5	5	0
Bridges - Modified / Reconstructed	Square Feet	16,485	7,475	0
Closed Circuit TV Cameras (TMS)	Each	28	12	0
Crossing Islands	Each	6	6	0
Crosswalks	Each	190	174	0
Culverts - Drainage	Linear Feet	110	0	0
Curb Ramps - New ADA	Each	243	183	0
Curb Ramps - Repair / Upgrade	Each	42	42	0
Curve and Vertical Alignment Correction	Each	6	5	0
Detectable Warning Surface - New	Square Feet	2,704	1,681	0
Fiber Optics Installed (TMS)	Miles	14.60	0	0
Freeway Ramp Meters	Each	4	4	0
Grade Separations / Rail Crossing Improvements	Each	7	6	0
HOV / HOT Lane-Miles Constructed	Miles	45.20	45.20	28.40
Interchanges - Modifications / Improvements	Each	20	20	4
Interchanges - Modifications / Improvements (Bridge/Tunnel)	Square Feet	73,076	73,076	0
Intersection / Signal Improvements	Each	115	92	0
Intersections Constructed - New	Each	4	4	3
Intersections Modified	Each	40	40	22
Mainline Shoulders Constructed	Miles	15.42	15.42	0
Mixed Flow Lane-Miles Constructed	Miles	17.20	17.20	0
Pedestrian / Bicycle Facilities - Constructed	Miles	21.63	19.89	1.32
Pedestrian Bridge Constructed	Square Feet	23,603	23,603	0
Rail Cars / Transit Vehicles	Each	40	40	0
Ramp / Connectors Constructed	Miles	4.25	4.25	0
Roadway - New	Miles	47.00	40.38	9.90



Outputs	Units	Approved into Program <sup>1</sup>	Delivered & Ready for Construction	Completed & Open to Traffic
Roadway - Rehabilitated / Reconstructed	Miles	93.48	83.38	6.07
Roadway Operational Improvements - Each	Each	228	228	2
Roadway Operational Improvements - Miles	Miles	0	0	0
Shoulder Widening	Each	18	10	0
Sidewalk - Miles	Miles	7.85	7.85	5.28
Sidewalk - New (Linear Feet)	Linear Feet	7,028	7,028	0
Sidewalk - New (Miles)	Miles	8.56	1.75	0.09
Sidewalk - Repair Existing	Linear Feet	10,500	10,500	0
Signs, Lights, Greenway, Other Safety / Beautifications	Each	343	343	50
Slow Vehicle Lanes (Bus Priority Lanes)	Miles	80	0	0
Software and Hardware Systems	Each	5,400	5,400	0
Soundwall Miles Constructed	Miles	4.06	4.06	0
Station Improvements	Each	2	2	0
Stations - New	Each	4	4	0
TMC Interconnect Project (TMS)	Each	5	0	0
Track - New	Miles	10	10	0
Traffic Census Stations	Each	5	5	0
Traffic Signal Interconnect Project (TMS)	Each	516	200	0
Turn Pockets Constructed	Each	67	41	1

<sup>1</sup> Approved outputs reflect the original outputs adopted into the program and updated with any amendments approved by the Commission.

### The LPP Competitive Program (LPP-C)

LPP-C Cycle 1, adopted in May 2018, is a three-year program, with nearly \$309 Million in funding for 2017-18, 2018-19, and 2019-20. The selected projects provide multimodal improvements in localities across the state, including new transit stations, tracks for passenger rail, high occupancy vehicle and express lanes, active transportation improvements, traffic light synchronization, bus purchases, and local road improvements and rehabilitation.

LPP-C Cycle 2 was adopted in December 2020 and programmed nearly \$213 Million in LPP-C funds for fiscal years 2020-21, 2021-22 and 2022-23. These projects provide multi-use trails and bike lanes, route realignments, local road improvements and rehabilitation, and a redesigned bus system. Projects not selected for funding in the current cycle will have the opportunity to apply for funding in subsequent cycles.

### LPP-C Cycle 1 Program Status

Cycle 1 of LPP-C was adopted in May 2018 by The California Transportation Commission (Commission). There were 27 projects with 34 segments programmed, valued at more than \$1.75 Billion, and leveraging more than \$1.3 Billion in other funding. Six projects in LPP-C Cycle 1 are also funded with other SB 1 funding sources such as the Active Transportation Program (ATP), Local Partnership Program Formulaic (LPP-F), Solutions for Congested Corridors (SCCP), and the State Highway Operation and Protection Program (SHOPP). All 34 project segments have received allocations of LPP-C funds totaling \$308.8 Million with a total project cost of \$1.75 Billion leveraged with other state and local funds. Sixteen project segments have completed construction and have submitted Completion Reports.

### LPP-C Cycle 2 Program Status

Cycle 2 of LPP-C was adopted in December 2020 by The Commission. There are 21 projects with 29 segments programmed. These 29 project segments are valued at more than \$1.4 Billion and are leveraging more than \$1.2 Billion in other funding. Six projects in LPP-C Cycle 2 are also funded with other SB 1 funding sources such as the Local Partnership Program Formulaic (LPP-F), Solutions for Congested Corridors (SCCP), Trade Corridors Enhancement Program (TCEP) and the State Highway Operation and Protection Program (SHOPP). Twenty-one LPP-C project segments have received allocations totaling \$179.4 Million in LPP-C funds with a total project cost of \$1.1 Billion leveraged with other state and local funds. There are two project segments with completed construction that have submitted Completion Reports.

### LPP-C at a Glance

LPP Competitive at a Glance:	Cycle 1	Cycle 2
Total programmed LPP-C funds	\$308.8M	\$213M
Number of programmed projects / Number of segments within approved projects	27 / 34	21 / 29
Total cost of all programmed projects <sup>1</sup>	\$1.7B	\$1.5B

LPP Competitive at a Glance:	Cycle 1	Cycle 2
Number of project segments allocated	34	21
Total LPP-C dollars allocated	\$308.8M	\$179.4M
Number of awarded project segments	34	18
Total LPP-C dollars awarded	\$308.8M	\$162.9M

<sup>1</sup> Total project cost includes funding from various sources, including LPP-C, LPP-F, ATP, SCCP, SHOPP, TCEP, and local funds

## Program Infrastructure Benefits

Expected benefits (Outputs) for the **LPP-C Cycles 1 and 2** projects are as follows:

Outputs	Units	Approved into Program <sup>2</sup>	Delivered & Ready for Construction	Completed & Open to Traffic
2-Way Left Turn Lanes	Each	5	1	0
At-Grade Crossings Eliminated	Each	3	3	0
Auxiliary Lane-Miles Constructed	Miles	13.90	13.90	0
Bicycle Lane-Miles	Miles	58.28	50.60	16.93
Bridge / Tunnel Constructed - New	Square Feet	112,680	27,680	0
Bridge Structures - New	Each	5	5	1
Bridges - Modified / Reconstructed	Each	5	5	0
Bridges - Modified / Reconstructed	Square Feet	16,485	7,475	0
Closed Circuit TV Cameras (TMS)	Each	28	12	0
Crossing Islands	Each	6	6	0
Crosswalks	Each	190	174	0
Culverts - Drainage	Linear Feet	110	0	0
Curb Ramps - New ADA	Each	243	183	0
Curb Ramps - Repair / Upgrade	Each	42	42	0
Curve and Vertical Alignment Correction	Each	6	5	0
Detectable Warning Surface - New	Square Feet	2,704	1,681	0
Fiber Optics Installed (TMS)	Miles	14.60	0	0
Freeway Ramp Meters	Each	4	4	0
Grade Separations / Rail Crossing Improvements	Each	7	6	0
HOV / HOT Lane-Miles Constructed	Miles	45.20	45.20	28.40

Outputs	Units	Approved into Program <sup>2</sup>	Delivered & Ready for Construction	Completed & Open to Traffic
Interchanges - Modifications / Improvements	Each	20	20	4
Interchanges - Modifications / Improvements (Bridge/Tunnel)	Square Feet	73,076	73,076	0
Intersection / Signal Improvements	Each	115	92	0
Intersections Constructed - New	Each	4	4	3
Intersections Modified	Each	40	40	22
Mainline Shoulders Constructed	Miles	15.42	15.42	0
Mixed Flow Lane-Miles Constructed	Miles	17.20	17.20	0
Pedestrian / Bicycle Facilities - Constructed	Miles	21.63	19.89	1.32
Pedestrian Bridge Constructed	Square Feet	23,603	23,603	0
Rail Cars / Transit Vehicles	Each	40	40	0
Ramp / Connectors Constructed	Miles	4.25	4.25	0
Roadway - New	Miles	47.00	40.38	9.90
Roadway - Rehabilitated / Reconstructed	Miles	93.48	83.38	6.07
Roadway Operational Improvements - Each	Each	228	228	2
Roadway Operational Improvements - Miles	Miles	0	0	0
Shoulder Widening	Each	18	10	0
Sidewalk - Miles	Miles	7.85	7.85	5.28
Sidewalk - New (Linear Feet)	Linear Feet	7,028	7,028	0
Sidewalk - New (Miles)	Miles	8.56	1.75	0.09
Sidewalk - Repair Existing	Linear Feet	10,500	10,500	0
Signs, Lights, Greenway, Other Safety / Beautifications	Each	343	343	50
Slow Vehicle Lanes (Bus Priority Lanes)	Miles	80	0	0
Software and Hardware Systems	Each	5,400	5,400	0
Soundwall Miles Constructed	Miles	4.06	4.06	0
Station Improvements	Each	2	2	0
Stations - New	Each	4	4	0
TMC Interconnect Project (TMS)	Each	5	0	0

Outputs	Units	Approved into Program <sup>2</sup>	Delivered & Ready for Construction	Completed & Open to Traffic
Track - New	Miles	10	10	0
Traffic Census Stations	Each	5	5	0
Traffic Signal Interconnect Project (TMS)	Each	516	200	0
Turn Pockets Constructed	Each	67	41	1

<sup>2</sup> Approved outputs reflect the original outputs adopted into the program and updated with any amendments approved by the Commission

**Baseline Agreements**

There were 12 LPP-C Cycle 1 projects and 11 LPP-C Cycle 2 projects that required Baseline Agreements. All 23 have been approved. Baseline agreements are required for projects with a total project cost of \$25 Million or greater or a total programmed amount of \$10 Million or greater in LPP-C funds.

### **Construction Contract Awards for Cycle 1 projects**

As of June 30, 2023, all of the 34 LPP-C Cycle 1 allocated project segments have been awarded construction contracts. Two contracts were awarded this period and are expected to be completed as follows:

1. City of Sacramento – Downtown Sacramento Grid 3.0 Mobility. Estimated Completion is April 2024
2. Transportation Agency for Monterey County – Marina Salinas Multimodal Corridor, Imjin Parkway. Estimated Completion is September 2025

### **Construction Contract Awards for Cycle 2 projects**

As of June 30, 2023, 18 out of the 21 Cycle 2 project segments allocated with LPP-C funds have awarded construction contracts. Four contracts were awarded this period and are expected to be completed as follows:

1. Santa Cruz Regional Transportation Commission – Watsonville-Santa Cruz Multimodal Corridor Program. Estimated Completion is August 2024
2. Santa Cruz Regional Transportation Commission – Hwy 1-41st Ave to Soquel Ave Aux Lanes, Bus Shoulder and Bike/Ped Bridge. Estimated Completion is September 2028
3. Tulare County Associations of Governments – Route 99 Commercial Ave Interchange. Estimated Completion is July 2025
4. Los Angeles County Metro Transportation Authority – Route 210 Soundwalls Ph IV. Estimated Completion is January 2025

### **Completion Reports for Cycle 1 projects**

As of June 30, 2023, 16 completion reports for LPP-C Cycle 1 project segments have been approved. Four of these were submitted during this reporting period.

1. City of Elk Grove – A2 Kammerer Rd
2. City of Elk Grove – B2 Grantline from Waterman to Bradshaw
3. City of Folsom – D3 White Rock Road to the El Dorado County Line
4. San Mateo County Transportation Authority – Rte 101 San Mateo and Santa Clara Managed Lanes

### **Completion Reports for Cycle 2 projects**

As of June 30, 2023, 2 completion reports for LPP-C Cycle 2 project segments were submitted and approved. These were both listed in a previous report.

### **Final Delivery Reports**

As of June 30, 2023, 8 LPP-C final delivery reports have been received. Those reports are still in the review and approval process.

## Corrective Action Plan (CAP)

As of June 30, 2023, there are 6 LPP-C project segments with a current Corrective Action Plan as listed in Attachment 2. The Department is monitoring these projects. Projects noted previously with Corrective Action Plans that aren't noted here have been resolved.

### List of Attachments

1. LPP Project List
2. LPP Corrective Action Plan
3. LPP Outputs & Delivery Year

All attachments can be found at: <https://dot.ca.gov/programs/sb1/progress-reports>

# State Highway Operation and Protection Program (SHOPP)

## Introduction

The SHOPP is a four-year portfolio of projects adopted by the Commission. Projects included in the SHOPP are for the maintenance and rehabilitation of the state highway-system.

The SHOPP is funded with a mixture of federal and state funds, including funds from the Road Maintenance and Rehabilitation Account (RMRA) created by Senate Bill 1 (SB 1). In general, only projects that improve the condition of pavement, bridges, culverts, and Transportation Management System (TMS) elements will receive RMRA funding.

SB 1 requires that the Department measure progress toward achieving the following performance targets by 2027:

- Not less than 98% of state highway system pavement in good or fair condition
- Not less than 90% in the level of service achieved for maintenance of potholes, spalls, and cracks.
- Not less than 90% of culverts in good or fair condition
- Not less than 90% of TMS elements in good condition
- Fix not less than an additional 500 bridges

To see the State's progress on these performance targets, please see the [Caltrans State Highway System Management Plan](#).

## Overview

SHOPP SB 1 funding is determined at the time of allocation of each project phase. This progress report focuses on SHOPP projects that have received or are likely to receive RMRA funds.

SHOPP Projects with RMRA funding (\$ in Billions)	Construction Not Complete	Construction Complete
Total cost of all programmed projects (all funds) <sup>1</sup>	\$23.7	\$6.1
Number of projects programmed	712	297
Total programmed SHOPP funds <sup>2</sup>	\$21.2	\$5.1
Number of projects with SHOPP construction allocations	273	297
Total SHOPP dollars allocated (all phases) <sup>2</sup>	\$9.8	\$5.1
Total SHOPP dollars allocated (construction capital) <sup>2</sup>	\$6.2	\$3.9
Number of awarded projects this period	65	N/A <sup>3</sup>
Total construction capital dollars awarded this period <sup>1</sup>	\$2.2	N/A <sup>3</sup>
Remaining SHOPP funds available for allocation	\$11.4	N/A <sup>3</sup>

<sup>1</sup> Includes funds from the RMRA (SB 1) State Highway Account, Federal Trust Fund, and some of the competitive programs.

<sup>2</sup> Includes funds from the RMRA (SB 1), State Highway Account, and Federal Trust Fund.

<sup>3</sup> N/A = Not Applicable

## Program Status

As of June 30, 2023, 1,009 SHOPP projects have received RMRA funding, of which 42 completed construction in this reporting period and 255 completed construction during prior reporting periods.

A total of 712 SHOPP projects with RMRA funding have been programmed and have not completed construction. For these projects, a total of \$23.7 billion has been programmed from various fund sources, including funds from the SB 1 competitive programs. A total of 712 projects have received allocations totaling \$9.8 billion for various phases of the projects, including construction capital allocations totaling \$6.2 billion for 273 projects.

There is a total of \$11.4 billion of SHOPP funding remaining to be allocated to other phases of these projects. A total of 65 construction contracts worth \$2.2 billion were awarded during this reporting period.



## Program Infrastructure Benefits

The table below shows the expected benefits (outputs) for the SB 1-funded SHOPP projects:

Category of Benefits	Unit of Measure	Not Delivered (As of 6/30/23)	Delivered and Ready for Construction (1/1/23 to 6/30/23)	Delivered before 1/1/23 & Construction Not Complete	Construction Complete (1/1/23 to 6/30/23)
Pavement	Lane-Miles	5,385	1,390	2,233	379
Bridges	Bridges	128	119	181	28
Culverts	Culverts	1,667	291	519	134
Fiber Optic Cable	Miles	0	0	86	0
MS Elements	Elements	1,886	842	1,299	643
Bridge Rail	Linear Feet	22,452	2277	27,511	10,304
Pump Plants	Pump Plants	14	7	15	0
Number of Projects	Projects	355	103	246	42*

\* Progress reports are not required for projects that have completed construction.

The following benefits (outputs) were achieved by 255 projects that completed construction and were opened to traffic prior to the current reporting period.

Category of Benefits	Unit of Measure	Quantity
Pavement	Lane-Miles	2,435
Bridges	Bridges	171
Culverts	Culverts	812
Fiber Optic Cable	Miles	34
TMS Elements	Elements	1,883
Bridge Rail	Linear Feet	11,824
Pump Plants	Pump Plants	9
Number of Projects	Projects	255

## Baseline Agreements

As of June 30, 2023, a total of 130 baseline agreements have been approved and an estimated 30 will be approved at future Commission meetings.

Baseline	Units
Baseline Agreements Completed in Prior Reporting Periods	125
Baseline Agreements Completed in This Reporting Period	5
Total	130

## Construction Contract Awards

As of June 30, 2023, a total of 65 construction contracts worth \$2.2 billion were awarded this reporting period.

## Completion Reports

Completion	Units
Completion Reports Completed in Prior Reporting Periods	19
Completion Reports Completed in This Reporting Period	4
Total	23

## Final Delivery Reports

Delivery	Units
Final Delivery Reports Completed in Prior Reporting Periods	1
Final Delivery Reports Completed in This Reporting Period	1
Total	2

## Summary of Changes

Attachment 2 contains Corrective Action Plans for SB 1 funded SHOPP projects with approved baseline agreements. The attachment lists 36 projects with identified risks to scope, cost, schedule, or benefits. Seven projects are considered very high risk or high risk and the Department is monitoring all project risks closely.

- PLA-80 Pavement Rehabilitation. The cost is at risk due to a design strategy change that necessitates additional capital and support during construction.
- SAC-51 Bridge Rehabilitation. The cost is at risk due to unit price increases and market changes.
- ALA-80 Install Fiber Optic Line and TMS Elements. The schedule is at risk due to design changes and right-of-way needs.
- SM-82 Pavement Rehabilitation. The schedule is at risk due to aligning schedules for efficient construction.
- LA-2 Cold Plane and Overlay. The schedule is at risk due to delays in bidding and re-advertising the project.
- MER-99 Merced Rehabilitation. The cost is at risk due to design strategy changes that necessitates additional construction capital.
- SD-5 Asset Management Split. The schedule and cost are at risk due to complex site conditions.

Attachment 4 contains Corrective Action Plans for non-SB 1 funded SHOPP projects with approved baseline agreements. The attachment lists 4 projects with identified risks to scope, cost, schedule, or benefits. One project is considered very high risk or high risk and the Department is monitoring all project risks closely.

MPA-140 Ferguson Slide Rock Shed Construction. Near El Portal and Yosemite National Park, at 0.5 miles west of South Fork Merced River (PPNO 0280). The Rock Shed has not been programmed into the SHOPP for construction funds and cannot be delivered if funding is not available.

## List of Attachments

1. SB 1 SHOPP Project List
2. SB 1 SHOPP Corrective Action Plan
3. Non-SB 1 Baseline Agreement SHOPP Project List
4. Non-SB 1 Baseline Agreement SHOPP Corrective Action Plan
5. SHOPP Outputs & Delivery Year

All attachments can be found at: <https://dot.ca.gov/programs/sb1/progress-reports>

# Active Transportation Program (ATP)

## Introduction

The ATP was established in 2013 to encourage increased use of active modes of transportation, such as biking and walking. SB 1 provides the ATP with an additional \$100 million annually. Projects funded by the ATP include design and construction projects and non-construction projects for education, encouragement, and evaluation activities. Additionally, \$4 million per year is directed to the California Conservation Corps (CCC) over a five-year period, ending in FY 2021-22, for active transportation projects to be developed and implemented by the CCC and certified Local Community Conservation Corps.

## ATP at a Glance:

<b>Total ATP dollars programmed</b>	<b>\$3.8 B</b>
Number of programmed ATP projects	1152
Total cost of all programmed projects	\$6.5 B
Number of project phases allocated	1845
Total dollars allocated	\$1.5 B
*Number of project contracts awarded	772
Total dollars awarded	\$964 M
Funds available for programming	\$0

\*Non-infrastructure and infrastructure construction contracts

## Program Status

The Cycle 6 Guidelines and Fund Estimate were adopted in March 2022, with \$650.74 million available for programming. The Budget Action of 2022, signed by the Governor in June 2022, included a one-time, \$1.049 billion augmentation for the 2023 program, bringing the total available for programming to \$1.7 billion. The Cycle 6 Statewide and Small Urban and Rural projects were adopted in December 2022, totaling \$1.030 billion. The Metropolitan Planning Organization (MPO) selection projects were adopted in May and June 2023, totaling \$682 million. MPO projects will start reporting progress in October 2023.

As of June 30, 2023, 1,845 project phases have received allocations totaling \$1.5 billion. As of the last reporting period, 1,730 project phases had been allocated totaling \$1.3 billion. During this reporting period, an additional 53 project phases received allocations totaling \$76 million.

## Active Transportation Resource Center

The Active Transportation Resource Center's (ATRC) mission is to provide resources, technical assistance, and training to transportation partners across California to increase opportunities for the success of active transportation projects. The ATRC is funded by the ATP and managed by the Caltrans Division of Local Assistance. The ATRC utilizes a combination of subject matter experts from state agencies, universities, and consultants to provide active transportation training, tools, and technical assistance that support the ATP – see Attachment 5 for a full list of ATRC contracts.

### ATRC Funding Summary (1,000s)

Cycle	Programmed	Closed	Under Contract	Allocated & Remaining	Unallocated
1	\$1,875	\$1,875	\$0	\$0	\$0
2	\$3,570	\$2,410	\$1,160	\$0	\$0
3	\$5,058	\$929	\$3,890	\$239	\$0
4	\$4,630	\$0	\$961	\$1,349	\$2,320
5	\$4,000	\$0	\$0	\$0	\$4,000
6	\$5,000	\$0	\$0	\$0	\$5,000

### Program Benefit Status

Benefits are categorized into infrastructure outputs and non-infrastructure outcomes.

#### Infrastructure Outputs

Benefits Category - Outputs	Units	Planned as Adopted into Program	Delivered and Ready for Construction <sup>1</sup>	Complete and Open
Bike Paths – Class I	Miles	310	39	123
Bike Lanes – Class II	Miles	737	68	372
Bike Routes – Class III	Miles	340	41	122
Bike Lanes – Class IV	Miles	129	9	8
Sidewalks – New	Miles	391	72	161
Sidewalks – Enhancements	Miles	121	13	30
Multi-Use Trails – New	Miles	128	43	9
Multi-Use Trails – Enhancements	Miles	12	6	2

Benefits Category - Outputs	Units	Planned as Adopted into Program	Delivered and Ready for Construction <sup>1</sup>	Complete and Open
Crosswalks – New	Each	11,381	440	9,554
Crosswalks – Enhancements	Each	10,658	1,807	2082
Roundabouts -New	Each	174	21	21
CCC Projects <sup>2</sup>	Each	90	0	37
Quick-Build Projects	Each	8	6	0

<sup>1</sup> Awarded construction contract and ready to build

<sup>2</sup> Includes number of projects from approved CCC cycles 3, 4 & 5 project lists

**Non-Infrastructure Outcomes**

Non-infrastructure outcomes include programs to deliver education, encouragement, and evaluation activities that further the goals of the ATP. Plan outcomes include the development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community. This table includes pre-construction only projects.

Category	Approved (each)	Completed (each)
Programs	206	105
Pre-Construction Projects	37	10
Plans	88	61

**Baseline Agreements**

In accordance with the SB 1 Accountability and Transparency Guidelines, the Commission requires Baseline Agreements for ATP projects with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater in ATP funds. This includes large infrastructure projects that are programmed with ATP funds in pre-construction phases only and that meet these thresholds. 72 of the 1152 programmed projects meet the threshold that requires a baseline agreement. As of June 30, 2023, 24 baseline agreements have been approved. Baseline agreements cannot be completed until the project has environmental clearance, thus the remaining 48 projects requiring baseline agreements shall be reviewed and approved upon environmental clearance.

## Construction and Consultant Contract Awards

As of June 30, 2023, 772 construction and consultant contracts have been awarded. As of December 31, 2022, 732 construction and consultant contracts had been awarded and an additional 40 were awarded this reporting period.

## Completion Reports

As of June 30, 2023, a total of 503 completion reports have been received. 455 of those completion reports were received as of December 31, 2022, and 48 completion reports were received this reporting period (Attachment 4).

## Final Delivery Reports

As of June 30, 2023, a total of 389 final delivery reports have been received. 361 final delivery reports were received as of December 31, 2022, and an additional 28 were received during this reporting period.

## Potential Risks and Expected Benefits

Caltrans actively monitors and evaluates projects for potential risks to scope, cost, schedule, and/or expected benefits. As of June 30, 2023, the ATP identified four projects of concern that will undergo closer monitoring (Attachment 3). Three projects of concern from the past reporting period are no longer at risk and are removed from future reporting.

## Scope Change Requests

As of June 30, 2023, there are 149 submitted scope change requests. The table below summarizes the types of scope change requests submitted and their status. As of the last reporting period, there were 140 scope changes and an additional 9 were submitted this reporting period. The table below does not account for the total number of withdrawn (22) scope changes.

Type	Approved	Denied	Pending
Minor	102	1	-
Major	13	2	-
TBD	-	-	9
Total	115	3	9

## Time Extension Trends

As of June 30, 2023, there are five active cycles and one closed cycle. The table below summarizes time extension trends to offer a comparison of programmed phases against extended phases.

Cycle	1	2	3	4	5	6
Status	Closed	Active	Active	Active	Active	Active
Phases Programmed	505	523	499	276	272	275
Phases Extended	164	146	167	83	39	0
Extensions (%)	32%	28%	33%	30%	14%	0%

**Success Stories**

*City of Rancho Cordova – Routier Bikeway Project:*

The City of Rancho Cordova's Rod Beaudry – Routier Bikeway Project enhances safety for cyclists, pedestrians, and motorists by implementing several roadway improvements along Routier Road and Rod Beaudry Drive in the City of Rancho Cordova. The project created vital connections in the network that prioritizes safety, efficiency, and connectivity. The new infrastructure encourages non-motorized travel, reduces vehicle speeds along the corridor, and provides connections throughout the city. The project constructed 3,879 feet of class II bike lanes, 8,300 feet of class IV protected bike lanes, 93 feet of new sidewalks and updated four traffic signals (prioritizing cyclists and pedestrians). The new pathways create a more vibrant city environment by connecting community members to the American River Bike Trail, which extends to the City of Folsom in the east and the confluence of the American and Sacramento Rivers in the west.

*City of Downey – Walk Downey Plan:*

Walk Downey, the city's Active Transportation Plan addresses local and regional desires to improve multimodal access to regional transportation assets such as the I-5, I-605, and I-105 freeways, the San Gabriel River Bike Path, the Rio Hondo Bike Path, the Metro C (Green) Line, and the local bus service, the Downey Link. Downey's plan included public engagement and data collection. Walk Downey resulted in several strategies and recommendations that will expand and improve the City of Downey's active transportation network. These include a plan for more robust bicycling infrastructure, increased pedestrian safety, and active transportation education.

**ATP Success Stories can be found at:**

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/completed>

**List of Attachments**

1. ATP Project List
2. ATP Non-Reporting Projects
3. ATP Corrective Action Plans
4. ATP Completed Project List



5. ATRC Contracts List
6. ATP Outputs & Delivery Year

All attachments can be found at: <https://dot.ca.gov/programs/sb1/progress-reports>