

SENATE BILL 1

Semi-Annual Progress Report to the California Transportation Commission

Reporting Period
January 1, 2021 – June 30, 2021



October 2021

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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 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 1st to June 30th, 2021.

Program Highlights

Commission Guidelines require progress reports for the following Programs:

- Solutions for Congested Corridors Program (SCCP)
- Trade Corridor Enhancement Program (TCEP)
- Local Partnership Program (LPP)¹
- State Highway Operation & Protection Program (SHOPP)²
- Active Transportation Program (ATP)

This Report includes the status, infrastructure benefits, and activities for each Programs. A comprehensive project list for each Program is attached to this Report. SB1 Programs are adopted by Commission on a cyclical basis as follows:

Program	Current Funding Cycle
TCEP/ SCCP/LPP-C	2
LPP-F	3
SHOPP	N/A
ATP	5

¹ consists of Formulaic (LPP-F) and Competitive (LPP-C) components

² Projects funded wholly or partly from the Road Maintenance and Rehabilitation Account (RMRA)

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Program Summaries

Program Summaries¹	SCCP	TCEP	LPP-C	LPP-F	ATP
Total programmed funds	\$1.5 B ²	\$2.7 B	\$522 M ²	\$545 M	\$2.1 B
Number of programmed projects/segments	59	67	61	156	926
Total cost of all programmed projects ³	\$6 B	\$8.8 B	\$3.2 B	\$9.7 B	\$3.9 B
Number of projects/ segments allocated	19	34	36	136	1499
Total allocations	\$1 B	\$1.0 B	\$231 M	\$402 M	\$1.0 B
Number of awarded projects/segments	19	20	26	78	590
Total dollars of awarded projects	\$1 B	\$641 M	\$180 M	\$225 M	\$679 M
Remaining funds available for programming	\$0	\$0	\$0	\$109 M	\$3.5 M

SHOPP-RMRA⁴ Program Summary (\$ in Billions)	Construction Not Complete	Construction Complete
Total programmed funds ⁵	\$18.4	\$1.6
Programmed SHOPP funds ⁶	\$15.5	\$1.6
Programmed projects	660	123
Allocated SHOPP funds - all phases ⁶	\$9.4	\$1.6
Allocated SHOPP funds - construction capital ⁶	\$6.3	\$1.2
Allocated projects - construction phase	263	123
Remaining SHOPP funds (available for allocation) ⁶	\$6.1	N/A ⁷

¹ SCCP, TCEP and LPP summaries are from the start of SB 1, ATP data is from the start ATP

² B = Billion, M = Million

³ Includes funds from other programs and sources

⁴ Tracked from the start of SB 1

⁵ includes SHOPP-RMRA, other SHOPP, and Non-SHOPP sources

⁶ includes SHOPP-RMRA and other SHOPP sources

⁷ N/A = Not Applicable



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

Program	Approved Baseline Agreements (to date)
TCEP	64
SCCP	15
LPP - C	22
LPP - F	N/A
SHOPP	94
ATP	14

Caltrans actively monitors and evaluates projects with changes to scope, cost, schedule, and/or expected benefits. For each Program, a listing of projects that are more closely monitored is included as an attachment.

Project lists for all programs can be found at:

<https://dot.ca.gov/programs/sb1/progress-reports>

Solutions for Congested Corridors Program (SCCP)

Introduction

The SCCP was established by SB 1 to fund projects that are part of a comprehensive corridor plan intended to reduce congestion in highly-traveled corridors including the state highway system, local streets and roads, public transit facilities, bicycle, and pedestrian facilities by providing more transportation choices while preserving or enhancing the character of local neighborhoods.

Program Funding

The SCCP is a statewide, competitive program that makes \$250 million available annually in funding. The first cycle covered Fiscal Years (FY) 2017-18 to 2020-21 and the second cycle covers FY 2021-22 to 2022-23. The Commission has adopted a total of 16 projects under the SCCP in two cycles: nine in the first cycle and seven in the second. The 16 projects currently consist of 56 segments which include a few projects that have been split to meet the project delivery schedule, valued at more than \$6 billion, and leveraging more than \$4.6 billion in other federal, state, and local funds.

SCCP at a Glance

Total programmed SCCP funds	\$1.5 B
Total number of programmed project segments within the 16 approved projects	59 ²
Total cost of all programmed projects	\$6 B ¹
Number of SCCP project segments allocated	19
SCCP dollars allocated	\$1 B
Number of awarded project segments	19 ²
Total SCCP dollars awarded	\$1 B
Remaining SCCP funds available for programming	\$0

¹ Total cost of includes SCCP funds, as well as other federal, state, and local funds.

² Includes segments that do not have SCCP funding but are part of the overall project and are being tracked as SCCP.

Program Status

For the first cycle, the Commission programmed \$1 billion to fund nine projects, delivered in 29 segments over four years of project programming, from FY 2017-18 to 2020-21. For the second cycle, the Commission programmed \$500 million to fund seven projects, delivered in 21 segments in two years of project programming from FY 2021-22 to 2022-23.

As of this reporting period, the program consists of 56 programmed project segments.

As of June 30, 2021, 19 projects have received allocations of over \$1 Billion in SCCP funds, leveraging over \$2.3 billion in other state and local construction funding. Forty-nine of the programmed SCCP project segments are multi-funded and are leveraging almost \$4.6 Billion funds from other programs.

The following Commission approvals occurred during this reporting period:

- Project amendment to split the project Route 53/553 (Bravo! Main Street) Bus Stop Improvements into two segments, one with real-time display and signage at up to 23 bus stops for \$230,000 and the other portion to install new bus shelters was programmed for \$114,000.
- BART Train Control Modernization Program Baseline Agreement that includes three projects. A total of \$45,150,000 in SCCP funds were also allocated for the BART Train Control Modernization Program – Switch Machine Cabling Contract Transit project.
- Allocation of \$67,520,000 (\$63,310,000 of SCCP and \$4,210,000 of RIP funds) for the South Coast 101 HOV-Padaro (Segment 4B) project, on the State Highway System, in Santa Barbara County.
- Baseline agreements for five SCCP cycle 2 projects including the Marin Sonoma Narrows and Soscol Junction. The other three projects contain multiple components. Those three projects are the Placer-Sacramento Gateway - Phase I Project, with nine components, in Placer and Sacramento Counties; the West Valley Connector Bus Rapid Transit Project, with three components, in San Bernardino County; and the Watsonville-Santa Cruz Multimodal Corridor Program, with three components, in Santa Cruz County.
- Allocation of \$29,859,000 (\$23,024,000 of SCCP and \$6,835,000 of RIP funds) for the State-Administered Multi-Funded SB 1 SCCP/STIP Highway 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge project (PPNO 0073A), on the State Highway System, in Santa Cruz County.

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- Allocation of \$230,000 for the locally-administered SB 1 SCCP Route 53/553 Bus Stop Improvements – Signage and Real Time Displays Transit project, in Orange County.

Program Infrastructure Benefits

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

SCCP Category of Benefits (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	128	128	-
Auxiliary lanes constructed	Miles	2	2	-
Operational improvements	Each	14	13	-
Modified/Reconstructed bridges	Each	12	9	-
Pedestrian/Bicycle facilities constructed	Miles	12	9	0.7
Sound walls constructed	Miles	6	6	-
New/ Rehabilitated track	Miles	10	9	-
Purchase rail cars/transit vehicles	Each	25	5	-
Station/Bus Stop New and Improvements ⁽²⁾	Each	35	6	-
Traffic Light Synchronization ⁽³⁾	Miles/EA	35/109	35/109	-
Zero Emission buses	Each	5	5	--
Intelligent Transportation System (ITS) elements	Each	17	17	

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Category of Benefits (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	14	0	-
Auxiliary lanes constructed	Miles	1	0	-
Operational improvements	Each	7	0	-
Modified/Reconstructed bridges	Each	12	0.2	-
Pedestrian/Bicycle facilities constructed	Miles	17	0.6	
Sound walls constructed	Miles	4	0.1	-
New/ Rehabilitated track	Miles	57	0	-
Purchase rail cars/transit vehicles	Each	67	0	-
Station/Bus Stop New and Improvements ⁽²⁾	Each	73	0	-
Traffic Light Synchronization ⁽³⁾	Miles/EA			-
Zero Emission buses	Each			--
Intelligent Transportation System (ITS) elements	Each	0	0	

Notes

- (1) Approved outputs reflect the original outputs adopted into the program and updated by any subsequent program/project amendment(s) approval by the Commission.
- (2) Output description expanded to capture bus stop improvements.
- (3) Reported using dual units to better describe the scope of improvements.

Baseline Agreements

As of June 30, 2021, fifteen projects have an approved baseline agreement and one remaining project is expected to have baseline approved by the October Commission meeting.

Construction Contract Awards

As of June 30, 2021, seventeen project segments have been awarded construction contracts. Seventeen contracts were awarded as of the last reporting period. No new contracts were awarded in this reporting period.



Completion Reports

As of June 30, 2021, a completion report for one project segment was approved.

Final Delivery Reports

As of June 30, 2021, no final delivery reports were required.

Summary of Changes

The Corrective Action Plan (Attachment 2) lists 21 project segments with potential risk to the scope, cost, or schedule. Seven 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) SCCP Project List
- 2) SCCP Corrective Action Plan

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 will provide approximately \$300 million per year in state funding and on average \$154 million annually in National Highway Freight Program funds.

Program Funding

The TCEP is in its second three-year cycle which includes funds from the National Highway Freight Program, the Trade Corridor Enhancement Account, and a one-time appropriation from the Budget Act of 2015. In May 2018, the Commission approved \$1.4 billion for the programming of 28 projects. In December 2020, the Commission programmed an additional \$1.4 billion for 36 projects. Collectively, these projects are valued at more than \$8.3 billion, leveraging other federal, state, and local funds.

Since the inception of the program in 2018, four projects were removed from the program, reducing the total to 67 projects, and reducing the amount of programmed funds. The selected projects include improvements to goods movement on corridors with high volumes of freight, improvements to safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking.

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TCEP at a Glance:	Cycle 1	Cycle 2
Total programmed TCEP funds (3-year period)	\$1.42 B ¹	\$1.35 B ¹
Total cost of all programmed projects	\$4.53 B ²	\$4.29 B
TCEP dollars allocated	\$1.02 B	\$54.7 M
Number of awarded construction projects	20	0
TCEP construction dollars awarded	\$641 M	0
TCEP funds programmed over the established target	\$61.2 M	\$10.8 M

¹The amounts are the total funds programmed for TCEP projects. The Commission funded this program with SB 1 funds and the National Highway Freight Program, a one-time appropriation from the Budget Act of 2015 and savings from the Prop. 1B TCIF program.

²This amount represents the total cost of all programmed projects, SB1 funds and other federal, state, and local funds.

Program Status

A total of 67 TCEP project are programmed, of which, five projects received both cycle 1 and cycle 2 TCEP funds. 34 projects have received allocations totaling \$1,086 billion. Six projects in TCEP are multi-funded, leveraging funds from other SB 1 programs.

Program Infrastructure Benefits

Expected infrastructure benefits (outputs) for the 67 programmed TCEP projects are as follows:

TCEP Cycle 1 Category of Benefits	Units	Planned as Adopted Into Program	Awarded and Ready for Construction	Completed and Open to Traffic
Grade Separation/Rail Crossing Improvements	Each	8	1	
New track	Miles	10.3	2.6	
Intersections modified	Each	13	10	
Lane-miles rehabilitated	Miles	1.67	1.27	
Operational improvements	Each	35	27	
New bridge Structure	Each	3	3	
Modified/ reconstructed bridges	Each	25	25	

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Truck climbing lanes constructed	Miles	7	7	
Auxiliary lane miles constructed	Miles	4.7	4.7	
High Occupancy Vehicle/ High Occupancy Toll lane miles constructed	Miles	80.2	80.2	
Intelligent Transportation Systems Elements	Each	166	166	
Mixed flow lane miles constructed	Miles	16.25	16.25	

TCEP Cycle 2 Category of Benefits	Units	Planned as Adopted Into Program	Awarded and Ready for Construction	Completed and Open to Traffic
Grade Separation/Rail Crossing Improvements	Each	7		
Miles of new track	Miles	3.25		
New bridge structure	Square Feet	207,879		
Auxiliary lane miles constructed	Miles	29.2		
High Occupancy Vehicle/ High Occupancy Toll lane miles constructed	Miles	66.8		
Mixed flow lane miles constructed	Miles	30.24		

Baseline Agreements

As of June 30, 2021, four cycle 2 baseline agreements are outstanding. Per CTC guidelines, the baseline agreements are due by December 2021.

Construction Contract Awards

As of June 30, 2021, 20 construction contracts have been awarded. Four contracts were awarded since the last reporting period and are expected to be completed as follows:

- Rt. 71 Freeway Conversion – March 2024
- Rt. 60 Truck Safety and Efficiency, Phase 1A – May 2024
- Rt. 11/ Siempre Viva Interchange and CVEF, Segment 2B – March 2024
- Intelligent Transportation System Technology (Advanced Technology Corridors at Border Ports of Entry)– April 2024

Sixteen previously awarded contracts are expected to be completed as follows:

- Route 132 Expressway, Phase 1 – September 2022
- Freight Intelligent Transportation System – August 2022
- Pier G and J Double Track – November 2022
- Route 57/ Lambert Rd. Interchange Improvement – May 2022
- Route 395 Widening from State Route 18 to Chamberlain Way – March 2022
- Route 58/99, Bakersfield Freeway Connector – February 2022
- Route 10, Express Lanes-San Antonio Ave. to Route 15 (Contract 1) – September 2024
- Route 5, Redding to Anderson Six Lane – Phase 1 and 2 – November 2021
- Otay Mesa Truck Route, Phase 4A – February 2023
- Route 99 Livingston Widening – December 2022
- Rt 80/680/12 Interchange, Package 2A – August 2023
- South Coast 101 HOV- Carpentaria Segment 4A – April 2023
- Rt 125/905 Connector – August 2023
- Southern Terminus Gap Closure – December 2023
- Fyffe Avenue Grade Separation – November 2023
- Route 98 Improvements – December 2023

Completion Reports

As of June 30, 2021, no completion reports were required.

Final Delivery Reports

As of June 30, 2021, no final delivery reports were required.

Summary of Changes

Twenty-four project segments listed in Attachment 2, are identified as reporting scope, cost, or schedule issues.

List of Attachments

- 1) TCEP Project List
- 2) TCEP Corrective Action Plan

All attachments can be found at:

<https://dot.ca.gov/programs/sb1/progress-reports>

Local Partnership Program (LPP)

Introduction

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 \$200M annually from the Road Maintenance and Rehabilitation Account 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 will distribute 60 percent via formulaic and 40 percent via competitive.

LPP-F Status

Cycles 1 and 2 of the LPP-F Program distributed a total of \$300M to projects programmed in fiscal years 2017-18 through 2019-20. Cycle 3 of the LPP-F Program distributed \$324M 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 2020 Local Partnership Formulaic Program Funding Distribution.

There are currently 156 projects programmed using \$545.2M of LPP-F funds. As of June 30, 2021, 136 projects have received allocations of LPP-F funds totaling \$402.4M and 78 projects have been awarded construction contracts, using \$225.9M LPP-F construction funds. There have been 35 Completion Reports submitted that are in the approval process.

LPP-F at a Glance:

Total programmed LPP-F funds	\$545 M
Number of programmed projects	156
Total cost of all programmed projects	\$9.7 B
Number of projects allocated	136
Total LPP-F dollars allocated	\$402 M
Number of awarded projects	78
Total LPP-F dollars awarded	\$225 M
Remaining LPP-F funds available for programming	\$109 M
Total incentive funding provided	\$30 M
Total eligible taxing authorities included in LPP-F	45

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Program Infrastructure Benefits

Expected benefits (Outputs) for the LPP-F Cycle 3 projects are as follows:

Outputs	Units	Approved into Program¹	Delivered and Ready for Construction	Completed and Open to Traffic
Local Road Rehabilitated	Miles	126.29	75.09	-
Repair/Upgrade Curb Ramp	Each	148	80	-
Drainage Culverts	Linear Feet	9,830	700	-
Signs, Lights, Greenway and Other Safety Beautification	Each	141	96	-
Channelization	Each	1	1	-
Pedestrian/Bicycle Facilities Constructed	Miles	27.08	1.74	-
Intersection / Signal Improvements	Each	68	3	-
New Detectable Warning Surface	SF	2,817	1,800	-
Sidewalk	Miles	5.42	4.27	-
Bicycle Lane Miles	Miles	12.9	12.27	-
Accessible Pedestrian Signal	Each	182	-	-
State Highway Operational Improvements	Each	3	-	-
New Curb Ramp Installed	Each	93	-	-
New Roadway Lane Miles	Miles	44.3	12.8	-
Local Road Reconstructed	Miles	51.93	0.39	-
Shoulder Widening	Each	8	-	-
Turn Pockets Constructed	Each	69	-	-
Curve and Vertical Alignment Corrections	Each	11	-	-
New Local Bridge Structure	Each	1	1	-
Intersections Modified	Each	7	7	-
New Bridge/ Tunnel	SF	2,030	-	-
TMS Detection Stations	Each	14	-	-
Changeable Message Sign	Each	2	-	-
Extinguishable Message Sign	Each	1	-	-
Mainline Shoulder Constructed	Miles	25	-	-
Freeway Ramp Meters	Each	6	-	-

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Close Circuit Television Cameras	Each	14	-	-
HOV/HOT Mainline Constructed	Miles	37.7	-	-
TMS Communications Fiber Optics	Miles	21.6	-	-
Interchange Modifications	Each	3	-	-
Modified Reconstructed Bridge	Each	22	-	-
Intercity Rail/Mass Trans – Operational Improvements	Each	2.5	-	-
Auxiliary Lanes Constructed	Miles	4.3	-	-
Mixed Flow Mainline Constructed	Miles	43.8	20.8	-
State Highway New Bridge	Each	2	2	-
At Grade Crossings Eliminated	Each	42	42	-
Multi-Modal Rail Car/Transit Vehicle	Each	48	32	-
Rail/Mass Trans Station Improvements	Each	186	181	-
Acquisition of Intercity Rail Mass/Trans – Rail Car/Transit Vehicles	Each	8	8	-

¹ Approved output reflect the original outputs adopted into the program for Cycle 3 projects and updated with any amendments approved by the Commission

LPP-C Program Status

LPP-C Cycle 1 Status

LPP-C Cycle 1 is a three-year program, with nearly \$309 M 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.

The Commission adopted Cycle 1 in 2018. Cycle 1 included 27 projects with 34 segments, valued at more than \$1.7 B and leveraged more than \$1.3 B in other funding. Six projects in Cycle 1 are also funded with other SB 1 programs such as ATP, LPP-F, SCCP, and SHOPP. Twenty-Eight projects have received allocations of LPP-C funds totaling \$190.6M with a total



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project cost of \$1.33 B. Six projects have completed construction and have submitted Completion Reports.

LPP-C Cycle 2 Status

LPP-C Cycle 2 was approved by Commission in December 2020. Cycle 2 includes 21 projects with 27 segments to be funded in 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.

Cycle 2 projects are valued at more than \$1.4 B and leverage more than \$1.2 B in other funding. Six projects in Cycle 2 are funded with other SB 1 programs such as LPP-F, SCCP, TCEP, and SHOPP. Eight LPP-C projects have received allocations totaling \$40.5 M with a total project cost of \$180 M. There are no projects completed yet.

LPP Competitive at a Glance:	Cycle 1	Cycle 2
Total programmed LPP-C funds (3-year period)	\$309 M	\$213 M
Number of programmed projects / Number or segments within approved projects	27 / 34	21 / 27
Total cost of all programmed projects ¹	\$1.7 B	\$1.5 B
Number of project segments allocated	28	8
Total LPP-C dollars allocated	\$190 M	\$40 M
Number of awarded project segments	24	2
Total LPP-C dollars awarded	\$176 M	\$3.5 M

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

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Program Infrastructure Benefits

Expected benefits (outputs) for the LPP-C Cycle 1 projects are as follows:

Outputs	Approved into Program ¹		Delivered and Ready for Construction		Completed and Open to Traffic	
	Miles	Each	Miles	Each	Miles	Each
New Roadway Lane	15.4	-	14.9	-	-	-
Intersections Modified	-	40	-	35	-	6
Bicycle Lane Miles	17	-	7.9	-	1.6	-
Local Road Operational Improvements (miles)	53.3	-	51.2	-	-	-
Local Road Lane Miles Rehab	11.4	-	6.9	-	1.5	-
Sidewalk	4.4	-	2.8	-	1.6	-
Pedestrian Bicycle Facilities	19.8	-	17.7	-	10	-
Signs, Lights, Greenway & Other Safety Beautification	-	50	-	50	-	-
Mixed Flow Lane	9.4	-	7.8	-	-	-
New Bridge	-	4	-	3	-	-
Operational Improvements (each)	-	47	-	10	-	-
Intersections Constructed New	-	4	-	3	-	-
Turn Pockets Constructed	1	-	1	-	-	-
Transit Vehicles	-	40	-	40	-	-
Grade Separation / Rail Crossing Improvements	-	2	-	-	-	-
Station Improvements	-	2	-	2	-	-
New Track	10	-	10	-	-	-
Modified Reconstructed Bridges	-	5	-	5	-	-
New Stations	-	4	-	4	-	-
Modified Improved Interchanges	-	7	-	7	-	4
HOV / HOT Lane Miles Constructed	30.4	-	30.4	-	-	-
Auxiliary Lane Miles Constructed	3	-	3	-	-	-
Sound Wall Constructed	1	-	-	-	-	-

¹ Approved outputs reflect the original outputs adopted into the program and updated with any amendments approved by the Commission

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Expected benefits (Outputs) for the LPP-C Cycle 2 projects are as follows:

Outputs	Units	Approved into Program¹	Delivered and Ready for Construction	Completed and Open to Traffic
New Roadway Lane	Miles	32.40	6.78	-
Bicycle Lane Miles	Miles	16.28	2.90	-
Local Road Lane Miles Rehab	Miles	63.23	0.09	-
Sidewalk	Miles	10.14	0.09	-
Sidewalk	LF	12,000	-	-
Repair Existing Sidewalk	LF	10,500	-	-
Pedestrian Bicycle Facilities	Miles	16.53	1.99	-
Signs, Lights, Greenway & Other Safety Beautification	Each	293	3	-
Mixed Flow Lane	Miles	7.4	-	-
Operational Improvements	Each	3	-	-
Turn Pockets Constructed	Each	76	7	-
New Bridge / Tunnel Constructed	SF	112,680	-	-
2 way Left Turn Lanes	Each	5	1	-
Culverts	LF	110.00	-	-
Fiber Optics Installed	Miles	4.30	-	-
Crosswalk	Each	190	14	-
Closed Circuit Cameras	Each	21	-	-
TMC Interconnect	Each	506	-	-
Shoulder Widen	Each	19	2	-
Modified / Reconstructed Bridge	SF	9010	-	-
Traffic Signal Interconnect	Each	5	-	-
New ADA Curb Ramp	Each	242	10	-
Repair Upgrade Curb Ramp	Each	42	-	-
Crossing Island	Each	6	4	-
Intersection / Signal Improvements	Each	62	7	-
New Detectable Warning Surface	SF	1,017	-	-
Local Road Reconstructed	Miles	9.36	3.40	-
Curve and Vertical Alignment Correction	Each	6	5	-
Grade Separation / Rail Crossing Improvements	Each	5	4	-
Software and Hardware Systems	Each	5,400	-	-
Modified Improved Interchanges	SF	40,890	40,890	-

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HOV / HOT Lane Miles Constructed	Miles	14.80	-	-
Auxiliary Lane Miles Constructed	Miles	10.5	-	-
Sound Wall Constructed	Miles	2.92	-	-
New Interchange (Bridge/ Tunnel)	SF	32,374.32	-	-
Ramp Connectors Constructed	Miles	4.25	4.25	-
Freeway Ramp Meters	Each	2	-	-
Mainline Shoulders Constructed	Miles	15.42	6.42	-
Pedestrian Bridge Constructed	SF	23,603	-	-
Modifications / Improved Interchanges	Each	6.00	-	-
Slow Vehicle Lanes	Miles	80.00	-	-
Traffic Census Stations	Each	4	-	-

¹ 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 that required Baseline Agreements. All 12 have been approved. There are 11 LPP-C Cycle 2 projects that require Baseline Agreements. As of June 30, 2021, 10 of those Baseline Agreements have been approved. Baseline agreements are required for projects with total project cost of \$25M or greater or a total programmed amount of \$10M or greater.

Construction Contract Awards

As of June 30, 2021, 24 out of the 28 Cycle 1 allocated projects have awarded construction contracts. Three contracts were awarded this period and are expected to be completed as follows:

- City of Placerville's Western Placerville Interchange Phase 2.2 project – January 2022
- Alameda Contra Costa Transit District's Zero Emission Bus Purchase project – December 2022
- City of Elk Grove's Kammerer Rd project – November 2022.

As of June 30, 2021, two out of the eight Cycle 2 allocated projects have awarded construction contracts and are expected to be completed as follows:

- Town of Truckee's Legacy Trail Brockway Rd Multi Use Trail project – September 2021.
- City of Windsor's Windsor River Road/Windsor Rd Multi Use Pathway project – December 2022.

Completion Reports

As of June 30, 2021, six completion reports for Cycle 1 projects have been approved. Four of those were submitted this reporting period:

- Santa Cruz County Regional Transportation Commission's Scotts Valley Glenwood Drive project - Completed November 2020.
- Santa Cruz County Regional Transportation Commission's Scotts Valley Glenwood Preserve Trails project - Completed December 2020.
- City of Woodland's West Main Bike Ped project-Completed June 2021.
- Santa Clara Valley Transportation Authority's Mathilda Avenue Improvements at Routes 237 and 101 project - Completed March 2021.

Final Delivery Reports

As of June 30, 2021, two final delivery reports have been received. Those reports are still in the review and approval process.

Summary of Changes

As of June 30, 2021, there are 13 projects with a Corrective Action Plan as listed on Attachment 2, but only two are considered high risk. The Department is monitoring these projects closely.

- City of Sacramento's Downtown Grid 3.0 Mobility Project. The agency is going to be requesting a project scope change at a future meeting.
- Metro Orange Line Bus Rapid Transit Improvements Project.
- The agency anticipates requesting a time extension amendment and a project scope amendment at the October 2021 meeting.

List of Attachments

- 1) LPP-C Project List
- 2) LPP-C Corrective Action Plan

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 Management Plan](#).

Overview

The Commission does not program SHOPP SB 1 funds. Instead, 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.

**SB1 Program Semi-Annual Program – State Highway Operation and Protection Program
January 1, 2021 – June 30, 2021**

SHOPP Projects with RMRA Funding (\$ in Billions)	Construction not Complete	Construction Complete
Total cost of all programmed projects (all funds) ¹	\$18.4	\$1.6
Number of projects programmed	660	123
Total programmed SHOPP funds ²	\$15.5	\$1.6
Number of projects with SHOPP construction allocations	263	123
Total SHOPP dollars allocated (all phases) ²	\$9.4	\$1.6
Total SHOPP dollars allocated (construction capital) ²	\$6.3	\$1.2
Number of awarded projects this period	45	N/A ³
Total construction capital dollars awarded this period ¹	\$1.0	N/A ³
Remaining SHOPP funds available for allocation	\$6.1	N/A ³

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

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

³ N/A = Not Applicable

Program Status

As of June 30, 2021, 783 SHOPP projects have received RMRA funding, of which 36 completed construction in this reporting period and 87 completed construction during prior reporting periods.

A total of 660 SHOPP projects with RMRA funding have been programmed and have not completed construction. For these projects, a total of \$18.4 billion has been programmed from various fund sources, including funds from the SB 1 competitive programs. A total of 660 projects have received allocations totaling \$9.4 billion for various phases of the projects, including construction capital allocations totaling \$6.3 billion for 263 projects. There is a total of \$6.1 billion of SHOPP funding remaining to be allocated to other phases of these projects. A total of 45 construction contracts worth \$1.0 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	Not Delivered (as of 6/30/21)	Delivered and Ready for Construction (1/1/21 to 6/30/21)	Delivered Before 1/1/21 and Construction Not Complete	Construction Complete (1/1/21 to 6/30/21)	Unit of Measure
Pavement	4,863.9	551.0	2,782.5	382.4	Lane-miles
Bridges	216	57	133	10	Bridges
Culverts	1,914	136	510	26	Culverts
Fiber Optic Cable	0.0	14.0	54.3	-	Miles
TMS Elements	2,221	368	4,759	155	Elements
Bridge Rail	30,195	8,013	18,522	1,346	Linear Feet
Pump Plants	17	10	0	0	Pump Plants
Number of Projects	362	71	227	36*	Projects

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

The following benefits (outputs) were achieved by 87 projects that completed construction and were opened to traffic prior to the current reporting period.

Category of Benefits	Quantity	Unit of Measure
Pavement	799.1	Lane-miles
Bridges	79	Bridges
Culverts	356	Culverts
Fiber Optic Cable	8.6	Miles
TMS Elements	95	Elements
Bridge Rail	2,900	Linear Feet
Number of Projects	87	Projects

Baseline Agreements

Only projects with total SHOPP cost of \$40 million or greater require a baseline agreement as specified in the SHOPP Guidelines adopted at the June 2019 Commission meeting. As of June 30, 2021, a total of 94 baseline agreements have been approved and an estimated 61 will be approved at future Commission meetings.

Baseline Agreements Completed in Prior Reporting Periods	76
Baseline Agreements Completed in This Reporting Period	18
Total	94

Construction Contract Awards

A total of 45 construction contracts worth \$1.0 billion were awarded this reporting period.

Completion Reports

Completion Reports are required within six months of construction contract acceptance, but only for projects with approved baseline agreements.

Completion Reports Completed in Prior Reporting Periods	1
Completion Reports Completed in This Reporting Period	3
Total	4

Final Delivery Reports

Final Delivery Reports are required within six months of final expenditures, but only for projects with approved baseline agreements.

Final Delivery Reports Completed in Prior Reporting Periods	0
Final Delivery Reports Completed in This Reporting Period	1
Total	1

Summary of Changes

Attachment 2 contains Corrective Action Plans for SB 1 funded SHOPP projects. The attachment lists 34 projects with identified risks to scope, cost, schedule, or benefits.

Attachment 4 contains Corrective Action Plans for non-SB 1 funded SHOPP projects with approved baseline agreements. The attachment lists four projects with identified risks to scope, cost, schedule, or benefits.

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

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 an additional \$100 million annually. Projects funded by the ATP include 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:

Total ATP dollars programmed	\$2.1 B
Number of programmed ATP projects	926
Total cost of all programmed projects	\$3.9 B
Number of project phases allocated	1499
Total dollars allocated	\$1.0 B
Number of project contracts awarded	590
Total dollars awarded	\$679 M
Funds available for programming	\$3.5 M

Program Status

The 2021 Cycle 5 call for projects closed in September 2020. A total of \$467.1 million was programmed into Cycle 5, of which \$4 million was directed to the CCC and \$4.4 million into quick-build projects. The Quick-Build Pilot Program will assess the feasibility of quick-build projects in future program cycles and further the goals of the ATP such as safety enhancements, intersection redesigns, and more.

As of June 30th, 2021, 1,499 project phases have received allocations totaling \$1.03 billion. As of the last reporting period, 1,423 project phases had been allocated totaling \$948 million. This reporting period, an additional 76 project phases received allocations totaling \$81 million.

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As of June 30th, 2021, \$25 million in ATP funding was identified as program savings. The Commission fully programmed all the identified savings into the Cycle 5 programming of projects. The Commission programmed Cycle 5's Statewide and Small Urban and Rural component at the March 2021 Commission meeting and the Metropolitan Planning Organization (MPO) component for nine out of ten MPOs at the June 2021 Commission meeting. The remaining large MPO anticipates programming its projects in August 2021.

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 opportunity 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. The Commission programmed a total of \$4 million for the ARTC in Cycle 5 at the March 2021 Commission. Attachment 4 provides details on the ATRC outreach and engagement during Cycle 5.

ATRC Funding Summary (1,000s)

Cycle	Programmed	Closed	Under Contract	Allocated & Remaining	Unallocated
1	\$1,875	\$1,875	\$0	\$0	\$0
2	\$3,570	\$1,273	\$2,297	\$0	\$0
3	\$5,058	\$0	\$888	\$4,170	\$0
4	\$4,630	\$0	\$0	\$0	\$4,630
5	\$4,000	\$0	\$0	\$0	\$4,000

Program Benefits Status

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

INFRASTRUCTURE OUTPUTS						
Benefits Category - Outputs	Planned as Adopted into Program		Delivered and Ready for Construction		Complete and Open	
	Miles	Each	Miles	Each	Miles	Each
Bike Paths - Class 1	283	-	136	-	98.6	-
Bike Lanes - Class 2	678	-	383	-	242	-
Bike Routes - Class 3	263	-	128	-	85	-
Bike Lanes - Class 4	86	-	6	-	1	-
Sidewalks - New	343	-	144	-	113	-
Sidewalks - Enhancements	58	-	15	-	17	-
Multi-Use Trails - New	119	-	9	-	4.7	-
Multi-Use Trails - Enhancements	12	-	0.2	-	0.2	-
Crosswalks - New	-	10,725	-	9,787	-	863
Crosswalks - Enhancements	-	2,209	-	401	-	1501
Roundabouts - New	-	310	-	172	-	9
CCC Projects ¹	-	73	-	-	-	-
Quick-Build Projects	-	8	-	-	-	-

¹ includes number of projects from approved CCC cycles 3, 4 & 5 project lists

Non-infrastructure outcomes include programs to deliver education, encouragement, and evaluation activities that further the goals of the ATP. The non-infrastructure outcomes also include pre-construction only projects and developing plans for community wide bicycle, pedestrian, safe routes to school and active transportation.

NON-INFRASTRUCTURE OUTCOMES

Category	Approved (each)	Completed (each)
Programs	219	89
Pre-Construction Projects	39	3
Plans	84	34

Baseline Agreements Status

Baseline agreements are required for projects with a total project cost of \$25 million or greater or a total ATP amount of \$10 million or greater adopted in the 2017 ATP Augmentation and subsequent cycles. 30 of the 926 programmed projects require baseline agreements. As of June 30, 2021, 14 baseline agreements have been approved.

Construction and Consultant Contract Awards

As of June 30th, 2021, 590 construction and consultant contracts have been awarded. As of December 31st, 2021, 544 construction and consultant contracts were awarded and an additional 46 were awarded this reporting period.

Completion Reports

As of June 30, 2021, 349 completion reports have been received. 80 of those completion reports were received as of December 31, 2020 and 269 completion reports were received this reporting period (Attachment 3).

Final Delivery Reports

As of June 30, 2021, 275 final delivery reports were received. As of the last reporting period, 46 final delivery reports were received as of December 31, 2020 and an additional 229 were received this reporting period.

Potential Risks and Expected Benefits

Caltrans actively monitors and evaluates projects for potential risk to scope, cost, schedule, and/or expected benefits. As of June 30th, 2021, the ATP identified five projects of concern that will undergo closer monitoring (Attachment 2). Two projects of concern from the past reporting period are no longer at risk and will be removed from future reporting.

Scope Change Requests

As of June 30th, 2021, there are 99 submitted scope changes. The table below summarizes the types of scope changes submitted and their status. As of the last reporting period there were 89 scope changes and an additional 10 were submitted this reporting period.

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Type	Approved	Denied	Pending
Minor	81	1	0
Major	7	2	0
TBD	-	-	8
Total	88	3	8

Time Extension Trends

As of June 30th, 2021, there are four active 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
Status	Closed	Active	Active	Active	Active
Phases Programmed	505	525	506	274	265
Phases Extended	164	146	159	51	3
Extensions (%)	32%	28%	31%	19%	0.1%

Success Stories

City of Baldwin Park completed Phase 2 of the ATP funded Corridor Complete Streets Improvement Project (along Maine Avenue and Pacific Avenue corridor. The project increased accessibility to recreational areas, housing, employment, and regional transportation for the community.

The ATP funded Shasta Safe Routes to School Program held regular walk/bike to school days, school celebrations and programs to promote active transportation for students from multipole school districts. The program also offered pedestrian and bike safety education for K-12 students and purchased bikes for an afterschool Bike Safety program. These efforts created momentum for the Walk and Bike to School Days and walking school buses. Additional information about these and other ATP success stories can be found at the Caltrans ATP [Completed Projects, Programs and Plans](#) webpage.

List of Attachments

1. ATP Project List
2. ATP Non-Reporting Projects
3. ATP Corrective Action Plans
4. ATP Completed Project List
5. ATRC Outreach and Engagement Summary

All attachments can be found at:

<https://dot.ca.gov/programs/sb1/progress-reports>