

SENATE BILL 1

Semi-Annual Progress Report to the California Transportation Commission for Reporting Period January 1st, 2022 – June 30th, 2022



October 2022



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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, 2022 and June 30th, 2022.

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)

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

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

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

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

Program Summaries

Program Summaries ¹	SCCP	TCEP	LPP-C	LPP-F	ATP
Total programmed funds	\$1.5B ²	\$2.79B	\$522M	\$592M	\$2.1B
Number of programmed projects/segments	16/62	54/79	48/61	174	918
Total cost of all programmed projects ³	\$6B	\$8B	\$3.2B	\$10B	\$3.9B
Number of segments allocated	38	50	48	157	1,677
Total allocations	\$1.14B	\$1.85B	\$412.8M	\$501M	\$1.2B
Number of awarded segments	34	32	40	92	684
Total dollars of awarded projects	\$1.09B	\$1.24B	\$292.3M	\$265M	\$821M
Remaining funds available for programming	0	0	0	\$80M	\$1.7B

SHOPP-RMRA ⁴ Program Summary (\$ in Billions)	Construction Not Complete	Construction Complete
Total programmed funds ⁵	\$19.5	\$3.4
Programmed SHOPP funds ⁶	\$16.6	\$3.3
Programmed projects	715	205
Allocated SHOPP funds – all phases ⁶	\$10.3	\$3.2
Allocated SHOPP funds – construction capital ⁶	\$6.8	\$2.4
Allocated projects – construction phase	273	205
Remaining SHOPP funds (available for allocation) ⁶	\$6.3	N/A

¹ SCCP, TCEP, and LPP data are cumulative. ATP data is cumulative from start of ATP, which predates SB 1

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

Baseline Agreements may be required by Programs as set forth by 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
LPP-C	23
LPP-F	N/A
SHOPP	110
ATP	18

Updates on all SB1 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 SCCP was established by SB 1 to fund projects that are part of a comprehensive multimodal corridor plan intended to reduce congestion through performance improvements that balance transportation improvements, community impacts, and provide environmental benefits while preserving the character of local communities and creating opportunities for neighborhood enhancement.

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. 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 62 segments which include a few projects that have been split to meet their project delivery schedule, valued at more than \$6B, and leveraging more than \$4.6B in other federal, state, and local funds.

SCCP at a Glance

Total programmed SCCP funds	\$1.5B
Total number of programmed project segments within the 16 approved projects	62 ²
Total cost of all programmed projects	\$6B ¹
Number of SCCP project segments allocated	38
SCCP dollars allocated	\$1.14B
Number of awarded project segments	34
Total SCCP dollars awarded	\$1.09B
Remaining SCCP funds available for programming	\$0
Number of projects completed	3

¹ Total cost of projects 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, Commission programmed \$1B to fund nine projects, delivered in 37 segments over four years of project programming, from FY 2017-18 to 2020-21. For the second cycle, Commission programmed \$500M to fund seven projects, delivered in 26 segments in two years of project programming from FY 2021-22 to 2022-23. As of this reporting period, the program consists of 62 programmed project segments.

As of June 30, 2022, 38 projects have received allocations of over \$1.14B in SCCP funds, leveraging over \$2.5B in other state and local construction funding. The programmed SCCP project segments include 49 segments that are multi-funded, leveraging almost \$4.6B in funding from other programs.

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	142	121	14
Auxiliary Lanes constructed	Miles	3	2	0
Operational Improvements	Each	131	122	1
Modified/Reconstructed Bridges	Each	16	16	0
Pedestrian/Bicycle Facilities constructed	Miles	14	9	0.7
Sound Walls constructed	Miles	8	6	0
New/Rehabilitated Track	Miles	10	10	0
Purchase Rail Cars/Transit Vehicles	Each	25	25	0
Station/Bus Stop new and improvements ¹	Each	58	6	0
Traffic Light synchronization ²	Miles/Each	35/109	35/109	0
Zero Emission Buses	Each	5	5	0
Intelligent Transportation System (ITS) elements	Each	17	17	0

Approved outputs reflect the original outputs adopted into the program and updated by any subsequent program/project amendment(s) approval by the Commission.

¹ Output description expanded to capture bus stop improvements

² Reported using dual units to better describe the scope of improvements.

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SCCP 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	68	14	0
Auxiliary Lanes constructed	Miles	1	1	0
Operational Improvements	Each	7	7	0
Modified/Reconstructed Bridges	Each	4	4	0
Pedestrian/Bicycle Facilities constructed	Miles	15	3	0
Sound Walls constructed	Miles	4	2	0
New/Rehabilitated Track	Miles	57	0	0
Purchase Rail Cars/Transit Vehicles	Each	67	5	0
Station/Bus Stop new and improvements ¹	Each	73	5	0
Traffic Light synchronization ²	Miles/Each	0/0	0	0
Zero Emission Buses	Each	31	5	0
Intelligent Transportation System (ITS) elements	Each	0	0	0

Approved outputs reflect the original outputs adopted into the program and updated by any subsequent program/project amendment(s) approval by the Commission.

¹ Output description expanded to capture bus stop improvements

² Reported using dual units to better describe the scope of improvements.

Baseline Agreements

As of June 30, 2022, all sixteen projects have an approved baseline agreement.

Construction Contract Awards

As of June 30, 2022, thirty-four project segments have been awarded construction contracts and three of those contracts completed construction. Five new contracts were awarded in this reporting period.

Completion Reports

As of June 30, 2022, completion report for three project segments were approved.

- Franklin Boulevard Cycle Track Phase 1
- Silicon Valley Express Lanes Program – Phase 3
- Santa Monica Road and Via Real Intersection Improvements

Final Delivery Reports

As of June 30, 2022, one final delivery report was submitted and approved.

- Franklin Boulevard Cycle Track Phase 1

Summary of Changes

The Corrective Action Plan (Attachment 2) lists 19 project segments with potential risk to the scope, cost, or schedule. No new projects have been added in this reporting period. 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 also supports goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. The TCEP is a statewide, competitive program that will provide approximately \$300M per year in state funding and on average \$154M annually in National Highway Freight Program funds. The TCEP provides funding for various project phases including Project Acceptance & Environmental Document (PA&ED), Plans Specifications & Estimates (PS&E), Right of Way (R/W), and Construction (CON).

Program Funding

The TCEP is in its second three-year cycle which includes funds primarily from the National Highway Freight Program and the Trade Corridor Enhancement Account. In May 2018, Commission approved \$1.4B for the programming of 28 projects (41 segments). In December 2020, Commission programmed an additional \$1.4B for 28 projects (36 segments). Collectively, these 56 projects (77 segments) are valued at \$8B, leveraging other federal, state, and local funds.

These 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 funds (3-year period)	\$ 1.43B ¹	\$ 1,36B ¹
Total number of programmed segments/projects	40/26	39/28
TCEP dollars allocated	\$ 1.31B	\$ 540M
Total number of segments allocated	33/22	17/10
Number of awarded construction project segments	26	6
TCEP dollars awarded	\$935M	\$301M
TCEP funds programmed over the established target	\$94.8M	(\$8.7M)

¹The amounts are the total funds programmed for TCEP projects. Commission funded this program primarily with SB 1 funds and the National Highway Freight Program.

Program Status

A total of 54 TCEP projects (79 segments) are currently programmed, of which, four segments received both cycle 1 and cycle 2 TCEP funds. There are 50 project segments which have received allocations totaling \$1.85B. The TCEP includes nine project segments which are multi-funded, leveraging funds from other funding sources.

Program Infrastructure Benefits

Expected infrastructure benefits (outputs) for the 54 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	1.7
Intersections modified	Each	13	13	5
Lane-miles rehabilitated	Miles	1.67	1.27	0
Operational Improvements	Each	35	32	8
New Bridge structure	Each	3	3	2
Modified/Reconstructed Bridges	Each	25	25	10
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	0
Mixed Flow Lane miles constructed	Miles	50.95	48.1	25.8
Intelligent Transportation System (ITS) elements	Each	166	166	0

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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	7	3	0
New Track	Miles	3.25	0.85	0
New Bridge structure	Square Feet	242,799	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

Construction Contract Awards

As of June 30, 2022, 32 construction contracts have been awarded. There were 8 contracts awarded since the last reporting period.

Completion Reports

As of June 30, 2022, 4 completion reports were submitted.

- Route 395 from SR 18 to Chamberlaine Way
- Fyfe Avenue Grade Separation
- Redding to Anderson Six lane Phases 1 & 2
- Pier G & J Double Track

Final Delivery Reports

As of June 30, 2022, no final delivery reports were required.

Summary of Changes

The Corrective Action Plan (Attachment 2) lists 18 project segments with potential risk to the scope, cost, or schedule.

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)

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 (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 FY 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 FY 2020-21 through 2022- 23 will distribute 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 \$300M to projects programmed in FY 2017-18 through 2019-20. Cycle 3 of the LPP-F Program distributed \$324M to projects programmed in FY 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.

LPP-F Program Status

There are currently 174 projects programmed using \$592M of the LPP-F funds. As of June 30, 2022, 157 projects have received allocations of the LPP-F funds totaling \$501M and 92 projects have been awarded construction contracts, using \$265M of the LPP-F construction funds. There have been 46 Completion Reports submitted that are in the approval process.

LPP Formulaic at a Glance:

Total programmed LPP-F funds	\$592M
Number of programmed projects	174
Total cost of all programmed projects	\$10B
Number of projects allocated	157
Total LPP-F dollars allocated	\$501M
Number of awarded projects	92
Total LPP-F dollars awarded	\$265M
Remaining LPP-F funds available for programming	\$80M
Total Incentive Funding provided	\$40M
Total eligible taxing authorities included in LPP-F	46

Program Infrastructure Benefits

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

Outputs	Units	Approved into Program ¹	Delivered and Ready for Construction	Completed and Open to Traffic
2-Way Left Turn Lanes	Each	1	0	0
Accessible Pedestrian Signal - Installation - ADA Improvement	Each	188	106	0
At-Grade Crossings Eliminated	Each	42	42	0
Auxiliary Lane - Operational Improvements	Miles	0.4	0.4	0
Auxiliary Lane-Miles - Constructed	Miles	5.65	5.65	0
Bicycle Lane-Miles	Miles	17.75	15.38	0
Bridges-Tunnels - Modified / Reconstructed	Each	3	3	0
Bridges-Tunnels - Modified / Reconstructed	Square Feet	6,254,733	45,733	0
Bridges-Tunnels Constructed - New	Each	3	3	0
Bridges-Tunnels Constructed - New	Square Feet	128,304	128,304	0
Changeable Message Sign	Each	4	4	0
Channelization - Operational Improvements	Each	1	1	0
Closed Circuit Television Cameras - TMS	Each	15	14	0
Crossing Island	Each	1	0	0
Crosswalks - New - ADA Improvements	Each	9	7	0
Crosswalks - New - ADA Improvements	Linear Feet	440	440	0
Curb Ramp - Repair/Upgrade - ADA Improvements	Each	193	130	80
Curb Ramp Installed - New - ADA Improvements	Each	117	105	0
Curve and Vertical Alignment Corrections	Each	16	16	0
Detectable Warning Surface - Install New - ADA Improvement	Square Feet	3,661	3,661	1,800
Drainage Culverts	Linear Feet	14,830	14,830	0
Extinguishable Message Sign	Each	1	1	0
Freeway Ramp Meters	Each	6	6	0
HOV / HOT Lane-Miles Constructed	Miles	23.40	23.40	0
Interchanges - Modifications / Improvements	Each	2	2	0
Interchanges - Modifications / Improvements	Square Feet	32,600	32,600	0
Intersection / Signal Improvements	Each	72	34	0
Intersections Modified	Each	7	7	0
Mainline Shoulder Constructed	Miles	39.8	39.8	0
Mixed Flow Lane-Miles Constructed	Miles	54.7	54.7	0
Operational Improvements - Intercity Rail/Mass Trans	Each	2.5	2.5	0
Operational Improvements - Road Construction	Each	1	1	0

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Passenger Counter - Rail/Multi-Modal	Each	72	0	0
Pedestrian / Bicycle Facilities - Constructed	Miles	28.28	24.85	0
Rail / Transit Equipment	Each	43	43	0
Rail Cars / Transit Vehicles	Each	57	48	0
Ramp Modifications - Operational Improvements	Each	17	17	0
Ramps / Connectors - Constructed	Miles	4.72	4.72	0
Roadway - New	Miles	56.67	52.67	0
Roadway - Rehabilitated / Reconstructed	Miles	188.68	148.92	49.01
Roadway Operational Improvements - Automated Driving System	Each	1	1	0
Security Improvements / Equipment - Facilities	Each	4	0	0
Shoulder Widening	Each	8	8	0
Sidewalk - Miles	Miles	7.14	5.23	1.27
Sidewalks - New	Linear Feet	4,097	3,700	0
Signs, Lights, Greenway, Other Safety / Beautifications	Each	141	96	0
Software and Hardware Systems - TMS	Each	1	0	0
Sound Wall Miles Constructed	Miles	0.91	0.91	0
Station Improvements - Rail/Multi-Modal	Each	186	186	0
Stations - New - Rail/Multi-Modal	Each	1	0	0
TMS - Traffic Monitoring Detection Stations	Each	14	14	0
TMS Communications - Fiber Optics	Miles	10	10	0
Turn Pockets Constructed	Each	34	33	0

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

The LPP Competitive Program (LPP-C)

The LPP-C cycle 1, adopted in May 2018, is a three-year program, with nearly \$309M in funding for FY 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 LPP-C cycle 2 was adopted in December 2020 and programmed nearly \$213M in LPP-C funds. There are 21 projects with 27 segments to be funded in FY 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 Commission. There were 27 projects with 34 segments programmed, valued at more than \$1.7B, and leveraging more than \$1.3B in other funding. Included in these projects are six projects in LPP-C cycle 1 funded with other SB 1 funding sources such as the ATP, the LPP-F, the SCCP and the SHOPP. LPP-C funds totaling \$303.8M were allocated to 33 projects with a total project cost of \$1.75B leveraged with other state and local funds.

LPP-C Cycle 2 Program Status

Cycle 2 of the LPP-C was adopted in December 2020 by Commission. There were 21 projects with 27 segments programmed, valued at more than \$1.4B, and leveraging more than \$1.2B in other funding. Included in these projects are six projects in the LPP-C cycle 2 are also funded with other SB 1 funding sources such as the LPP-F, the SCCP, the TCEP and the SHOPP. LPP-C funds totaling \$109M were allocated to 15 projects with a total project cost of \$854.4 M leveraged with other state and local funds.

LPP Competitive at a Glance:

	Cycle 1	Cycle 2
Total programmed LPP-C funds (3-year period)	\$309M	\$213M
Number of programmed projects/segments	27/34	21/27
Total cost of all programmed projects ¹	\$1.7B	\$1.5B
Number of project segments allocated	33	15
Total LPP-C dollars allocated	\$303.8M	\$109M
Number of awarded project segments	30	10
Total LPP-C dollars awarded	\$208.1M	\$84.2M

¹ 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 Cycle 1 projects are as follows:

Outputs	Units	Approved into Program¹	Delivered and Ready for Construction	Completed and Open to Traffic
At-Grade Crossings Eliminated	Each	3	3	0
Auxiliary Lane-Miles Constructed	Miles	3	3	0
Bicycle Lane-Miles	Miles	41.50	33.50	16.93
Bridge Structures - New	Each	5	5	1
Bridges - Modified / Reconstructed	Each	5	5	0
Grade Separations / Rail Crossing Improvements	Each	2	2	0
HOV / HOT Lane-Miles Constructed	Miles	30.4	30.4	0
Interchanges - Modifications / Improvements	Each	15	15	3
Intersection / Signal Improvements	Each	35	35	0
Intersections Constructed - New	Each	4	4	2
Intersections Modified	Each	40	40	14
Mixed Flow Lane-Miles Constructed	Miles	9.8	9.8	0
Pedestrian / Bicycle Facilities - Constructed	Miles	5.1	5.1	1
Rail Cars / Transit Vehicles	Each	40	40	0
Roadway - New	Miles	15.4	15.4	1.3
Roadway - Rehabilitated / Reconstructed	Miles	71.25	64.55	5.98
Roadway Operational Improvements - Each	Each	14	12	1
Sidewalk - Miles	Miles	7.85	7.85	5.28
Signs, Lights, Greenway, Other Safety / Beautifications	Each	50	50	50
Soundwall Miles Constructed	Miles	0.94	0.94	0
Station Improvements	Each	2	2	0
Stations – New	Each	4	4	0
Track – New	Miles	10	10	0
Turn Pockets Constructed	Each	1	1	0

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

Program Infrastructure Benefits

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

Outputs	Units	Approved into Program ²	Delivered and Ready for Construction	Completed and Open to Traffic
2-Way Left Turn Lanes	Each	5	1	0
Auxiliary Lane-Miles Constructed	Miles	10.9	4.5	0
Bicycle Lane-Miles	Miles	16.78	5.7	0
Bridge / Tunnel Constructed - New	Square Feet	112,680	0	0
Bridges - Modified / Reconstructed	Square Feet	16,485	0	0
Closed Circuit TV Cameras (TMS)	Each	28	11	0
Crossing Islands	Each	6	4	0
Crosswalks	Each	190	30	0
Culverts – Drainage	Linear Feet	110.00	0	0
Curb Ramps - New ADA	Each	243	76	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	14.6	0	0
Freeway Ramp Meters	Each	4	0	0
Grade Separations / Rail Crossing Improvements	Each	5	4	0
HOV / HOT Lane-Miles Constructed	Miles	14.8	14.8	0
Interchanges - Modifications / Improvements	Each	5	0	0
Interchanges - Modifications / Improvements (Bridge/Tunnel)	Square Feet	73,076	40,890	0
Intersection / Signal Improvements	Each	80	32	0
Mainline Shoulders Constructed	Miles	15.42	15.42	0
Mixed Flow Lane-Miles Constructed	Miles	7.4	7.4	0
Pedestrian / Bicycle Facilities - Constructed	Miles	16.43	4.29	0.32
Pedestrian Bridge Constructed	Square Feet	23,603	0	0
Ramp / Connectors Constructed	Miles	4.25	4.25	0
Roadway - New	Miles	31.60	16.78	0
Roadway - Rehabilitated / Reconstructed	Miles	73.23	57.53	0.09
Shoulder Widening	Each	18	6	0

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Sidewalk - New (Linear Feet)	Linear Feet	7,028	1,000	0
Sidewalk - New (Miles)	Miles	8.56	1.05	0.09
Sidewalk - Repair Existing	Linear Feet	10,500	10,500	0
Signs, Lights, Greenway, Other Safety / Beautifications	Each	293	53	0
Slow Vehicle Lanes (Bus Priority Lanes)	Miles	80.00	0	0
Software and Hardware Systems	Each	5,400	5,400	0
Soundwall Miles Constructed	Miles	2.92	0	0
TMC Interconnect Project (TMS)	Each	5	0	0
Traffic Census Stations	Each	5	0	0
Traffic Signal Interconnect Project (TMS)	Each	516	200	0
Turn Pockets Constructed	Each	66	40	0

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 and 11 LPP-C Cycle 2 projects that required Baseline Agreements. All 23 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 in LPP-C funds.

Completion Reports for Cycle 1 projects

As of June 30, 2022, 10 completion reports for Cycle 1 projects have been approved. Three of these were submitted this reporting period.

- Jefferson Street Transportation Improvements Project
- Alder Avenue and Randall Avenue Improvements Project.
- Oakhurst Midtown Connector Project

Completion Reports for Cycle 2 projects

As of June 30, 2022, two completion reports for Cycle 2 projects were submitted and approved. One of those was submitted this reporting period.

- Mill Street Reconstruction Project

Final Delivery Reports

As of June 30, 2022, six final delivery reports have been received. Those reports are still in the review and approval process.

Corrective Action Plan (CAP)

As of June 30, 2022, there are 20 projects with a Corrective Action Plan as listed on Attachment 2, but only one is considered high risk. The Department is monitoring this project closely.

- Contra Costa Transportation Authority's 680/4 Interchange Project, phase 3. The project has completed major construction but there are outstanding utility issues, and the project won't be fully complete until June 2023. A post fact extension request for project completion has been submitted for the August 2022 CTC meeting.

List of Attachments

1. LPP Project List
2. LPP 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 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 RMRA created by 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 Plan](#).

Overview

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.

**SB 1 Semi-Annual Report – State Highway Operation and Protection Program
January 1, 2022 – June 30, 2022**

SHOPP Projects with RMRA funding (\$ in Billions)	Construction Not Complete	Construction Complete
Total cost of all programmed projects (all funds) ¹	\$19.5	\$3.4
Number of projects programmed	715	205
Total programmed SHOPP funds ²	\$16.6	\$3.3
Number of projects with SHOPP construction allocations	273	205
Total SHOPP dollars allocated – all phases ²	\$10.3	\$3.2
Total SHOPP dollars allocated – construction capital ²	\$6.8	\$2.4
Number of awarded projects this period	41	N/A ³
Total construction capital dollars awarded this period ¹	\$0.8	N/A ³
Remaining SHOPP funds available for allocation	\$6.3	N/A ³

1 Includes funds from the RMRA (SB 1) State Highway Account, Federal Trust Fund, and some 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, 2022, 1,023 SHOPP projects have received RMRA funding, of which 41 completed construction in this reporting period and 164 completed construction during prior reporting periods.

A total of 715 SHOPP projects with RMRA funding have been programmed and have not completed construction. For these projects, a total of \$19.5B has been programmed from various fund sources, including funds from the SB 1 competitive programs. A total of 715 projects have received allocations totaling \$10.3B for various phases of the projects, including construction capital allocations totaling \$6.8B for 273 projects.

There is a total of \$6.3B of SHOPP funding remaining to be allocated to other phases of these projects. A total of 41 construction contracts worth \$757M were awarded during this reporting period.

Program Infrastructure Benefits

The table below shows the expected benefits (outputs) for the SB1 funded SHOPP projects.

Category of Benefits	Unit of Measure	Not Delivered (as of 6/30/22)	Delivered and Ready for Construction (1/1/22 to 6/30/22)	Delivered before 1/1/22 and Construction Not Complete	Construction Complete (1/1/22 to 6/30/22)
Pavement	Lane-Miles	5,775	1,023	2,719	575
Bridges	Each	224	76	180	27
Culverts	Each	1,695	269	693	39
Fiber Optic Cable	Miles	0	0	127	0
TMS Elements	Each	1,987	245	3,584	184
Bridge Rail	Linear Feet	18,407	6,809	30,248	964
Pump Plants	Each	17	5	10	9
Number of Projects	Each	396	71	248	41*

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

The following benefits (outputs) were achieved by 164 projects that completed construction and were opened to traffic prior to the current reporting period.

Category of Benefits	Quantity	Unit of Measure
Pavement	1,482	Lane-Miles
Bridges	109	Each
Culverts	474	Each
Fiber Optic Cable	8.6	Miles
TMS Elements	849	Each
Bridge Rail	7,197	Linear Feet
Number of Projects	164	Each

Baseline Agreements

As of June 30, 2022, a total of 110 baseline agreements have been approved and an estimated 42 will be approved at future Commission meetings.

Baseline Agreements Completed in Prior Reporting Periods	99
Baseline Agreements Completed in This Reporting Period	11
Total	110

Construction Contract Awards

A total of 41 construction contracts worth \$757M were awarded this reporting period.

Completion Reports

Completion Reports Completed in Prior Reporting Periods	6
Completion Reports Completed in This Reporting Period	6
Total	12

Final Delivery Reports

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

Summary of Changes

Attachment 2 contains Corrective Action Plans for SB 1 funded SHOPP projects. The attachment lists 35 projects with identified risks to scope, cost, schedule, or benefits. There are seven projects are considered very high risk or high risk and the Department is monitoring all project risks closely.

- LA-1 Cold Plane and Overlay AC. The delivery is at risk due to additional scope to implement the Complete Street Elements (Bus and Bike Lane), utility relocation and acquiring 52 Temporary Construction Easements and Highway Easements.
- LA-1 Fish Passage and Culverts. The delivery is at risk due to property owner concerns over Right of Way access and land mitigation delays.
- ALA-880 Capital Preventive Maintenance. The cost is at risk due to recent Positive Work Zone Protection requirements and resulting design strategy changes.
- ALA-84 Bridge Replacement. The cost is at risk due to community environmental concerns, legal challenges, and additional construction support needs.
- YUB-70 Railroad Bridge Rehabilitation. The cost is at risk due to change from Design-Bid-Build to Construction Manager/General Contractor (CMGC).
- SAC-51 Bridge Rehabilitation. The cost is at risk due to unit price increases and market changes.
- PLU-70 Roadway Rehabilitation. The delivery is at risk due to an anticipated nine-month delay in PA&ED and additional R/W acquisition needs.

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. Two project are considered very high risk or high risk and the Department is monitoring all project risks closely.

- 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.
- RIV-74 Widen Lanes. The cost is at risk due to construction site issues and claims pertaining to rock excavation.

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 \$100M annually. Projects funded by the ATP include design and construction projects and non-construction projects for education, encouragement, and evaluation activities. Additionally, \$4M 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	\$2.1B
Number of programmed ATP projects	918
Total cost of all programmed projects	\$3.9B
Number of project phases allocated	1,677
Total dollars allocated	\$1.2B
Number of project contracts awarded*	684
Total dollars awarded	\$821M
Funds available for programming	\$1.7B

*non-infrastructure and infrastructure construction contracts

Program Status

The Cycle 6 Guidelines and Fund Estimate were adopted in March 2022, with \$650.74M available for programming. The Budget Action of 2022, signed by the Governor in June 2022, included a one-time, \$1.049B augmentation for the 2023 program, bringing the total available for programming to \$1.7B.

As of June 30, 2022, 1,677 project phases have received allocations totaling \$1.2B. As of the last reporting period, 1,566 project phases had been allocated totaling \$1.1B. This reporting period, an additional 111 project phases received allocations totaling \$150M.

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.

ATRC Funding Summary (1,000s)

Cycle	Programmed	Closed	Under Contract	Allocated & Remaining	Unallocated
1	\$1,875	\$1,875	\$0	\$0	\$0
2	\$3,570	\$1,458	\$2,112	\$0	\$0
3	\$5,058	\$250	\$4,344	\$464	\$0
4	\$4,630	\$0	\$0	\$2,310	\$2,320
5	\$4,000	\$0	\$0	\$0	\$4,000

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 ¹	Complete and Open
Bike Paths – Class I	Miles	282	39	115
Bike Lanes – Class II	Miles	689	83	331
Bike Routes – Class III	Miles	263	20	117
Bike Lanes – Class IV	Miles	87	7	6
Sidewalks – New	Miles	343	61	142
Sidewalks – Enhancements	Miles	106	13	23
Multi-Use Trails – New	Miles	107	30	7.7
Multi-Use Trails – Enhancements	Miles	12	6	0.2
Crosswalks – New	Each	10,726	499	9,406
Crosswalks – Enhancements	Each	8,431	980	1,787
Roundabouts -New	Each	127	23	15
CCC Projects ²	Each	90	0	37
Quick-Build Projects	Each	8	0	0

¹ Awarded construction contract and ready to build

² 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. 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.

Category	Approved (each)	Completed (each)
Programs	177	93
Pre-Construction Projects	35	8
Plans	86	54

Baseline Agreements

Program guidelines require 30 of the 916 programmed projects execute baseline agreements. As of June 30, 2022, 18 baseline agreements have been approved.

Construction and Consultant Contract Awards

As of June 30, 2022, 684 construction and consultant contracts have been awarded. As of December 31, 2021, 638 construction and consultant contracts had been awarded and an additional 46 were awarded this reporting period.

Completion Reports

As of June 30, 2022, 443 completion reports have been received. Previously, 419 of those completion reports were received as of December 31, 2021, and 24 completion reports were received this reporting period (Attachment 4).

Final Delivery Reports

As of June 30, 2022, 356 final delivery reports have been received. Previously, 318 final delivery reports were received as of December 31, 2021, and an additional 38 were received this reporting period.

Potential Risks and Expected Benefits

Caltrans actively monitors and evaluates projects for potential risk to scope, cost, schedule, and expected benefits. As of June 30, 2022, the ATP identified five projects of concern that will undergo closer monitoring (Attachment 3).

Scope Change Requests

As of June 30, 2022, there are 104 submitted scope changes. The table below summarizes the types of scope changes submitted and their status. As of the last reporting period there were 99 scope changes and an additional 5 were submitted this reporting period.

Type	Approved	Denied	Pending
Minor	91	1	0
Major	12	2	0
TBD	0	0	13
Total	103	3	13

Time Extension Trends

As of June 30, 2022, there are four active and one closed cycle of the ATP. 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	251
Phases Extended	164	146	167	83	18
Extensions (%)	32%	28%	33%	30%	7%

Success Stories

The Port Chicago Highway/Willow Pass Road Bike and Pedestrian project installed bike lanes, sidewalk, curb, and gutter along a 1,400 foot stretch of roadway in Bay Point, CA. The project also improves access to the Delta De Anza Trail. The trail provides a connection to the local schools with a direct route to Riverview Middle School. The project provides pedestrian and bicycle friendly facilities as active mode options will provide public benefits to health and environmental sustainability for the residents of Bay Point, CA.

The Riverside County Safe Routes to School (SRTS) collaborated with schools, the community, and stakeholders to promote walking/bicycling safety to the Lake Elsinore community. Partners included city council, public works, law enforcement, school district, school administration, and community partners. The program used bilingual walk/bike to school days, walk audits, pedestrian safety instructor trainings, student led traffic safety education, and Go Human media messages. Finally, an Active Transportation Network was developed to provide ongoing stakeholder engagement and resource development opportunities.

List of Attachments

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

ATP Success Stories can be found at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/completed>

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