



Semi-Annual Progress Report

to the California Transportation Commission for
Reporting Period July 1st, 2023 – December 31st, 2023

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Executive Summary

Summary

The Road Report and Accountability Act of 2017 (Senate Bill [SB] 1, Beall, 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.

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 include a list of projects with funding and schedule details, reported outputs by project, and corrective action plans, which give insight into projects that would serve with better risk assessment going forward. 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: <https://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 California Transportation Commission's (Commission) oversight over these Programs.

In 2018, the Commission established SB 1 Accountability and Transparency Guidelines which require progress reporting on SB 1 Programs and projects. This progress report covers the period between July 1, 2023 through December 31, 2023.

Program Highlights

The report includes programmed funds totaling \$39.14 billion on 2,563 projects across the state, spanning fiscal years 2017-18 through the second quarter of fiscal year 2023-24. Additionally, included are a summary of 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
TCEP/SCCP/LPP-C ^{1,2}	3
LPP-F ²	4
SHOPP ³	N/A
ATP	6

¹ Cycle 3 was adopted by the CTC in June 2023 and has been included in this report

² LPP consists of Formulaic (LPP-F) and Competitive (LPP-C) components

³ 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	\$2.0B	\$3.67B	\$664.3M	\$806.3M	\$3.8B
Number of programmed projects/segments ²	26/93	80/119	59/79	228 ³	1,148 ³
Total cost of all programmed projects ⁴	\$9.6B	\$11.93B	\$3.8B	\$15.9B	\$6.4B
Number of project segments allocated	62	64	57	208 ³	1,942 ⁵
Total dollars allocated	\$1.37B	\$2.27B	\$499.2M	\$660.9M	\$1.6B
Number of awarded project segments	57	40	55	149 ³	823 ³
Total dollars of awarded projects	\$1.35B	\$1.83M	\$490M	\$373M	\$1.2B
Number of project segments completed construction	15	15	25	70	551

¹ SCCP, TCEP, and LPP data are cumulative since the passage of SB 1 in FY 2017-18. ATP data is cumulative from the beginning of the ATP which was created in 2013 and predates SB1

² A programmed project may consist of multiple portions and are referred to as segments. Projects are split into segments for various reasons, such as size, funding, and schedule

³ Number of projects

⁴ Includes funds from other programs and sources including federal, state, and local

⁵ Number of project phases

* B = Billion, M = Million

SHOPP-RMRA Program Summary	Construction Not Complete	Construction Complete
Total cost of all programmed projects ¹	\$23.3B	\$8.1B
Total Programmed SHOPP funds ²	\$21.1B	\$7.1B
Total programmed projects	669	353
Allocated SHOPP funds – all phases ³	\$10.8B	\$7.0B
Allocated SHOPP funds – construction capital ³	\$7.1B	\$5.4B
Allocated projects – construction phase	301	353
Remaining SHOPP funds (available for allocation) ³	\$10.3B	N/A

¹ Includes funds from the SHOPP-RMRA (SB 1) State Highway Account, other SHOPP, and Non-SHOPP sources

² Includes funds from the RMRA, other SHOPP, and Non-SHOPP sources

³ Includes SHOPP-RMRA and other SHOPP source

Baseline Agreements may be required by Programs as outlined in the SB 1 Accountability and Transparency Guidelines adopted March 23, 2023. Each Baseline Agreement is signed by the requesting agency and by the Caltrans District Director, Caltrans Director, and Commission Executive Director.

Program	Approved Baseline Agreements (As of 12/31/2023)
SCCP	20
TCEP	66
LPP-C	27
LPP-F ¹	N/A
SHOPP	140
ATP	27

¹ LPP-F projects do not require a baseline agreement

Updates on SB1 projects are made available each reporting period. This information includes project status, infrastructure outputs, 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>

Visit the Rebuilding California website to see a collection of photographs from projects that have completed during the last reporting period at: <https://rebuildingca.dot.ca.gov/accomplishments>

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 through performance improvements that expand travel choices, stimulate neighborhood vibrancy, preserve local community character, and provide environmental benefits.

The SCCP is a statewide, competitive grant program that only funds the construction phase of a capital project. Two hundred and fifty million dollars (\$250,000,000) are available upon appropriation to the Program annually. To date, the SCCP has programmed over \$2 billion to 26 projects in three grant cycles. The total project costs of programmed projects exceed \$9 billion, leveraging over \$7 billion in other federal, state, and local funding sources.

SCCP at a Glance

SCCP	Total
Total programmed SCCP funds	\$2.0B
Number of programmed projects/Number of project segments within programmed projects ¹	26/93
Total cost of all programmed projects ²	\$9.6B
Number of SCCP project segments allocated	62
SCCP dollars allocated	\$1.37B
Number of awarded project segments	57
Total SCCP dollars awarded	\$1.35B
Number of project segments completed construction	15

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

² Total cost of projects includes SCCP funds, as well as other federal, state, and local funds

* Information contained within this table is cumulative since the passage of SB 1 in 2017

Program Status

Since the last SB 1 Semi Annual Report, 31 new project segments have been added under Cycle 3, five project segments were allocated, 15 projects were awarded construction contracts, and eight have completed construction.

Program Infrastructure Outputs

Summary of expected infrastructure outputs for the SCCP Cycles 1,2, and 3 are as follows:

Outputs	Units	Approved into Program ¹	Awarded and Ready for Construction	Completed and Open to Traffic
High Occupancy Vehicle Lanes Constructed	Miles	212	143	111
Auxiliary Lanes Constructed	Miles	10	7	2
Operational Improvements	Each	131	124	15
Modified/Reconstructed Bridges	Each	16	16	9
Pedestrian/Bicycle Facilities Constructed	Miles	70	25	10
Sound Walls Constructed	Miles	10	10	4
New/Rehabilitated Track	Miles	60	33	9
Purchase Rail Cars/Transit Vehicles	Each	161	56	0
Station/Bus Stop New and Improvements ²	Each	208	93	5
Traffic Light Synchronization ³	Miles/Each	35/109	35/109	35/109
Zero Emission Buses	Each	109	10	0
Intelligent Transportation System (ITS) Elements	Each	17	17	17

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

² Output description expanded to capture bus stop improvements

³ Reported using dual units to better describe the scope of improvements

* A list of reported outputs by project are included in Attachment 3

Baseline Agreements

Ten new projects were adopted to the SCCP in June 2023. As of December 31, 2023, four of these projects have approved baseline agreements. The remaining six will be submitted by the June 2024 California Transportation Commission meeting.

Construction Contract Awards

Fifty-seven project segments have been awarded construction contracts. Fifteen new contracts have been awarded since the last report.

Completed projects

Between the period of July 1, 2023 through December 31, 2023, eight project segments have achieved Construction Contract Acceptance (CCA) and are open to the public bringing the total number of completed project segments to 15.

1. Cycle 3 - PPNO CP041X _SMART Larkspur to Windsor Corridor
2. Cycle 1 - PPNO 5845A_I-5 Corridor Enhancement Project/I-5 HOV Lanes - Phase 1
3. Cycle 1 - PPNO 1230_Redlands Passenger Rail Project
4. Cycle 1 - PPNO 0615F_I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV
5. Cycle 1 - PPNO 2893_North Padre Lane Coastal Access Improvements
6. Cycle 1 - PPNO 2896_Santa Claus Lane Class I Bikeway
7. Cycle 1 - PPNO 0360Q_Marino Sonoma Narrows Segment C2 - HOV Lanes Gap Closure
8. Cycle 2 - PPNO 5147_PSGC Phase 1 - I-80 Auburn Boulevard Ramp Meter

Final Delivery Reports

One final delivery report was submitted.

1. Cycle 1 - PPNO 2985_Santa Monica Road and Via Real intersection Improvements

Summary of Changes

The Corrective Action Plan (Attachment 2) includes 24 project segments with potential risk to scope, cost, schedule, or that require Commission action prior to the next semi-annual report.

List of Attachments

1. SCCP Project List
2. SCCP Corrective Action Plan
3. SCCP Outputs by Project

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 (NHFP), 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 \$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 eligible for funding in Cycles 1 and 2 only.

The TCEP Cycle 1 included a three-year cycle for fiscal year (FY) 2017-18 through 2019-20. Cycle 2 included another three-year cycle for FY 2020-21 through 2022-23. The third cycle provides funding for FY 2023-24 and 2024-25. The TCEP includes funds from the NHFP, the Trade Corridor Enhancement Account, savings from the Trade Corridor Improvement Fund (TCIF) program, and a one-time appropriation from the Budget Act of 2015.

Twenty-eight projects were programmed in Cycle 1 and another 28 projects were adopted in Cycle 2. Cycle 3 projects were adopted at the June 2023 Commission meeting, adding another 26 projects to the program. Due to project splits, combines, and deletions, there are currently 80 programmed projects comprised of 119 project segments and have a total project value of \$11.93 billion, leveraging over \$8.2 billion in other federal, state, and local funds.

TCEP at a Glance

TCEP	Total
Total programmed TCEP funds	\$3.67B
Number of programmed projects/Number of project segments within programmed projects ¹	80/119
Total cost of all programmed projects ²	\$11.93B
Number of TCEP project segments allocated	64
TCEP dollars allocated	\$2.27B
Number of awarded project segments	40
Total TCEP dollars awarded	\$1.83B
Number of project segments completed construction	15

¹ Includes segments that do not have TCEP funding but are part of the overall project and are being tracked as TCEP.

² Total cost of projects includes TCEP funds, as well as other federal, state, and local funds

* Information contained within this table is cumulative since the passage of SB 1 in 2017

Program Status

Since the last SB 1 Semi-Annual Report, 39 new project segments have been added under Cycle 3, five project segments were allocated, zero have been awarded construction contracts, and four have completed construction.

Program Infrastructure Outputs

Summary of expected infrastructure outputs for the TCEP Cycles 1, 2, and 3 are as follows:

Outputs	Units	Approved into Program ¹	Awarded and Ready for Construction	Completed and Open to Traffic
Grade Separation/Rail Crossing improvements	Each	33	10	1
New track	Miles	26.24	6.7	2.55
Intersections modified	Each	14	7	7
Lane-miles rehabilitated	Miles	4.52	0.4	1.27
Operational Improvements	Each	41	26	12
New bridge structure	Each	5	1	3

Modified/Reconstructed bridges	Each	25	10	15
Truck Climbing Lanes constructed	Miles	8	7	0
Auxiliary Lane miles constructed	Miles	41	15.8	0
High Occupancy Vehicle/ High Occupancy Toll Lane miles constructed	Miles	283.82	116.2	5.8
Mixed flow lane miles constructed	Miles	107.69	16.5	42.05
Intelligent Transportation System (ITS) elements	Each	166	166	0

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

* A list of reported outputs by project are included in Attachment 3

Baseline Agreements

Twenty-six new projects were adopted to the TCEP in June 2023. As of December 31, 2023, 10 of these projects have an approved baseline agreement. The remaining 16 will be submitted by the June 2024 Commission meeting.

Construction Contract Awards

As of December 31, 2023, 40 construction contracts have been awarded. Zero contracts have been awarded since the last reporting period.

Completed Projects

Four project segments have achieved Construction Contract Acceptance (CCA) and are open to the public since the last report. Overall, 15 project segments have completed construction.

1. Cycle 1 - PPNO T0003_ Freight Intelligent Transportation System - Port of Oakland - FITS (Contract 1)
2. Cycle 1 - PPNO T0004_ FITS: System Integration/GoPort Application/Smart Parking System (Contract 2)
3. Cycle 1 - PPNO 0944M_ Route 132 Expressway, Phase 1
4. Cycle 2 - PPNO T0019_East Basin Rail Gateway Expansion: Fourth Track at Ocean (POLB)

Final Delivery Reports

As of December 31, 2023, 1 final delivery report has been submitted. No final delivery reports have been submitted since the last report.

Summary of Changes

The Corrective Action Plan (Attachment 2) lists 15 project segments with potential risk to the scope, cost, or schedule. 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 by Project

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 \$200 Million 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 (FY) 2020-21 through 2024-25 distributes 60 percent via formulaic and 40 percent via competitive.

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. In fiscal years 2023-24 through 2024-25, the LPP-F distributed a total of \$224.4 Million to projects in Cycle 4. Taxing Authorities that are deemed eligible to receive formulaic funding are listed in the 2022 Local Partnership Formulaic Program Funding Distribution. The total value of projects in Cycles 1 through 4 stands at \$15.9 billion, leveraging over \$15.1 billion in other federal, state, and local funds.

LPP-F at a Glance

LPP-Formulaic	Units
Total programmed LPP-F funds	\$806.3M
Total number of programmed projects	228
Total cost of all programmed projects ¹	\$15.9B
Number of projects allocated	208
Total LPP-F dollars allocated	\$660.9M
Number of awarded projects	149
Total LPP-F dollars awarded	\$373M
Remaining LPP-F funds available for programming	\$100.3M
Total incentive funding provided	\$38M
Total eligible taxing authorities included in LPP-F	46

¹ Total cost of projects includes LPP-F funds, as well as other federal, state, and local funds.

* Information contained within this table is cumulative since the passage of SB 1 in 2017

Program Status

Between July 1, 2023, and December 31, 2023, three additional project segments were programmed, eight were allocated, 22 were awarded construction contracts, and eight have completed construction. As of December 31, 2023, 70 projects have completed construction, and 29 projects have submitted final delivery reports.

Program Infrastructure Outputs

Summary of expected infrastructure outputs for the LPP-F Cycle 3 and 4 projects are as follows:

Outputs	Units	Approved into Program ¹	Delivered and Ready for Construction	Completed and Open to Traffic
Accessible Pedestrian Signal - Installation - ADA Improvement	Each	198	198	0
At-Grade Crossings Eliminated	Each	42	42	0
Bicycle Lane-Miles	Miles	44.66	41.53	2.4
Bridges-Tunnels - Modified / Reconstructed	Square Feet	1,858,243	1,858,243	0
Detectable Warning Surface - Install New - ADA Improvement	Square Feet	3,661	3,661	1,800
Drainage Culverts	Linear Feet	24,958	20,715	700
Pedestrian / Bicycle Facilities - Constructed	Miles	30.7	30.7	0.00
Rail Cars / Transit Vehicles	Each	58	58	0
Roadway - Rehabilitated / Reconstructed	Miles	312.29	239.52	51.31
Sidewalk - Miles	Miles	8.55	7.65	1.1.27
TMS - Traffic Monitoring Detection Stations	Each	64	32	0

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

* A list of reported outputs by project are included in Attachment 3

* Outputs for LPP-F Cycles 1 and 2 will be included in future reports

LPP Competitive Program (LPP-C)

Currently in the third cycle, LPP-C includes a total of 59 projects which are comprised of 79 project segments. Cycle 1 includes 27 projects, Cycle 2 includes 21, and 11 projects were programmed by the Commission in June 2023 for Cycle 3. The total value of

projects in Cycles 1 through 3 is \$3.8 Billion, leveraging over \$3.1 Billion in other federal, state, and local funds.

LPP-C at a Glance

LPP-Competitive	Total
Total programmed LPP-C funds	\$664.3M
Number of programmed projects/Number of project segments within programmed projects	59/79
Total cost of all programmed projects ¹	\$3.8B
Number of LPP-C project segments allocated	57
LPP-C dollars allocated	\$499.2M
Number of awarded project segments	55
Total LPP-C dollars awarded	\$490M
Number of project segments completed construction	25

¹ Total cost of projects includes LPP-C funds, as well as other federal, state, and local funds

* Information contained within this table is cumulative since the passage of SB 1 in 2017

Program Status

Between July 1, 2023, and December 31, 2023, 16 new project segments have been added under Cycle 3, two project segments were allocated, three were awarded construction contracts, and seven projects have completed construction.

Program Infrastructure Outputs

Summary of expected infrastructure outputs for the LPP-C Cycles 1 through 3 projects are as follows:

Outputs	Units	Approved into Program ¹	Delivered and Ready for Construction	Completed and Open to Traffic
Bicycle Lane-Miles	Miles	67.09	51.41	16.93
Bridge / Tunnel Constructed - New	Square Feet	242,393	27,680	0
Crosswalks	Each	204	174	6
Culverts - Drainage	Linear Feet	5,472	0	0
Detectable Warning Surface - New	Square Feet	3,873	1,681	0
Fiber Optics Installed (TMS)	Miles	14.6	0	0
Pedestrian / Bicycle Facilities - Constructed	Miles	23.18	20.14	1.72

Outputs	Units	Approved into Program ¹	Delivered and Ready for Construction	Completed and Open to Traffic
Rail Cars / Transit Vehicles	Each	40	40	0
Roadway - Rehabilitated / Reconstructed	Miles	100.65	83.75	6.07
Sidewalk - Miles	Miles	10.5	8.6	5.28
Slow Vehicle Lanes (Bus Priority Lanes)	Miles	80	0	0
Traffic Signal Interconnect Project (TMS)	Each	516	200	0

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

* A list of reported outputs by project are included in Attachment 3

Baseline Agreements

11 new projects were adopted to the LPP-C on June 16, 2023. As of December 31, 2023, five of these projects have approved baseline agreements. Two will be submitted by the June 2024 California Transportation Commission meeting. The remaining four projects do not meet the minimum thresholds and are not required to have an executed baseline agreement.

Construction Contract Awards

Fifty-five project segments have been awarded a construction contract. Two new contracts have been awarded since the last report.

Completion Reports

Between the period of July 1, 2023, and December 31, 2023, seven project segments have achieved Construction Contract Acceptance (CCA) and are open to the public totaling 25 project segments completed in the LPP-C.

1. Cycle 2 - PPNO 2319F_Windsor River Road
2. Cycle 1 - PPNO 1230_Redlands Passenger Rail
3. Cycle 1 - PPNO 2185_Orange County Signal Synchronization, Los Alios Boulevard
4. Cycle 1 - PPNO 0298E_I-680/SR4 Interchange Project
5. Cycle 1 - PPNO 2186_Orange County Signal Synchronization, Main Street
6. Cycle 1 - PPNO 3004U_I-15 Railroad Canyon IC Project
7. Cycle 1 - PPNO 2320B_Purchase Zero Emission Buses Phase 2

Final Delivery Reports

Since the start of Cycle 1, twelve final delivery reports have been received. Those reports are in the review and approval process. Four final delivery reports were submitted since July 1, 2023.

1. Cycle 1 - PPNO 1784_Capital SE Connector Segment B2
2. Cycle 1 - PPNO 1785_Capital SE Connector Segment D3
3. Cycle 1 - PPNO 1789_Capital SE Connector Segment A2
4. Cycle 2 - PPNO 2319F_Windsor River Road

Summary of Changes

The Corrective Action Plan (Attachment 2) includes six project segments with potential risks to scope, cost, or schedule. Two projects were carried over from the previous report and include additional information. Two projects from Cycle 3 have been added. The Department is monitoring these projects.

List of Attachments

1. LPP Project List
2. LPP Corrective Action Plan
3. LPP Outputs by Project

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. 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

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 at a Glance

SHOPP	Construction Not Complete	Construction Complete
Total cost of all programmed projects (all funds) ¹	\$23.3B	\$8.1B
Number of projects programmed	669	353
Total programmed SHOPP funds ²	\$21.1	\$7.1
Number of projects with SHOPP construction allocations	301	353
Total SHOPP dollars allocated (all phases) ²	\$10.8B	\$7.0B
Total SHOPP dollars allocated (construction capital) ²	\$7.1B	\$5.4B
Number of awarded projects this period	66	N/A ³

SHOPP	Construction Not Complete	Construction Complete
Total construction capital dollars awarded this period ²	\$1.6	N/A ³
Remaining SHOPP funds available for allocation	\$10.3	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 December 31, 2023, 1,023 SHOPP projects have received RMRA funding. Fifty-six projects completed construction in this reporting period and 297 completed construction during prior reporting periods.

A total of 669 SHOPP projects with RMRA funding have been programmed and have not completed construction. For these projects, a total of \$23.3 billion has been programmed from various fund sources, including funds from the SB 1 competitive programs. A total of 669 projects have received allocations totaling \$10.8 billion for various phases of the projects, including construction capital allocations totaling \$7.1 billion for 301 projects.

There is a total of \$10.3 billion of SHOPP funding remaining to be allocated to other phases of these projects. A total of 66 construction contracts worth \$1.6 billion were awarded during this reporting period.

Program Infrastructure Outputs

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

Outputs	Not Delivered ¹ (As of 12/31/23)	Delivered and Ready for Construction ² (7/1/23 to 12/31/23)	Delivered before 7/1/23 and Construction Not Complete ³	Construction Complete (7/1/23 to 12/31/23)	Unit of Measure
Pavement	5,164	298	3,874	465	Lane-Miles
Bridges	120	12	237	73	Each
Culverts	1,804	35	755	77	Each
Fiber Optic Cable	0	0	73	14	Miles
TMS Elements	1,752	75	2,378	253	Elements
Bridge Rail	9,270	5,451	29,093	609	Linear Feet

Outputs	Not Delivered ¹ (As of 12/31/23)	Delivered and Ready for Construction ² (7/1/23 to 12/31/23)	Delivered before 7/1/23 and Construction Not Complete ³	Construction Complete (7/1/23 to 12/31/23)	Unit of Measure
Pump Plants	14	0	19	0	Each
Number of Projects	336	27	300	56	Each

¹ Projects are in the design phase

² Project has completed the design phase and the project is ready for construction

³ Project has completed design phase and is currently under construction, but not yet completed

The following outputs were achieved by 297 projects that completed construction and were opened to traffic prior to the current reporting period.

Outputs	Quantity	Unit of Measure
Pavement	2,814	Lane-Miles
Bridges	199	Each
Culverts	883	Each
Fiber Optic Cable	34	Miles
TMS Elements	2,526	Elements
Bridge Rail	22,128	Linear Feet
Pump Plants	9	Each
Number of Projects	297	Each

Baseline Agreements

As of December 31, 2023, a total of 140 baseline agreements have been approved and an estimated 20 will be approved at future Commission meetings.

Baseline	Units
Baseline Agreements Completed in Prior Reporting Periods	130
Baseline Agreements Completed in This Reporting Period	10
Total	140

Construction Contract Awards

As of December 31, 2023, a total of 66 construction contracts worth \$1.6 billion were awarded this reporting period.

Completion Reports

Completion	Units
Completion Reports Completed in Prior Reporting Periods	23
Completion Reports Completed in This Reporting Period	6
Total	29

Final Delivery Reports

Delivery	Units
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 includes 30 projects with identified risks to scope, cost, schedule, or benefits. Twelve projects are considered very high risk or high risk and the Department is monitoring all project risks closely.

Attachment 4 contains Corrective Action Plans for non-SB 1 funded SHOPP projects with approved baseline agreements. The attachment includes five projects with identified risks to scope, cost, schedule, or benefits. The Department is monitoring all project risks closely.

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 by Project

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-infrastructure projects for education, encouragement, and evaluation activities. Additionally, \$4 million per year was 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.

The ATP 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 started reporting progress in October 2023.

ATP at a Glance

ATP	Total
Total programmed ATP funds	\$3.8B
Number of programmed ATP projects ¹	1148
Total cost of all programmed projects ²	\$6.4B
Number of project phases allocated	1942
Total dollars allocated	\$1.6B
Number of project contracts awarded ³	823
Total ATP dollars awarded	\$1.2B
Number of projects completed	551

¹ Canceled, lapsed, and deprogrammed projects omitted

² Total cost of projects includes ATP funds, as well as other federal, state, and local funds

³ Infrastructure and non-infrastructure projects

* Information contained within this table is cumulative since the beginning of the ATP, which was created in 2013 and predates SB 1

Program Status

Since the last SB 1 Semi Annual Report, 97 project phases have been allocated, 51 projects were awarded construction contracts, and 48 projects have completed construction.

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 – see Attachment 5 for full list of ATRC contracts.

Program Infrastructure Outputs

Summary of expected infrastructure outputs for the ATP projects in Cycles 1 through 6 are as follows:

Outputs	Units	Approved into Program ¹	Awarded and Ready for Construction	Complete and Open to Traffic ²
Bike Paths – Class I	Miles	314	55	129
Bike Lanes – Class II	Miles	740	88	391
Bike Routes – Class III	Miles	372	58	127
Bike Lanes – Class IV	Miles	177	20	10
Sidewalks – New	Miles	427	73	180
Sidewalks – Enhancements	Miles	147	22	31
Multi-Use Trails – New	Miles	152	52	10
Multi-Use Trails – Enhancements	Miles	20	6	2
Crosswalks – New	Each	11,636	470	9,568
Crosswalks – Enhancements	Each	13,714	2,772	2,206
Roundabouts -New	Each	177	21	34
CCC Projects ³	Each	90	0	37

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

² Includes completed pre-construction projects

³ Includes number of projects from approved CCC cycles 3, 4, and 5 project lists

* A list of reported outputs by project is included in Attachment 7

Non-Infrastructure Outputs

Non-infrastructure outputs include programs to deliver education, encouragement, and evaluation activities that further the goals of the ATP. Plan outputs 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	273	135
Pre-Construction Projects	46	15
Plans ¹	92	65

¹Includes 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

Baseline Agreements

Since the last report, three additional baseline agreements have been approved for a total of 27 executed baseline agreements for the ATP. Forty-four projects are waiting to achieve environmental clearance prior to submitting a baseline agreement. The remaining projects in ATP do not meet the minimum threshold and are not required to have an executed baseline agreement.

Construction and Consultant Contract Awards

Between the period of July 1, 2023 and December 31, 2023, 48 projects have been awarded construction and consultant contracts, totaling 820 awarded projects in the ATP.

Completion Reports

As of December 31, 2023, a total of 551 projects have been completed. Forty-eight completion reports were received this reporting period. For a list of completed projects, see Attachment 4.

Final Delivery Reports

Twenty-four final delivery reports were submitted this reporting period, totaling 413 final delivery reports received for the ATP.

Summary of Changes

Caltrans actively monitors and evaluates projects for potential risks to scope, cost, schedule, and/or expected benefits. As of December 31, 2023, the ATP identified one

project 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.

Time Extension Trends

As of December 31, 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. Compared to other SB 1 programs, ATP projects are smaller in scope and cost, greater in quantity, and are typically administered by small, local agencies, with limited resources. These factors increase the number of time extensions requested within the ATP. The table below displays the number of time extension requests within the ATP.

Cycle	1	2	3	4	5	6
Status	Closed	Active	Active	Active	Active	Active
Phases Programmed	505	525	505	277	272	615
Phases Extended	163	146	167	103	39	0
Extensions (%)	32%	28%	33%	37%	14%	0%

ATP Success Stories

Attachment 6 includes two project highlights: 1) Lake Tahoe Blvd. Class 1 Bicycle Trail Project and 2) Butte County Safe Routes Resource Center and 5 Community Projects.

Additional project highlights 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 Project Highlight Fact Sheets
7. ATP Outputs by Project

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