

# SENATE BILL 1

## Semi-Annual Progress Report to the California Transportation Commission for Reporting Period July 1<sup>st</sup>, 2022 – December 31<sup>st</sup>, 2022



**May 2023**



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# Executive Summary

The landmark Senate Bill 1 (SB1), The Road Repair and Accountability Act of 2017, provides a revitalized effort to address the need for improvements to the State of California's transportation infrastructure.

An important component of the SB1 Program is the SB 1 Accountability and Transparency Guidelines (Guidelines). The requirements in these Guidelines for ongoing reporting gives stakeholders insight to where and how transportation tax dollars are being invested.

Reports on the progress of these projects is required under the Guidelines as it highlights successes and areas of improvement, so all partners and stakeholders do not lose sight of the important work being done to improve the transportation system for all Californians.

Included in the report are programmed funds totaling \$33.5 billion on 2,041 projects across the state. Additionally, included are the outputs and benefits that these programs and projects provide to the people of the State of California.

The attachments to the report give insight into project specifics, accountability to projects that need extra attention, and a tangible list of the outputs resulting from the important work being done.

Detailed documentation from the report by program, as well as project specific information referenced in the report, can be found at this link:

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

A broader list of projects and funding for SB 1 programs can be found on [www.rebuildingca.ca.gov](http://www.rebuildingca.ca.gov).

# Program Summary

## Introduction

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

## 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)<sup>1</sup>
- State Highway Operation & Protection Program (SHOPP)<sup>2</sup>
- Active Transportation Program (ATP)

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

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

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<sup>1</sup> LPP consists of Formulaic (LPP-F) and Competitive (LPP-C) components

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

## Program Summaries

Program Summaries <sup>1</sup>	SCCP	TCEP	LPP-C	LPP-F	ATP
Total programmed funds	\$1.5B <sup>2</sup>	\$2.79B	\$522M	\$629M	\$3.2B
Number of programmed projects/segments	16/62	54/79	48/63	182	1,001
Total cost of all programmed projects <sup>3</sup>	\$6B	\$8B	\$3.2B	\$11B	\$5.3B
Number of projects/segments allocated	45	50	51	165	1,730
Total allocations	\$1.3B	\$1.85B	\$451.8M	\$541M	\$1.3B
Number of awarded projects/segments	41	32	46	105	732
Total dollars of awarded projects	\$1.2B	\$1.24M	\$418.8M	\$280M	\$900M
Remaining funds available for programming	0	0	0	\$44M	\$ 683M

SHOPP-RMRA <sup>4</sup> Program Summary (\$ in Billions)	Construction Not Complete	Construction Complete
Total programmed funds <sup>5</sup>	\$23.3	\$4.9
Programmed SHOPP funds <sup>6</sup>	\$20.7	\$4.3
Programmed projects	734	255
Allocated SHOPP funds – all phases <sup>6</sup>	\$11.5	\$4.2
Allocated SHOPP funds – construction capital <sup>6</sup>	\$7.6	\$3.2
Allocated projects – construction phase	291	255
Remaining SHOPP funds (available for allocation) <sup>6</sup>	\$9.2	N/A

<sup>1</sup> SCCP, TCEP, and LPP data are cumulative. ATP data is cumulative from start of ATP, which predates SB1

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

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

<sup>4</sup> Tracked from the start of SB 1

<sup>5</sup> includes SHOPP-RMRA, other SHOPP, and Non-SHOPP sources

<sup>6</sup> 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.

<b>Program</b>	<b>Approved Baseline Agreements (to date)</b>
SCCP	16
TCEP	56
LPP-C	23
LPP-F	N/A
SHOPP	125
ATP	57

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

The SCCP is a statewide, competitive 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 62 segments which include a few projects that have been split to meet their 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	\$1.5B
Total number of programmed project segments within the 16 approved projects	62 <sup>2</sup>
Total cost of all programmed projects	\$6B <sup>1</sup>
Number of SCCP project segments allocated	45
SCCP dollars allocated	\$1.3B
Number of awarded project segments	41
Total SCCP dollars awarded	\$1.2B
Remaining SCCP funds available for programming	\$0
Number of project segments completed	6

<sup>1</sup> Total cost of projects includes SCCP funds, as well as other federal, state, and local funds.

<sup>2</sup> 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 36 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 26 segments in two years of project programming from FY 2021-22 to 2022-23.

As of December 31, 2022, there are 62 project segments programmed with SCCP funding, of which 49 project segments are multi-funded and leverage almost \$4.6 billion in funding from other programs. Nearly \$1.3 billion in SCCP funds have been allocated to 45 projects, including 6 completed project segments, leveraging over \$3 billion in other state and local construction funding.

## Program Infrastructure Outputs

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

SCCP Category of Outputs (Cycle 1)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
High Occupancy Vehicle Lanes constructed	Miles	142	72	63
Auxiliary Lanes constructed	Miles	3	2	-
Operational Improvements	Each	131	122	1
Modified/Reconstructed bridges	Each	16	12	4
Pedestrian/Bicycle facilities constructed	Miles	14	10	0.7
Sound walls constructed	Miles	8	6	-
New/Rehabilitated track	Miles	10	10	-
Purchase rail cars/transit vehicles	Each	25	25	-
Station/Bus Stop new and improvements <sup>1</sup>	Each	58	35	-
Traffic Light synchronization <sup>2</sup>	Miles/Each	35/109	35/109	-
Zero Emission buses	Each	5	5	-

Intelligent Transportation System (ITS) elements	Each	17	17	-
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<b>SCCP Category of Outputs (Cycle 2)</b>	<b>Unit of Measurement</b>	<b>Planned as Adopted into Program</b>	<b>Awarded and Ready for Construction</b>	<b>Completed and Open to Traffic</b>
High Occupancy Vehicle Lanes constructed	Miles	68	14	-
Auxiliary Lanes constructed	Miles	1	1	-
Operational Improvements	Each	7	7	-
Modified/Reconstructed bridges	Each	0	0	-
Pedestrian/Bicycle facilities constructed	Miles	15	7	-
Sound walls constructed	Miles	4	2	-
New/Rehabilitated track	Miles	57	57	-
Purchase rail cars/transit vehicles	Each	67	59	-
Station/Bus Stop new and improvements <sup>1</sup>	Each	73	68	-
Traffic Light synchronization <sup>2</sup>	Miles/Each	0/0	0	0
Zero Emission buses	Each	31	5	-
Intelligent Transportation System (ITS) elements	Each	0	0	-

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

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

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

## Construction Contract Awards

As of December 31, 2022, forty-one project segments have been awarded construction contracts and six of those contracts completed construction. Three new contracts were awarded since last reporting period.

## Completion Reports

As of December 31, 2022, six project segments have achieved Construction Contract Acceptance (CCA) and completion reports for five project segments were approved.

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

## Final Delivery Reports

As of December 31, 2022, one final delivery report was submitted and approved.

## Summary of Changes

The Corrective Action Plan (Attachment 2) lists 14 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
3. SCCP Outputs & Delivery Year

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

# Trade Corridor Enhancement Program (TCEP)

## Introduction

The TCEP was established by SB 1 to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The TCEP will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. TCEP is a statewide, competitive program that will provide approximately \$300 million per year in state funding and on average \$154 million annually in National Highway Freight Program funds. The TCEP provides funding for various project phases including Project Approval and Environmental Document (PA&ED), Plans, Specifications and 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 from the National Highway Freight Program, 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. In May 2018, the Commission approved \$1.4 billion for the programming of 28 projects (41 project segments). In December 2020, the Commission programmed an additional \$1.4 billion for 28 projects (36 project segments). Collectively, these 56 projects (77 project segments) are valued at \$8 billion, leveraging other federal, state, and local funds.

Since the inception of the TCEP in 2018, the program has experienced project splits, combines and deletions resulting in the current total of 53 projects consisting of 79 project segments. The selected projects include improvements to goods movement on corridors with high volumes of freight, improvements to safety by eliminating at grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking.

## TCEP at a Glance

Total programmed TCEP funds (Cycle 1 and Cycle 2)	\$2.79B
Total number of programmed project segments within the 53 approved projects	79 <sup>1</sup>
Number of TCEP project segments allocated	54
TCEP dollars allocated	\$2.08B
Number of awarded project segments	34
Total TCEP dollars awarded	\$1.30B
Number of project segments completed	4

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

## Program Status

A total of 53 projects (79 project segments) are currently programmed and 4 projects received both Cycle 1 and Cycle 2 TCEP funds. A total of 54 project segments have received allocations totaling \$2.08 billion. The TCEP includes 9 multi-funded project segments, leveraging funds from other SB 1 programs.

## Program Infrastructure Benefits

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

TCEP Category of Benefits (Cycle 1)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
Grade Separation/Rail Crossing improvements	Each	8	5	1
New track	Miles	10.3	8.4	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	50.95	25.8
Intelligent Transportation System (ITS) elements	Each	166	166	0

<b>TCEP Category of Benefits (Cycle 2)</b>	<b>Unit of Measurement</b>	<b>Planned as Adopted into Program</b>	<b>Awarded and Ready for Construction</b>	<b>Completed and Open to Traffic</b>
Grade Separation/Rail Crossing improvements	Each	7	3	0
New track	Miles	3.25	0.85	0
New bridge structure	Square Feet	238,799	0	0
Auxiliary Lane miles constructed	Miles	24.26	4.5	0
High Occupancy Vehicle/High Occupancy Toll Lane miles constructed	Miles	66.8	41.8	0
Mixed flow lane miles constructed	Miles	27.34	7.4	0

## **Construction Contract Awards**

As of December 31, 2022, 34 construction contracts have been awarded. Two contracts were awarded since the last reporting period.

## **Completion Reports**

As of December 31, 2022, 4 completion reports were submitted.

## **Final Delivery Reports**

As of December 31, 2022, 1 final delivery report was submitted.

## **Summary of Changes**

The Corrective Action Plan (Attachment 2) lists 16 project segments with potential risk to the scope, cost, or schedule. No new projects have been added in this reporting period that have minor schedule and cost issues. The status of the remaining projects on the list has been updated.

## **List of Attachments**

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

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

## Local Partnership Program (LPP)

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

### The LPP Formulaic Program (LPP-F)

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

### LPP-F Program Status

There are currently 182 projects programmed using \$628.7 Million of LPP-F funds. As of December 31, 2022, 165 projects have received allocations of LPP-F funds totaling \$540.6 Million and 105 projects have been awarded construction contracts, using \$280 Million LPP-F construction funds. There have been 54 Completion Reports submitted that are in the approval process.

<b>LPP Formulaic at a Glance:</b>	
Total programmed LPP-F funds	\$628.7 Million
Number of programmed projects	182
Total cost of all programmed projects	\$10.7 Billion
Number of projects allocated	165
Total LPP-F dollars allocated	\$540.6 Million
Number of awarded projects	105
Total LPP-F dollars awarded	\$280 Million
Remaining LPP-F funds available for programming	\$43.9Million



Total incentive funding provided	\$30 Million
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 <sup>1</sup>	Delivered and Ready for Construction	Completed and Open to Traffic
2-Way Left Turn Lanes	Each	1	1	0
Accessible Pedestrian Signal - Installation - ADA Improvement	Each	188	108	0
At-Grade Crossings Eliminated	Each	42	42	0
Auxiliary Lane - Operational Improvements	Miles	0.40	0.40	0.00
Auxiliary Lane-Miles - Constructed	Miles	5.65	3.65	0.00
Bicycle Lane-Miles	Miles	17.75	16.42	0.00
Bridges-Tunnels - Modified / Reconstructed	Each	3	3	0
Bridges-Tunnels - Modified / Reconstructed	Square Feet	384,350	254,733	0
Bridges-Tunnels Constructed - New	Each	3	3	0
Bridges-Tunnels Constructed - New	Square Feet	135,024	135,024	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	9	0
Crosswalks - New - ADA Improvements	Linear Feet	440	440	0
Curb Ramp - Repair/Upgrade - ADA Improvements	Each	205	147	80
Curb Ramp Installed - New - ADA Improvements	Each	122	117	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	0.00
Interchanges - Modifications / Improvements	Each	3	3	0
Interchanges - Modifications / Improvements	Square Feet	32,600	32,600	0
Intersection / Signal Improvements	Each	72	31	0
Intersections Modified	Each	7	7	0
Mainline Shoulder Constructed	Miles	39.80	39.80	0.00
Mixed Flow Lane-Miles Constructed	Miles	54.70	45.70	0.00

Operational Improvements - Intercity Rail/Mass Trans	Each	2.5	2.5	0
Operational Improvements - Road Construction	Each	1	1	0
Optical Network - IT - Data Management	Each	25	25	0
Passenger Counter - Rail/Multi-Modal	Each	72	0	0
Pedestrian / Bicycle Facilities - Constructed	Miles	29.35	24.42	0.00
Rail / Transit Equipment	Each	43	43	0
Rail Cars / Transit Vehicles	Each	57	49	0
Ramp Modifications - Operational Improvements	Each	19	19	0
Ramps / Connectors - Constructed	Miles	4.72	4.72	0.00
Roadway - New	Miles	56.67	53.67	0.00
Roadway - Rehabilitated / Reconstructed	Miles	191.33	184.98	49.01
Roadway Operational Improvements - Automated Driving System	Each	17	16	0
Security Improvements / Equipment - Facilities	Each	4	4	0
Shoulder Widening	Each	8	8	0
Sidewalk - Miles	Miles	7.14	6.04	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
Soundwall Miles Constructed	Miles	0.91	0.91	0.00
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	10.00	10.00	0.00
Turn Pockets Constructed	Each	34	34	0

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

## The LPP Competitive Program (LPP-C)

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

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

selected for funding in the current cycle will have the opportunity to apply for funding in subsequent cycles.

## LPP-C Cycle 1 Program Status

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

## LPP-C Cycle 2 Program Status

Cycle 2 of LPP-C was adopted in December 2020 by The Commission. There are 21 projects with 29 segments programmed. During this period two additional segments were added. These additional segments are not receiving LPP-C funds but will be monitored until the entire project, including all segments, is completed. These 29 project segments are valued at more than \$1.4 Billion and are leveraging more than \$1.2 Billion in other funding. Six projects in LPP-C Cycle 2 are also funded with other SB 1 funding sources such as the Local Partnership Program Formulaic (LPP-F), Solutions for Congested Corridors (SCCP), Trade Corridors Enhancement Program (TCEP) and the State Highway Operation and Protection Program (SHOPP). Seventeen LPP-C project segments have received allocations totaling \$143 Million in LPP-C funds with a total project cost of \$893.8 Million leveraged with other state and local funds. There are two project segments with completed construction which have submitted Completion Reports.

<b>LPP Competitive at a Glance:</b>	<b>Cycle 1</b>	<b>Cycle 2</b>
Total programmed LPP-C funds	\$308.8 Million	\$213 Million
Number of programmed projects / Number of segments within approved projects	27 / 34	21 / 29
Total cost of all programmed projects <sup>1</sup>	\$1.7 Billion	\$1.5 Billion
Number of project segments allocated	34	17
Total LPP-C dollars allocated	\$308.8 Million	\$143 Million

Number of awarded project segments	32	14
Total LPP-C dollars awarded	\$284.8 Million	\$134 Million

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

## Program Infrastructure Benefits

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

Outputs	Units	Approved into Program <sup>1</sup>	Delivered and Ready for Construction	Completed and Open to Traffic
At-Grade Crossings Eliminated	Each	3	3	0
Auxiliary Lane-Miles Constructed	Miles	3.00	3.00	0.00
Bicycle Lane-Miles	Miles	41.50	41.50	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	30.40	30.40	0.00
Interchanges - Modifications / Improvements	Each	15	15	4
Intersection / Signal Improvements	Each	35	35	0
Intersections Constructed - New	Each	4	4	2
Intersections Modified	Each	40	40	15
Mixed Flow Lane-Miles Constructed	Miles	9.80	9.80	0.00
Pedestrian / Bicycle Facilities - Constructed	Miles	5.10	5.10	1.00
Rail Cars / Transit Vehicles	Each	40	40	0
Roadway - New	Miles	15.40	15.40	1.30
Roadway - Rehabilitated / Reconstructed	Miles	20.25	20.25	5.98
Roadway Operational Improvements	Each	228	228	2
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	0.00
Station Improvements	Each	2	2	0
Stations - New	Each	4	4	0
Track - New	Miles	10.00	10.00	0.00
Turn Pockets Constructed	Each	1	1	1

<sup>1</sup> 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 <sup>2</sup>	Delivered and Ready for Construction	Completed and Open to Traffic
2-Way Left Turn Lanes	Each	5	1	0
Auxiliary Lane-Miles Constructed	Miles	10.90	7.10	0.00
Bicycle Lane-Miles	Miles	16.78	8.60	0.00
Bridge / Tunnel Constructed - New	Square Feet	112,680.00	0.00	0.00
Bridges - Modified / Reconstructed	Square Feet	16,485.00	0.00	0.00
Closed Circuit TV Cameras (TMS)	Each	28	12	0
Crossing Islands	Each	6	4	0
Crosswalks	Each	190	126	0
Culverts - Drainage	Linear Feet	110.00	0.00	0.00
Curb Ramps - New ADA	Each	243	180	0
Curb Ramps - Repair / Upgrade	Each	42	42	0
Curve and Vertical Alignment Correction	Each	6	5	0
Detectable Warning Surface - New	Square Feet	2,704.00	1,681.00	0.00
Fiber Optics Installed (TMS)	Miles	14.60	0.00	0.00
Freeway Ramp Meters	Each	4	4	0
Grade Separations / Rail Crossing Improvements	Each	5	4	0
HOV / HOT Lane-Miles Constructed	Miles	14.80	14.80	0.00
Interchanges - Modifications / Improvements	Each	5	2	0
Interchanges - Modifications / Improvements (Bridge/Tunnel)	Square Feet	73,076.00	73,076.00	0.00
Intersection / Signal Improvements	Each	80	55	0
Mainline Shoulders Constructed	Miles	15.42	15.42	0.00
Mixed Flow Lane-Miles Constructed	Miles	7.40	7.40	0.00
Pedestrian / Bicycle Facilities - Constructed	Miles	16.43	9.59	0.32

Pedestrian Bridge Constructed	Square Feet	23,603.00	11,016.00	0.00
Ramp / Connectors Constructed	Miles	4.25	4.25	0.00
Roadway - New	Miles	40.60	18.38	0.00
Roadway - Rehabilitated / Reconstructed	Miles	73.23	63.13	0.09
Shoulder Widening	Each	18	8	0
Sidewalk - New (Linear Feet)	Linear Feet	7,028.00	7,028.00	0.00
Sidewalk - New (Miles)	Miles	8.56	1.55	0.09
Sidewalk - Repair Existing	Linear Feet	10,500.00	10,500.00	0.00
Signs, Lights, Greenway, Other Safety / Beautifications	Each	293	63	0
Slow Vehicle Lanes (Bus Priority Lanes)	Miles	80.00	0.00	0.00
Software and Hardware Systems	Each	5,400	5,400	0
Soundwall Miles Constructed	Miles	2.92	0.10	0.00
TMC Interconnect Project (TMS)	Each	5	0	0
Traffic Census Stations	Each	5	5	0
Traffic Signal Interconnect Project (TMS)	Each	516	200	0
Turn Pockets Constructed	Each	66	40	0

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

## Construction Contract Awards for Cycle 1 projects

As of December 31, 2022, 32 out of the 34 LPP-C Cycle 1 allocated project segments have awarded construction contracts. Two contracts were awarded this period and are expected to be completed as follows:

1. City of Highland – 3<sup>rd</sup> Street / 5<sup>th</sup> Street Corridor Improvements. Estimated Completion is June 2024
2. LA Metro - Metro G Line Bus Rapid Transit Improvements. Estimated Completion is December 2026

## Construction Contract Awards for Cycle 2 projects

As of December 31, 2022, 14 out of the 17 Cycle 2 project segments allocated with LPP-C funds have awarded construction contracts. Four contracts were awarded this period and are expected to be completed as follows:

1. Fresno County – Golden State Corridor Infrastructure Improvements. Estimated Completion is October 2024

2. Alameda County Transportation Commission – I-680 Southbound Express Lanes Project. Estimated Completion is December 2026
3. City of Long Beach - Market Street Streetscape Project. Estimated Completion is May 2024
4. Los Angeles County Metro Transportation Authority – Next Gen Transit Signal Priority Transponders. Estimated Completion is January 2026

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

As of December 31, 2022, 12 completion reports for LPP-C Cycle 1 project segments have been approved. Two of these were submitted this reporting period. They are:

1. City of Placerville – Western Placerville Interchange Ph 2 Project
2. Town of Apple Valley – Route 18 West End Widening Project

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

As of December 31, 2022, two completion reports for LPP-C Cycle 2 project segments were submitted and approved. These were both listed in previous reports.

## **Final Delivery Reports**

As of December 31, 2022, seven LPP-C final delivery reports have been received. Those reports are still in the review and approval process.

## **Corrective Action Plan (CAP)**

As of December 31, 2022, there are nine LPP-C project segments with a current Corrective Action Plan as listed on Attachment 2. The Department is monitoring these projects. Projects noted previously with Corrective Action Plans that aren't noted here have been resolved.

List of Attachments

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

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

# State Highway Operation and Protection Program (SHOPP)

## Introduction

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

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

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

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

To see the State's progress on these performance targets, please see the [Caltrans State Highway System 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.



<b>SHOPP Projects with RMRA funding (\$ in Billions)</b>	<b>Construction Not Complete</b>	<b>Construction Complete</b>
Total cost of all programmed projects (all funds) <sup>1</sup>	\$23.3	\$4.9
Number of projects programmed	734	255
Total programmed SHOPP funds <sup>2</sup>	\$20.7	\$4.3
Number of projects with SHOPP construction allocations	291	255
Total SHOPP dollars allocated (all phases) <sup>2</sup>	\$11.5	\$4.2
Total SHOPP dollars allocated (construction capital) <sup>2</sup>	\$7.6	\$3.2
Number of awarded projects this period	48	N/A <sup>3</sup>
Total construction capital dollars awarded this period <sup>1</sup>	\$0.7	N/A <sup>3</sup>
Remaining SHOPP funds available for allocation	\$9.2	N/A <sup>3</sup>

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, 2022, 989 SHOPP projects have received RMRA funding, of which 50 completed construction in this reporting period and 205 completed construction during prior reporting periods.

A total of 734 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 734 projects have received allocations totaling \$11.5 billion for various phases of the projects, including construction capital allocations totaling \$7.6 billion for 291 projects.

There is a total of \$9.2 billion of SHOPP funding remaining to be allocated to other phases of these projects. A total of 48 construction contracts worth \$672 million 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	Not Delivered (As of 12/31/22)	Delivered and Ready for Construction (7/1/22 to 12/31/22)	Delivered before 7/1/22 and Construction Not Complete	Construction (7/1/22 to 12/31/22)	Unit of Measure
Pavement	6,577	163	3,255	377	Lane-Miles
Bridges	245	6	219	35	Bridges
Culverts	1,845	40	703	299	Culverts
Fiber Optic Cable	0	0	99	25	Miles
MS Elements	2,253	60	1,962	850	Elements
Bridge Rail	18,451	3,293	33,326	3,663	Linear Feet
Pump Plants	21	0	15	0	Pump Plants
Number of Projects	435	25	271	50*	Projects

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

The following benefits (outputs) were achieved by 205 projects that completed construction and were opened to traffic prior to the current reporting period.

Category of Benefits	Quantity	Unit of Measure
Pavement	2,057	Lane-Miles
Bridges	136	Bridges
Culverts	513	Culverts
Fiber Optic Cable	9	Miles
TMS Elements	1,033	Elements
Bridge Rail	8,161	Linear Feet
Pump Plants	9	Pump Plants
Number of Projects	205	Projects

## Baseline Agreements

As of December 31, 2022, a total of 125 baseline agreements have been approved and an estimated 27 will be approved at future Commission meetings.

Baseline Agreements Completed in Prior Reporting Periods	110
Baseline Agreements Completed in This Reporting Period	15
Total	125

## Construction Contract Awards

As of December 31, 2022, a total of 48 construction contracts worth \$672 million were awarded this reporting period.

## Completion Reports

Completion Reports Completed in Prior Reporting Periods	12
Completion Reports Completed in This Reporting Period	7
Total	19

## 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 28 projects with identified risks to scope, cost, schedule, or benefits. Six projects are considered very high risk or high risk and the Department is monitoring all project risks closely.

- PLU-70 Roadway Rehabilitation. The cost is at risk due to refined quantities and design strategy that necessitates additional support during construction.
- SAC-51 Bridge Rehabilitation. The cost is at risk due to unit price increases and market changes.
- YUB-70 Railroad Bridge Rehabilitation. The cost is at risk due to the complex nature of the project and requires specialized studies by consultants.
- ALA-80 Install Fiber Optic Line and TMS Elements. The schedule is at risk due to design changes and right of way needs.
- ALA-880 Capital Preventive Maintenance. The cost is at risk due to recent Positive Work Zone Protection requirements and resulting design strategy changes.
- SM-101 Capital Preventive Maintenance. The schedule is at risk due to permits and right of way conflicts.

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

- RIV-79 Widen Shoulders. The schedule is at risk due to right of way acquisition issues that resulted in a change design strategy. The change in design strategy is anticipated to increase the cost.
- Ferguson Slide Rock Shed Construction. Near El Portal and Yosemite National Park, at 0.5 miles west of South Fork Merced River (PPNO 0280). The Rock Shed has not been programmed into the SHOPP for construction funds and cannot be delivered if funding is not available.

## List of Attachments

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

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

# Active Transportation Program (ATP)

## Introduction

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

### ATP at a Glance:

Total ATP dollars programmed	\$3.2 B
Number of programmed ATP projects	1001
Total cost of all programmed projects	\$5.3 B
Number of project phases allocated	1730
Total dollars allocated	\$1.3 B
*Number of project contracts awarded	732
Total dollars awarded	\$900 M
Funds available for programming	\$683 M

*\*non-infrastructure and infrastructure construction contracts*

## Program Status

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

As of December 31, 2022, 1,730 project phases have received allocations totaling \$1.3 billion. As of the last reporting period, 1,677 project phases had been allocated totaling \$1.2 billion. This reporting period, an additional 53 project phases received allocations totaling \$76 million.

## Active Transportation Resource Center

The Active Transportation Resource Center’s (ATRC) mission is to provide resources, technical assistance, and training to transportation partners across California to increase 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.

### 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 <sup>1</sup>	Complete and Open
Bike Paths – Class I	Miles	310	43	115
Bike Lanes – Class II	Miles	737	86	351
Bike Routes – Class III	Miles	340	30	119
Bike Lanes – Class IV	Miles	129	7	8
Sidewalks – New	Miles	391	75	145
Sidewalks – Enhancements	Miles	121	15	23
Multi-Use Trails – New	Miles	128	41	7.4
Multi-Use Trails – Enhancements	Miles	12	7	0.2
Crosswalks – New	Each	11,381	487	9,464
Crosswalks – Enhancements	Each	10,658	1,256	1,814
Roundabouts -New	Each	174	43	15
CCC Projects <sup>2</sup>	Each	90	0	37
Quick-Build Projects	Each	8	6	0

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

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



## Non-Infrastructure Outcomes

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

Category	Approved (each)	Completed (each)
Programs	206	96
Pre-Construction Projects	37	8
Plans	88	54

## Baseline Agreements

In accordance with the SB 1 Accountability and Transparency Guidelines, the Commission requires Baseline Agreements for ATP projects with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater in ATP funds. This includes large infrastructure projects that are programmed with ATP funds in pre-construction phases only and that meet these thresholds. 57 of the 916 programmed projects require baseline agreements. As of December 31, 2022, 19 baseline agreements have been approved.

## Construction and Consultant Contract Awards

As of December 31, 2022, 732 construction and consultant contracts have been awarded. As of June 30, 2022, 684 construction and consultant contracts had been awarded and an additional 48 were awarded this reporting period.

## Completion Reports

As of December 31, 2022, a total of 455 completion reports have been received. 443 of those completion reports were received as of June 30, 2022, and 12 completion reports were received this reporting period (Attachment 4).

## Final Delivery Reports

As of December 31, 2022, a total of 361 final delivery reports have been received. 356 final delivery reports were received as of June 30, 2022, and an additional 5 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 December 31, 2022, the ATP identified four projects of concern that will undergo closer monitoring (Attachment 3). Three projects of concern from the past reporting period are no longer at risk and are removed from future reporting.

## Scope Change Requests

As of December 31, 2022, there are 140 submitted scope changes. The table below summarizes the types of scope changes submitted and their status. As of the last reporting period there were 104 scope changes and an additional 8 were submitted this reporting period. The table below does not account for the total number of withdrawn scope changes.

Type	Approved	Denied	Pending
Minor	94	1	3
Major	12	2	1
TBD	-	-	8
Total	106	3	12

## Time Extension Trends

As of December 31, 2022, there are five active cycles and one closed cycle. The table below summarizes time extension trends to offer a comparison of programmed phases against extended phases.

Cycle	1	2	3	4	5	6
Status	Closed	Active	Active	Active	Active	Active
Phases Programmed	505	523	499	276	272	275
Phases Extended	164	146	167	83	18	0
Extensions (%)	32%	28%	33%	30%	6%	0%

## Success Stories

The City of Alameda's Cross Alameda Trail: Education and Outreach program, "Bike Safety Education for All," was conceptualized as part of a larger effort that included both infrastructure and non-infrastructure components, supporting the development of a 0.6-mile segment of the multi-use "Cross Alameda Trail" through the new Jean Sweeney Open Space Park. The landmark park and trail not only attract locals; they have become a popular destination drawing visitors from neighboring communities and beyond. The "Bike Safety Education for All" was developed to teach children of all ages and incomes, adults, and seniors, and even those who had never ridden a bike before. The program emphasized how to ride safely, encouraging participants to use the trail for both recreation and transportation, and to be inclusive of both new and seasoned riders. Over 3,700 number of adults and youths engaged in this program.

The City of Stockton's Miner Avenue Complete Street project rehabilitated Miner Avenue. The project included reducing the number of vehicle travel lanes from 2 to 1 lane in each direction, repaved the roadway, added buffered bicycle lanes, installed landscaped medians, and constructed a round-about at the intersection of Miner Avenue and San Joaquin Street, and other streetscape amenities (i.e., bike racks, benches, trash receptacles). The project was conceived with the goal of revibrating the dilapidated Miner Avenue Corridor that could incentivize economic development in this corridor.

## List of Attachments

1. ATP Project List
2. ATP Non-Reporting Projects
3. ATP Corrective Action Plans
4. ATP Completed Project List
5. ATRC Contracts List
6. ATP Outputs & Delivery Year

ATP Success Stories – All attachments 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>