



Semi-Annual Progress Report

to the California Transportation Commission for
Reporting Period January 1st, 2025 – June 30th, 2025

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Executive Summary

Summary

The Road Repair 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 improve California's transportation infrastructure.

Significance

SB 1 instituted several reforms to ensure transparent and efficient investment and reporting of transportation funds. The [SB 1 Accountability and Transparency Guidelines](#) require all progress on SB 1-funded projects is tracked and reported to ensure Californians know how their transportation tax dollars are 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://build.ca.gov/>.

Program Summary

Introduction

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

In 2018, the Commission established SB 1 Accountability and Transparency Guidelines to supplement SB 1 Programs' guidelines and to track and report progress on SB 1 funded projects. This progress report covers the period between January 1, 2025, through June 30, 2025.

Program Highlights

This report provides an update on 1, 724 programmed projects totaling over \$51.9 billion across the state, spanning fiscal years 2017-18 through the fourth quarter of fiscal year 2024-25. Additionally, a summary of project outputs that benefit the people of the State of California is included as an attachment for each program. Commission Guidelines require progress reports for the following Programs:

- Solutions for Congested Corridors Program (SCCP)
- Trade Corridor Enhancement Program (TCEP)
- Local Partnership Program (LPP): Competitive (LPP-C) and Formulaic (LPP-F)
- State Highway Operation and Protection Program (SHOPP)
- Active Transportation Program (ATP)

Project programming by the Commission occurs on a cyclical basis. This report includes information on the programs and cycles as follows:

Program	Current Funding Cycle Reported
SCCP/TCEP/LPP-C	3
LPP-F	5
SHOPP ¹	N/A ²
ATP ³	7

¹ Projects funded wholly or partly from the Road Maintenance and Rehabilitation Account (RMRA).

² N/A = Not applicable

³ Only the Statewide and Small Urban and Rural Components projects are included in this report. The Metropolitan Planning Organization Component projects will be included in the next report.

Program Summaries

Program Summaries ¹	SCCP	TCEP	LPP-C	LPP-F	ATP
Total programmed SB 1 funds	\$2.0B	\$4.0B	\$613.1M	\$903.3M	\$3.8B
Number of programmed projects/components ²	26/103	77/114	57/77	253 ³	1,162 ³
Total cost of all programmed projects ⁴	\$10.7B	\$11.7B	\$3.5B	\$18.8B	\$6.7B
Number of project components allocated	58	92	64	235 ³	2,252 ⁵
Total SB 1 dollars allocated	\$1.9B	\$3.3B	\$576.6M	\$851.1M	\$2.1B
Number of project components awarded construction contracts	74	60	61	179 ³	942 ³
Total SB 1 dollars awarded for construction ⁴	\$1.8B	\$2.7B	\$533.8M	\$584.8M	\$1.4B
Number of project components completed construction	23	24	35	84	673

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 SB 1.

² A programmed project may consist of multiple segments and are referred to as components. Projects are split into components 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	\$26.7B	\$12.0B
Total Programmed SHOPP funds ²	\$24.6B	\$11.0B
Number of programmed projects	845	559
Allocated SHOPP funds – all phases ²	\$14.7B	\$10.8B
Allocated SHOPP funds – construction capital ²	\$10.3B	\$8.1B
Number of allocated projects – construction phase	496	559
Remaining SHOPP funds (available for allocation) ²	\$11.9B	N/A

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

² Includes funds from the RMRA, State Highway Account, and Federal Trust Fund.

Baseline Agreements may be required by Programs as outlined in the SB 1 Accountability and Transparency Guidelines most recently adopted on May 15, 2025. Each Baseline Agreement is signed by the requesting agency and by the Caltrans District Director, Caltrans Director, and Commission Executive Director.

Program	Total Approved Baseline Agreements
SCCP	26
TCEP	81
LPP-C	29
LPP-F ¹	N/A
SHOPP	167
ATP	41

¹ LPP-F projects do not require Baseline Agreements.

* Approved Baseline Agreements may exceed the number of approved projects because projects may be deprogrammed after a Baseline Agreement is approved.

Updates on SB1 projects are made available each reporting period. This information includes project status, 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 were completed during the last reporting period at <https://build.ca.gov/caltrans-funding?hash=sb-1-semi-annual-report-flipbook>

Solutions for Congested Corridors Program (SCCP)

Introduction

The Solutions for Congested Corridors Program (SCCP) funds 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. Caltrans, regional transportation planning agencies, and county transportation commissions can nominate transportation projects that meet Program eligibility criteria to compete for funds. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive multimodal corridor plan. On June 26, 2025, the Program's fourth cycle was adopted consisting of seven projects. Information for these projects will be included in the next report.

SCCP at a Glance

SCCP	Total
Total programmed SCCP funds	\$2.0B
Number of programmed projects/Number of project components within programmed projects ¹	26/103
Total cost of all programmed projects ²	\$10.7B
Number of SCCP project components allocated	58
SCCP dollars allocated	\$1.9B
Number of project components awarded construction contracts	74
Total SCCP dollars awarded for construction	\$1.8B
Number of project components completed construction	23

¹ Includes components 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 provided in this table is cumulative since SB 1's passage in 2017.

Program Status

Six project components were allocated during this period. Two project components were awarded construction contracts and three completed construction.

Program Infrastructure Outputs

A summary of expected outputs for the projects is provided below.

Outputs	Units	Approved into Program ¹	Awarded and Ready for Construction	Completed and Open to Traffic
High Occupancy Vehicle Lanes Constructed	Miles	213	170	114
Auxiliary Lanes Constructed	Miles	11	9	2
Operational Improvements	Each	131	124	15
Modified/Reconstructed Bridges	Each	16	16	10
Pedestrian/Bicycle Facilities Constructed	Miles	68	32	15
Sound Walls Constructed	Miles	10	10	4
New/Rehabilitated Track	Miles	60	43	13
Purchase Rail Cars/Transit Vehicles	Each	163	88	5
Station/Bus Stop New and Improvements ²	Each	210	96	39
Traffic Light Synchronization ³	Miles/Each	35/109	35/109	35/109
Zero Emission Buses	Each	111	36	5
Intelligent Transportation System (ITS) Elements	Each	17	17	17

¹ Approved outputs reflect the original outputs adopted into the program and are 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

As of June 30, 2025, the Commission has approved Baseline Agreements for all ten projects that were programmed in the third funding cycle, which was adopted in June 2023. Baseline Agreements for cycle 4 projects are being developed and their status will be included in the next report.

Construction Contract Awards

Two new construction contracts were awarded this period. In total, seventy-four project components were awarded construction contracts.

Completed Projects

Between January 1, 2025, through June 30, 2025, three project components achieved Construction Contract Acceptance (CCA) and are open to the public for general use. In total, 23 project components are complete.

1. Cycle 1; District 7; PPNO 5497; Airport Metro Connector 96th Street Transit Station
2. Cycle 3; District 75; PPNO 2090H; SMART Windsor Rail System Extension Project
3. Cycle 3; District 5; PPNO 3197; Contactless Card Readers on VCTC Coastal Express Commuter Buses

Final Delivery Reports

Two final delivery reports were submitted this period. In total, six Final Delivery Reports have been submitted for the Program.

1. Cycle 1; District 4; PPNO 0658H; US 101 Managed Lanes project – Southern Segment
2. Cycle 1; District 4; PPNO 065K; US 101 Managed Lanes Project – Toll Systems Integrator

Summary of Changes

The Corrective Action Plan (Attachment 2) includes 12 project components with potential risks to scope, cost, and schedule, or that require Commission action before 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. Cycle 4 was recently adopted on June 26, 2025 which provides an estimated \$1.1 billion in FY 2025-26 and 2026-27. The TCEP includes funds from the NHFP, the Trade Corridor Enhancement Account, and savings from the Trade Corridor Improvement Fund (TCIF) program. Information on cycle 4 projects will be included in the next report.

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 79 programmed projects comprised of 129 project components and have a total project value of \$12.4 billion, leveraging \$8.4 billion in other federal, state, and local funds.

TCEP at a Glance

TCEP	Total
Total programmed TCEP funds	\$4.0B
Number of programmed projects/Number of project components within programmed projects ¹	77/114
Total cost of all programmed projects ²	\$11.7B
Number of TCEP project components allocated	92
TCEP dollars allocated	\$3.3B
Number of project components awarded construction contracts	60
Total TCEP dollars awarded for construction	\$2.7B
Number of project components completed construction	24

¹ Includes components 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, five project components were allocated, three have been awarded construction contracts, and one has 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	11	2
New track	Miles	25.74	8.59	2.55
Intersections modified	Each	14	0	14
Lane-miles rehabilitated	Miles	4.52	0.4	1.27
Operational Improvements	Each	41	20	25
New bridge structure	Each	5	1	3
Modified/Reconstructed bridges	Each	25	10	18
Truck Climbing Lanes constructed	Miles	8	7	0
Auxiliary Lane miles constructed	Miles	41	21.66	0
High Occupancy Vehicle/ High Occupancy Toll Lane miles constructed	Miles	261.62	143.18	5.8
Mixed flow lane miles constructed	Miles	107.69	16.5	42.05
Intelligent Transportation System (ITS) elements	Each	166	0	166

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

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

Baseline Agreements

Twenty-six projects were adopted to the TCEP in June 2023. As of June 30, 2025, 25 projects have an approved Baseline Agreement. One project was deprogrammed at a previous commission meeting.

Construction Contract Awards

Three construction contracts have been awarded since the last reporting period. As of June 30, 2025, 60 construction contracts have been awarded.

Completed Projects

One project component achieved Construction Contract Acceptance (CCA) and has been open to the public since the last report. Overall, 24 project components have completed construction.

1. Cycle 2; District 6; PPNO 3386E; Route 46 Expressway Segment 4C

Final Delivery Reports

Two final delivery report has been submitted since the last report. As of June 30, 2025, five final delivery reports have been submitted.

1. Cycle 1; District 2; PPNO 3445A; Redding to Anderson Six Lane – Phase 1 & 2
2. Cycle 1; District 5; PPNO 7101P; South Coast 101 HOV Lanes – Carpinteria to Santa Barbara Widening – Segment 4A

Summary of Changes

The Corrective Action Plan (Attachment 2) includes one project components with potential risks 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 2026-27 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 and cycle 4 of the LPP-F Program distributed \$324 Million and \$232.8 Million, respectively. In August 2025, LPP-F Cycle 5 was adopted and distributed over \$230 Million to projects in fiscal year 2025-26 and 2026-27. Taxing Authorities that are deemed eligible to receive formulaic funding are listed in the 2024 Local Partnership Formulaic Program Funding Distribution. The total value of projects in Cycles 1 through 5 stands at \$18.8 billion, leveraging over \$17.9 billion in other federal, state, and local funds.

LPP-F at a Glance

LPP-Formulaic	Units
Total programmed LPP-F funds	\$903.3M
Total number of programmed projects	253
Total cost of all programmed projects ¹	\$18.8B
Number of projects allocated	235
Total LPP-F dollars allocated	\$851.1M
Number of projects awarded construction contracts	179
Total LPP-F dollars awarded for construction	\$584.8M
Remaining LPP-F funds available for programming	\$135.2M
Total incentive funding provided	\$53.8M
Total eligible taxing authorities included in LPP-F	46
Number of project components completed construction	84

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 January 1, 2025, and June 30, 2025, twenty additional project component were programmed, nine were allocated, six were awarded construction contracts, and seven have completed construction. As of June 30, 2025, 84 projects have completed construction, and 36 projects have submitted final delivery reports.

Program Infrastructure Outputs

Summary of expected infrastructure outputs for the LPP-F Cycle 1 through 5 projects are as follows:

Outputs	Units	Approved into Program ¹	Completed and Open to Traffic
Accessible Pedestrian Signal - Installation - ADA Improvement	Each	209	2
At-Grade Crossings Eliminated	Each	44	0
Bicycle Lane-Miles	Miles	196.52	22.96
Bridges-Tunnels - Modified / Reconstructed	Square Feet	4,454,258	2,476,000
Detectable Warning Surface - Install New - ADA Improvement	Square Feet	3,897	1,800
Drainage Culverts	Linear Feet	35,063	800
Pedestrian / Bicycle Facilities - Constructed	Miles	69.07	1.65
Rail Cars / Transit Vehicles	Each	953	851
Roadway - Rehabilitated / Reconstructed	Miles	534.61	221.33
Sidewalk - Miles	Miles	17.38	8.22
TMS - Traffic Monitoring Detection Stations	Each	33	0

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

* A list of reported outputs by project are included in Attachment 1.

LPP Competitive Program (LPP-C)

Currently in the fourth cycle, LPP-C includes a total of 77 project components. Cycle 1 includes 27 projects, Cycle 2 includes 21, and 11 projects were programmed by the Commission in June 2023 for Cycle 3. Since the adoption of Cycle 3, two projects were deprogrammed, resulting in a total of 57 programmed projects. The total value of projects in Cycles 1 through 3 is \$3.5 Billion, leveraging over \$2.9 Billion in other federal, state, and local funds. Information on cycle 4 projects will be included in the next report.

LPP-C at a Glance

LPP-Competitive	Total
Total programmed LPP-C funds	\$613.1M
Number of programmed projects/Number of project components within programmed projects	57/77
Total cost of all programmed projects ¹	\$3.5B
Number of LPP-C project components allocated	64
LPP-C dollars allocated	\$576.6M
Number of project components awarded construction contracts	61
Total LPP-C dollars awarded	\$533.8M
Number of project components completed construction	35

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 January 1, 2025, and June 30, 2025, two project components were allocated, five were awarded construction contracts, and three 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	63.01	32.67	30.04
Bridge / Tunnel Constructed - New	Square Feet	157,393	138,203	0
Crosswalks	Each	204	78	30
Culverts - Drainage	Linear Feet	5,472	5,472	0
Detectable Warning Surface - New	Square Feet	3,873	2,850	0
Fiber Optics Installed (TMS)	Miles	14.6	3	0
Pedestrian / Bicycle Facilities - Constructed	Miles	22.75	14.02	2.69
Rail Cars / Transit Vehicles	Each	40	0	40
Roadway - Rehabilitated / Reconstructed	Miles	100.65	74.93	16.54
Sidewalk - Miles	Miles	10.5	4.87	5.63
Slow Vehicle Lanes (Bus Priority Lanes)	Miles	80	0	0
Traffic Signal Interconnect Project (TMS)	Each	516	205	0

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

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

Baseline Agreements

11 projects were adopted to the LPP-C on June 16, 2023. As of June 30, 2025, six of these projects have approved Baseline Agreements. One project was deprogrammed, and the remaining four projects do not meet the minimum thresholds and are not required to have an executed Baseline Agreement.

Construction Contract Awards

Five new contracts have been awarded since the last report. In total, sixty-one project components have been awarded a construction contract.

Completion Reports

Between the period of January 1, 2025, and June 30, 2025, three project component achieved Construction Contract Acceptance (CCA) and are open to the public totaling 35 project components completed in the LPP-C.

1. Cycle 1; District 3; PPNO 1790; The Downtown Sacramento Grid 3.0 Mobility Project
2. Cycle 2; District 7; PPNO 5755B; NextGen Bus Mobile Validators for All-Door Boarding
3. Cycle 3; District 8; PPNO 1324; Foothill Boulevard Complete Streets Project

Final Delivery Reports

Two final delivery reports were submitted since January 1, 2025. These reports are under review and pending approval. Since the start of Cycle 1, 20 final delivery reports have been received.

1. Cycle 2; District 1; PPNO 4759; Mill Street Reconstruction, Sidewalk, Drainage, and Asphalt Replacement Project
2. Cycle 2; District 10; PPNO 3047; McHenry Avenue Widening-Ladd Road/Patterson Road to south end of McHenry Bridge

Summary of Changes

The Corrective Action Plan (Attachment 2) includes 14 project components with potential risks to scope, cost, or schedule. 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, safety, operation, 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 is 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 are in good or fair condition.
- Not less than 90% of TMS elements are in good condition.
- Fix not less than an additional 500 bridges.

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

Overview

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

SHOPP at a Glance

SHOPP	Construction Not Complete	Construction Complete
Total cost of all programmed projects ¹	\$26.7B	\$12.0B
Number of projects programmed	845	559
Total programmed SHOPP funds ²	\$24.6B	\$11.0B
Number of projects with SHOPP construction allocations	496	559
Total SHOPP dollars allocated (all phases) ²	\$14.7B	\$10.8B
Total SHOPP dollars allocated (construction capital) ²	\$10.3B	\$8.1B
Number of awarded projects this period	133	N/A ³
Total construction capital dollars awarded this period ²	\$2.2B	N/A ³
Remaining SHOPP funds available for allocation	\$11.9B	N/A ³

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

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

³ N/A = Not Applicable.

Program Status

As of June 30, 2025, 1,404 SHOPP projects have received RMRA funding. One hundred-seven projects completed construction in this reporting period and 452 completed construction during prior reporting periods.

A total of 845 SHOPP projects with RMRA funding have been programmed and have not completed construction. For these projects, a total of \$26.7 billion has been programmed from various fund sources, including funds from the SB 1 competitive programs. A total of 830 projects have received allocations totaling \$14.7 billion for various phases of the projects, including construction capital allocations totaling \$10.3 billion for 496 projects.

There is a total of \$11.9 billion of SHOPP funding remaining to be allocated to other phases of these projects. A total of 133 construction contracts worth \$2.2 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 06/30/25)	Delivered and Ready for Construction ² (1/1/25 to 6/30/25)	Delivered before 1/1/25 and Construction Not Complete ³	Construction Complete (1/1/25 to 6/30/25)	Unit of Measure
Pavement	4,426.5	1,535.9	3,140.7	544.7	Lane-Miles
Bridges	100	15	131	60	Each
Culverts	981	800	831	182	Each
Fiber Optic Cable	0	0	0	8.9	Miles
TMS Elements	628	1,009	1,559	82	Elements
Bridge Rail	504	920	11,537	7,707	Linear Feet
Pump Plants	17	6	6	8	Each
Number of Projects	289	140	401	107	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 the design phase and is currently under construction, but not yet completed.

The following outputs were achieved by 452 projects that completed construction and were opened to traffic prior to the current reporting period.

Outputs	Quantity	Unit of Measure
Pavement	4,212.6	Lane-Miles
Bridges	351	Each
Culverts	1,181	Each
Fiber Optic Cable	124.5	Miles
TMS Elements	3,428	Elements
Bridge Rail	38,427	Linear Feet
Pump Plants	15	Each
Number of Projects	452	Each

Baseline Agreements

As of June 30, 2025, a total of 167 Baseline Agreements have been approved and an estimated 9 will be approved between July 1 and December 31.

Baseline	Units
Baseline Agreements Completed in Prior Reporting Periods	152
Baseline Agreements Completed in This Reporting Period	15
Total	167

Construction Contract Awards

A total of 133 construction contracts worth \$2.2 billion were awarded this reporting period, from January 1, 2025 through June 30, 2025.

Completion Reports

Completion	Units
Completion Reports Completed in Prior Reporting Periods	46
Completion Reports Completed in This Reporting Period	20
Total	66

Final Delivery Reports

Delivery	Units
Final Delivery Reports Completed in Prior Reporting Periods	7
Final Delivery Reports Completed in This Reporting Period	4
Total	11

Summary of Changes

Attachment 2 contains Corrective Action Plans for SB 1 funded SHOPP projects. The attachment includes 34 projects with identified risks to scope, cost, schedule, or benefits. Seven projects are considered very high risk or high risk and the Department is monitoring all project risks closely.

Attachment 4 contains Corrective Action Plans for non-SB 1 funded SHOPP projects with approved Baseline Agreements. The attachment includes seven projects with identified risks to scope, cost, schedule, or benefits. Two project is considered very high risk or high risk and 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. The ATP funds capital projects and non-infrastructure projects such as active transportation plans and education and encouragement programs. 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 2025 ATP (Cycle 7) Guidelines and Fund Estimate were adopted in March 2024 with \$568.7 million available for programming. However, the Budget Act of 2024, signed by the Governor in June 2024, included a \$400 million reduction to the \$1.0 billion one-time funding augmentation appropriated in the 2022 California State Budget. In order to maintain the funding commitments to the 2023 Program, the 2025 Active Transportation Program was reduced by \$400 million, leaving the current capacity at \$168.7 million.

This report includes the Cycle 7 Statewide and Small Urban Rural projects which were adopted in December 2024 and amended in June 2025, totaling \$136.5M million in programmed funds. The Metropolitan Planning Organization (MPO) component projects adopted in June 2025 will be included in the next report.

ATP at a Glance

ATP	Total
Total programmed ATP funds	\$3.8B
Number of programmed ATP projects ¹	1,162
Total cost of all programmed projects ²	\$6.7B
Number of project phases allocated	2,252
Total dollars allocated	\$2.1B
Number of project contracts awarded ³	942
Total ATP dollars awarded	\$1.4B
Number of projects completed	673

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, 96 project phases have been allocated, 19 projects were awarded construction contracts, and 30 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 opportunities for the success of active transportation projects. The ATRC is funded by the ATP and managed by the Caltrans Division of Local Assistance. The ATRC utilizes a combination of subject matter experts from state agencies, universities, and consultants to provide active transportation training, tools, and technical assistance that support the ATP – see Attachment 5 for a full list of ATRC contracts.

Program Infrastructure Outputs

Summary of expected infrastructure outputs for the ATP projects in Cycles 1 through 7 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	295	49	157
Bike Lanes – Class II	Miles	695	96	429
Bike Routes – Class III	Miles	381	50	172
Bike Lanes – Class IV	Miles	175	37	13
Sidewalks – New	Miles	417	46	227
Sidewalks – Enhancements	Miles	145	39	36
Multi-Use Trails – New	Miles	147	54	21
Multi-Use Trails – Enhancements	Miles	27	7	5
Crosswalks – New	Each	11,497	259	9,876
Crosswalks – Enhancements	Each	17,976	2,783	4,211
Roundabouts -New	Each	172	17	39
CCC Projects ³	Each	90	0	73

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

² Includes completed pre-construction projects.

³ Includes the 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	Programmed (each)	Completed (each)
Programs	272	168
Pre-Construction Projects	57	23
Plans ¹	98	79

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, five Baseline Agreements have been approved for a total of 41 executed Baseline Agreements for the ATP. Thirty-one projects are expected to submit a Baseline Agreement in the future. 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 January 1, 2025, and June 30, 2025, 22 construction and consultant contracts have been awarded, totaling 942 awarded contracts in the ATP.

Completed Projects

Thirty projects completed since the last report. As of June 30, 2025, a total of 673 projects have been completed. For a list of completed projects since the last report, see Attachment 4.

Final Delivery Reports

Sixty-two final delivery reports were submitted this reporting period, totaling 501 projects with a final close out status for the ATP. Attachment 4 includes a list of projects that submitted a Final Delivery Report since the last report, excluding 5 reports that were declined by the program administrators during the review process.

Summary of Changes

Caltrans actively monitors and evaluates projects for potential risks to scope, cost, schedule, and/or expected benefits. As of June 30, 2025, the ATP identified zero projects of concern (Attachment 3).

Time Extension Trends

As of June 30, 2025, there are six active cycles and one closed cycle. The table below summarizes time extension trends to offer a comparison of programmed phases against extended phases. The table below displays the number of time extension requests within the ATP.

Cycle	1	2	3	4	5	6	7
Status	Closed	Active	Active	Active	Active	Active	Active
Phases Programmed	505	525	505	277	272	624	38
Phases Extended	163	147	167	103	82	115	0
Extensions (%)	32%	28%	33%	37%	30%	18%	0%

ATP Success Stories

Attachment 6 includes two project highlights: 1) Whittier Greenway Trail East Extension Gap Closure, and 2) Downtown Cathedral City Connectors: Gap Closure and Complete Streets Improvements.

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>