



# Semi-Annual Progress Report

to the California Transportation Commission for  
Reporting Period July 1<sup>st</sup>, 2024 – December 31<sup>st</sup>, 2024

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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 July 1, 2024, through December 31, 2024.

## Program Highlights

The report includes programmed funds totaling \$45.4 billion on 2,807 projects across the state, spanning fiscal years 2017-18 through the second quarter of fiscal year 2024-25. Additionally, included is 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): 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	4
SHOPP <sup>1</sup>	N/A
ATP	6

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

<sup>2</sup> N/A = Not applicable

## Program Summaries

Program Summaries <sup>1</sup>	SCCP	TCEP	LPP-C	LPP-F	ATP
Total programmed SB 1 funds	\$2.0B	\$4.0B	\$613.1M	\$819.2M	\$3.74B
Number of programmed projects/components <sup>2</sup>	26/102	79/116	57/77	233 <sup>3</sup>	1,142 <sup>3</sup>
Total cost of all programmed projects <sup>4</sup>	\$10.4B	\$12.0B	\$3.5B	\$17.4B	\$6.42B
Number of project components allocated	52	89	62	226 <sup>3</sup>	2,142 <sup>5</sup>
Total SB 1 dollars allocated	\$1.8B	\$3.0B	\$558.8M	\$735.8M	\$1.9B
Number of project components awarded construction contracts	52	60	56	173 <sup>3</sup>	920 <sup>3</sup>
Total SB 1 dollars awarded for construction <sup>4</sup>	\$1.8B	\$2.6B	\$494.2M	\$567.5M	\$1.5B
Number of project components completed construction	20	23	32	77	643

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> Number of projects.

<sup>4</sup> Includes funds from other programs and sources including federal, state, and local.

<sup>5</sup> Number of project phases.

\* B = Billion, M = Million

SHOPP-RMRA Program Summary	Construction Not Complete	Construction Complete
Total cost of all programmed projects <sup>1</sup>	\$26.4B	\$10.5B
Total Programmed SHOPP funds <sup>2</sup>	\$24.6B	\$9.5B
Number of programmed projects	818	452
Allocated SHOPP funds – all phases <sup>2</sup>	\$11.9B	\$9.3B
Allocated SHOPP funds – construction capital <sup>2</sup>	\$7.8B	\$7.0B
Number of allocated projects – construction phase	387	452
Remaining SHOPP funds (available for allocation) <sup>2</sup>	\$12.7B	N/A

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

<sup>2</sup> 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 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	Total Approved Baseline Agreements
SCCP	26
TCEP	81
LPP-C	29
LPP-F <sup>1</sup>	N/A
SHOPP	159
ATP	36

<sup>1</sup> 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://rebuildingca.dot.ca.gov/accomplishments>

# 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. Project nominations for the Program's fourth funding cycle were due November 2024 and the final program of projects will be presented for adoption in June 2025.

## SCCP at a Glance

SCCP	Total
Total programmed SCCP funds	\$2.0B
Number of programmed projects/Number of project components within programmed projects <sup>1</sup>	26/102
Total cost of all programmed projects <sup>2</sup>	\$10.4B
Number of SCCP project components allocated	52 <sup>3</sup>
SCCP dollars allocated	\$1.8B
Number of project components awarded construction contracts	52
Total SCCP dollars awarded for construction	\$1.8B
Number of project components completed construction	20

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

<sup>2</sup> Total cost of projects includes SCCP funds, as well as other federal, state, and local funds.

<sup>3</sup> Calculation of this value has been updated since the last report to reflect SCCP allocations only.

\* Information provided in this table is cumulative since SB 1's passage in 2017.

## Program Status

Zero project components were allocated during this period. Nine 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 <sup>1</sup>	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	12
Sound Walls Constructed	Miles	10	10	4
New/Rehabilitated Track	Miles	60	43	9
Purchase Rail Cars/Transit Vehicles	Each	163	88	5
Station/Bus Stop New and Improvements <sup>2</sup>	Each	210	96	34
Traffic Light Synchronization <sup>3</sup>	Miles/Each	35/109	35/109	35/109
Zero Emission Buses	Each	111	36	5
Intelligent Transportation System (ITS) Elements	Each	17	17	17

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

<sup>2</sup> Output description expanded to capture bus stop improvements.

<sup>3</sup> 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 December 31, 2024, the Commission has approved Baseline Agreements for all ten projects that were programmed in the third funding cycle, which was adopted in June 2023.

## Construction Contract Awards

Nine new construction contracts were awarded this period. In total, seventy-two project components were awarded construction contracts.

## **Completed Projects**

Between July 1, 2024, through December 31, 2024, three project components achieved Construction Contract Acceptance (CCA) and are open to the public for general use. In total, 20 project components are complete.

1. Cycle 1; District 3; PPNO 1787C; Accelerating Rail Modernization and Expansion in the Capital Region - Station Improvements
2. Cycle 1; District 12; PPNO 1301A; Route 53/553 (Bravo! Main Street) Bus Stop Improvements – Shelters
3. Cycle 1; District 12; PPNO 2156; Central Orange County Corridor - Bravo! Main Street Rapid Bus

## **Final Delivery Reports**

No final delivery reports were submitted this period. In total, three Final Delivery Reports have been submitted for the Program.

## **Summary of Changes**

The Corrective Action Plan (Attachment 2) includes six 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. The TCEP includes funds from the NHFP, the Trade Corridor Enhancement Account, savings from the Trade Corridor Improvement Fund (TCIF) program.

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. There are currently 79 programmed projects comprised of 119 project components and have a total project value of \$12 billion, leveraging \$8 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 <sup>1</sup>	79/116
Total cost of all programmed projects <sup>2</sup>	\$12.0B
Number of TCEP project components allocated	89
TCEP dollars allocated	\$3.0B
Number of project components awarded construction contracts	60
Total TCEP dollars awarded for construction	\$2.6B
Number of project components completed construction	23

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

<sup>2</sup> 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, ten project components were allocated, 14 have been awarded construction contracts, and three 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 <sup>1</sup>	Awarded and Ready for Construction	Completed and Open to Traffic
Grade Separation/Rail Crossing improvements	Each	33	11	1
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	18	22
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	21.6	0
High Occupancy Vehicle/ High Occupancy Toll Lane miles constructed	Miles	261.62	143.2	5.8
Mixed flow lane miles constructed	Miles	107.69	16.5	42.05
Intelligent Transportation System (ITS) elements	Each	166	166	0

<sup>1</sup> 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 December 31, 2024, 25 projects have an approved Baseline Agreement. One project was deprogrammed at a previous commission meeting.

## Construction Contract Awards

Fourteen construction contracts have been awarded since the last reporting period. As of December 31, 2024, 60 construction contracts have been awarded.

## Completed Projects

Three project components achieved Construction Contract Acceptance (CCA) and have been open to the public since the last report. Overall, 23 project components have completed construction.

1. Cycle 1; District 11; PPNO 1258; Route 98 Widening
2. Cycle 1; District 75; PPNO T0004; Quiet Zone Safety Engineering Measures
3. Cycle 2; District 11; PPNO 1335; Calexico East Port of Entry Truck Crossing Improvement

## Final Delivery Reports

One final delivery report has been submitted since the last report. As of December 31, 2024, three final delivery reports have been submitted.

1. Cycle 1; District 11; PPNO 0999E; Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility – Segment 2B

## Summary of Changes

The Corrective Action Plan (Attachment 2) includes 48 project components with updated scope, cost, or schedule information. Only five projects on this list are considered higher risk and will be monitored by the Department. 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 \$232.8 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 \$17.3 billion, leveraging over \$16.4 billion in other federal, state, and local funds.

## LPP-F at a Glance

LPP-Formulaic	Units
Total programmed LPP-F funds	\$819.2M
Total number of programmed projects	233
Total cost of all programmed projects <sup>1</sup>	\$17.4B
Number of projects allocated	226
Total LPP-F dollars allocated	\$735.8M
Number of projects awarded construction contracts	173
Total LPP-F dollars awarded for construction	\$567.5M
Remaining LPP-F funds available for programming	\$302.8M
Total incentive funding provided	\$1.5M
Total eligible taxing authorities included in LPP-F	47
Number of project components completed construction	77

<sup>1</sup> 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, 2024, and December 31, 2024, one additional project component was programmed, two were allocated, 14 were awarded construction contracts, and three have completed construction. As of December 31, 2024, 77 projects have completed construction, and 33 projects have submitted final delivery reports.

## Program Infrastructure Outputs

Summary of expected infrastructure outputs for the LPP-F Cycle 1 through 4 projects are as follows:

Outputs	Units	Approved into Program <sup>1</sup>	Completed and Open to Traffic
Accessible Pedestrian Signal - Installation - ADA Improvement	Each	198	2
At-Grade Crossings Eliminated	Each	44	0
Bicycle Lane-Miles	Miles	192.38	22.32
Bridges-Tunnels - Modified / Reconstructed	Square Feet	1,920,253	0
Detectable Warning Surface - Install New - ADA Improvement	Square Feet	3,661	1,800
Drainage Culverts	Linear Feet	26,158	800
Pedestrian / Bicycle Facilities - Constructed	Miles	68.49	1.65
Rail Cars / Transit Vehicles	Each	953	835
Roadway - Rehabilitated / Reconstructed	Miles	527.17	212.4
Sidewalk - Miles	Miles	16.24	7.49
TMS - Traffic Monitoring Detection Stations	Each	33	0

<sup>1</sup> 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 third 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.



## 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 <sup>1</sup>	\$3.5B
Number of LPP-C project components allocated	62
LPP-C dollars allocated	\$558.8M
Number of project components awarded construction contracts	56
Total LPP-C dollars awarded	\$494.15M
Number of project components completed construction	32

<sup>1</sup> 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, 2024, and December 31, 2024, two project components were allocated, zero were awarded construction contracts, and one project has 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 <sup>1</sup>	Delivered and Ready for Construction	Completed and Open to Traffic
Bicycle Lane-Miles	Miles	63.01	41.18	21.83
Bridge / Tunnel Constructed - New	Square Feet	157,393	138,203	0
Crosswalks	Each	204	201	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	19.57	2.44
Rail Cars / Transit Vehicles	Each	40	0	40
Roadway - Rehabilitated / Reconstructed	Miles	100.65	87.6	9.47
Sidewalk - Miles	Miles	10.5	5.22	5.28
Slow Vehicle Lanes (Bus Priority Lanes)	Miles	80	0	0
Traffic Signal Interconnect Project (TMS)	Each	516	205	0

<sup>1</sup> 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 December 31, 2024, 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

Zero new contracts have been awarded since the last report. In total, fifty-seven project components have been awarded a construction contract.

## Completion Reports

Between the period of July 1, 2024, and December 31, 2024, one project component achieved Construction Contract Acceptance (CCA) and are open to the public totaling 32 project components completed in the LPP-C.

1. Cycle 2; District 10; PPNO 3047; McHenry Avenue Widening – Ladd Road/Patterson Road to South End of McHenry bridge

## Final Delivery Reports

Three final delivery reports were submitted since July 1, 2024. These reports are under review and pending approval. Since the start of Cycle 1, 18 final delivery reports have been received.

1. Cycle 1; District 12; PPNO 2174; Orange County Signal Synchronization – Katella Ave/Villa Park Road/Santiago Canyon Project
2. Cycle 1; District 12; PPNO 2184; Orange County Signal Synchronization – Garden Grove Boulevard from Valley View Street to Bristol
3. Cycle 2; District 3; PPNO 1813; Bridget Street Widening and Complete Streets Project

## 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 <sup>1</sup>	\$26.4B	\$10.5B
Number of projects programmed	818	452
Total programmed SHOPP funds <sup>2</sup>	\$24.6B	\$9.5B
Number of projects with SHOPP construction allocations	387	452
Total SHOPP dollars allocated (all phases) <sup>2</sup>	\$11.9B	\$9.3B
Total SHOPP dollars allocated (construction capital) <sup>2</sup>	\$7.8B	\$7.0B
Number of awarded projects this period	68	N/A <sup>3</sup>
Total construction capital dollars awarded this period <sup>2</sup>	\$1.0B	N/A <sup>3</sup>
Remaining SHOPP funds available for allocation	\$12.7B	N/A <sup>3</sup>

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

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

<sup>3</sup> N/A = Not Applicable.

### Program Status

As of December 31, 2024, 1,270 SHOPP projects have received RMRA funding. Fifty projects completed construction in this reporting period and 402 completed construction during prior reporting periods.

A total of 818 SHOPP projects with RMRA funding have been programmed and have not completed construction. For these projects, a total of \$26.4 billion has been programmed from various fund sources, including funds from the SB 1 competitive programs. A total of 818 projects have received allocations totaling \$11.9 billion for various phases of the projects, including construction capital allocations totaling \$7.8 billion for 387 projects.

There is a total of \$12.7 billion of SHOPP funding remaining to be allocated to other phases of these projects. A total of 68 construction contracts worth \$1 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 <sup>1</sup> (As of 12/31/24)	Delivered and Ready for Construction <sup>2</sup> (7/1/24 to 12/31/24)	Delivered before 7/1/24 and Construction Not Complete <sup>3</sup>	Construction Complete (7/1/24 to 12/31/24)	Unit of Measure
Pavement	6,019.7	493.5	3,394.4	535	Lane-Miles
Bridges	129	9	197	44	Each
Culverts	1,751	32	1,062	113	Each
Fiber Optic Cable	0	0	8.9	26.8	Miles
TMS Elements	1,538	280	1,380	118	Elements
Bridge Rail	2,074	1,867	21,537	13,396	Linear Feet
Pump Plants	23	0	14	0	Each
Number of Projects	419	45	335	50	Each

<sup>1</sup> Projects are in the design phase.

<sup>2</sup> Project has completed the design phase and the project is ready for construction.

<sup>3</sup> Project has completed the design phase and is currently under construction, but not yet completed.

The following outputs were achieved by 402 projects that completed construction and were opened to traffic prior to the current reporting period.

Outputs	Quantity	Unit of Measure
Pavement	3,677	Lane-Miles
Bridges	307	Each
Culverts	1,068	Each
Fiber Optic Cable	97.7	Miles
TMS Elements	3,310	Elements
Bridge Rail	25,031	Linear Feet
Pump Plants	15	Each
Number of Projects	402	Each

## Baseline Agreements

As of December 31, 2024, a total of 159 Baseline Agreements have been approved and an estimated 8 will be approved at future Commission meetings.

Baseline	Units
Baseline Agreements Completed in Prior Reporting Periods	152
Baseline Agreements Completed in This Reporting Period	12
Total	159

## Construction Contract Awards

A total of 68 construction contracts worth \$1.0 billion were awarded this reporting period, from July 1, 2024 through December 31, 2024.

## Completion Reports

Completion	Units
Completion Reports Completed in Prior Reporting Periods	31
Completion Reports Completed in This Reporting Period	15
Total	46

## Final Delivery Reports

Delivery	Units
Final Delivery Reports Completed in Prior Reporting Periods	1
Final Delivery Reports Completed in This Reporting Period	6
Total	7

## Summary of Changes

Attachment 2 contains Corrective Action Plans for SB 1 funded SHOPP projects. The attachment includes 35 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 three projects with identified risks to scope, cost, schedule, or benefits. One 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. 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	\$3.74B
Number of programmed ATP projects <sup>1</sup>	1,142
Total cost of all programmed projects <sup>2</sup>	\$6.42B
Number of project phases allocated	2,142
Total dollars allocated	\$1.9B
Number of project contracts awarded <sup>3</sup>	920
Total ATP dollars awarded	\$1.5B
Number of projects completed	643

<sup>1</sup> Canceled, lapsed, and deprogrammed projects omitted.

<sup>2</sup> Total cost of projects includes ATP funds, as well as other federal, state, and local funds.

<sup>3</sup> 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, 45 project phases have been allocated, 85 projects were awarded construction contracts, and 37 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 6 are as follows:

Outputs	Units	Approved into Program <sup>1</sup>	Awarded and Ready for Construction	Complete and Open to Traffic <sup>2</sup>
Bike Paths – Class I	Miles	295	49	147
Bike Lanes – Class II	Miles	689	117	406
Bike Routes – Class III	Miles	379	56	159
Bike Lanes – Class IV	Miles	169	35	11
Sidewalks – New	Miles	409	41	222
Sidewalks – Enhancements	Miles	142	36	36
Multi-Use Trails – New	Miles	143	57	17
Multi-Use Trails – Enhancements	Miles	21	7	5
Crosswalks – New	Each	11,491	266	9,867
Crosswalks – Enhancements	Each	17,218	2,480	4,237
Roundabouts -New	Each	169	73	39
CCC Projects <sup>3</sup>	Each	90	0	73

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

<sup>2</sup> Includes completed pre-construction projects.

<sup>3</sup> 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	Approved (each)	Completed (each)
Programs	265	158
Pre-Construction Projects	57	18
Plans <sup>1</sup>	91	72

<sup>1</sup>Includes 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 36 executed Baseline Agreements for the ATP. Thirty-three 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 July 1, 2024, and December 31, 2024, 85 construction and consultant contracts have been awarded, totaling 920 awarded contracts in the ATP.

### Completed Projects

Thirty-seven projects completed since the last report. As of December 31, 2024, a total of 643 projects have been completed. For a list of completed projects, see Attachment 4.

### Final Delivery Reports

Sixty-nine final delivery reports were submitted this reporting period, totaling 462 projects with a final close out status 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, 2024, the ATP identified eight projects of concern (Attachment 3).

## Time Extension Trends

As of December 31, 2024, 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. 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	618
Phases Extended	163	146	167	103	63	29
Extensions (%)	32%	28%	33%	37%	23%	5%

## ATP Success Stories

Attachment 6 includes two project highlights: 1) Bechelli Lane and Loma Vista Active Transportation Corridor Improvements, and 2) City of Ventura – Active Transportation Mobility Plan.

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>