



# Semi-Annual Progress Report

to the California Transportation Commission for  
Reporting Period July 1<sup>st</sup>, 2025 – December 31<sup>st</sup>, 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 for select programs listed on page 3 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 in select programs. This progress report covers the period between July 1, 2025, through December 31, 2025.

## Program Highlights

This report provides an update on 1, 837 programmed projects totaling over \$82.8 billion across the state, spanning fiscal years 2017-18 through the second quarter of fiscal year 2025-26. 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	4
LPP-F	5
SHOPP <sup>1</sup>	N/A <sup>2</sup>
ATP	7

<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
<b>Total programmed SB 1 funds</b>	\$2.5B	\$4.9B	\$814.8M	\$1.0B	\$3.9B
<b>Number of programmed projects/components<sup>2</sup></b>	33/120	103/160	68/90	268 <sup>3</sup>	1,199 <sup>3</sup>
<b>Total cost of all programmed projects<sup>4</sup></b>	\$24.4B	\$14.7B	\$17.1B	\$19.6B	\$7.0B
<b>Number of project components allocated</b>	59	103	66	243 <sup>3</sup>	2,292 <sup>5</sup>
<b>Total SB 1 dollars allocated</b>	\$1.9B	\$3.5B	\$601.6M	\$888.1M	\$2.2B
<b>Number of project components awarded construction contracts</b>	78 <sup>6</sup>	64	63	180 <sup>3</sup>	949 <sup>3</sup>
<b>Total SB 1 dollars awarded for construction<sup>4</sup></b>	\$1.8B	\$2.8B	\$573.6M	\$585.3M	\$1.5B
<b>Number of project components completed construction</b>	27	31	36	97	702

<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.

<sup>6</sup> Includes non-SCCP funded projects that were part of the SCCP package.

\* B = Billion, M = Million

SHOPP-RMRA Program Summary	Construction Not Complete	Construction Complete
<b>Total cost of all programmed projects<sup>1</sup></b>	\$28.7B	\$14.2B
<b>Total Programmed SHOPP funds<sup>2</sup></b>	\$26.2B	\$13.1B
<b>Number of programmed projects</b>	863	673
<b>Allocated SHOPP funds – all phases<sup>2</sup></b>	\$18.2B	\$12.8B
<b>Allocated SHOPP funds – construction capital<sup>2</sup></b>	\$13.4B	\$9.7B
<b>Number of allocated projects – construction phase</b>	592	673
<b>Remaining SHOPP funds (available for allocation)<sup>2</sup></b>	\$8.0B	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 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
<b>SCCP</b>	29
<b>TCEP</b>	91
<b>LPP-C</b>	35
<b>LPP-F<sup>1</sup></b>	N/A
<b>SHOPP</b>	177
<b>ATP</b>	50

<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://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.

## SCCP at a Glance

SCCP	Total	7/1/25-12/31/25
<b>Total programmed SCCP funds</b>	\$2.5B	\$0.5B
<b>Number of programmed projects/Number of project components within programmed projects<sup>1</sup></b>	33/120	7/17
<b>Total cost of all programmed projects<sup>2</sup></b>	\$24.4B	\$13.7B
<b>Number of SCCP project components allocated</b>	59	1
<b>SCCP dollars allocated</b>	\$1.9B	\$52.6M
<b>Number of project components awarded construction contracts</b>	78 <sup>3</sup>	4
<b>Total SCCP dollars awarded for construction</b>	\$1.8B	\$45.8M
<b>Number of project components completed construction</b>	27	3

<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> Includes non-SCCP funded projects that were part of the SCCP package.

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

## Program Status

One project component was allocated during this period. Four 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	
		Total	7/1/25-12/31/25	Total	7/1/25-12/31/25	Total	7/1/25-12/31/25
<b>High Occupancy Vehicle Lanes Constructed</b>	Miles	214.7	1.5	211.8	33.8	127.8	5.8
<b>Auxiliary Lanes Constructed</b>	Miles	15.7	4.6	10.3	0	3	0
<b>Operational Improvements</b>	Each	134	2.5	131	0	22	0
<b>Modified/Reconstructed Bridges</b>	Each	19	3	16	0	16	6
<b>Pedestrian/Bicycle Facilities Constructed</b>	Miles	80	12.3	49	18.3	15	3.1
<b>Sound Walls Constructed</b>	Miles	10.1	0	10.1	0	5.2	0.8
<b>New/Rehabilitated Track</b>	Miles	113.95	15.5	80.93	0	13.1	4.1
<b>Purchase Rail Cars/Transit Vehicles</b>	Each	266	63	124	0	25	20
<b>Station/Bus Stop New and Improvements<sup>2</sup></b>	Each	257	5	138	0	39	1
<b>Zero Emission Buses</b>	Each	162	51	36	0	5	0

<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.

\* Please note that this data is based on official record in CTIPS. Moving forward, it will be utilized for reporting until a formal baseline addendum is processed to correct errors. The higher numbers reflect project splits.

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

## Baseline Agreements

Seven projects were adopted to the SCCP in June 2025. As of December 31, 2025, the Commission has approved Baseline Agreements for three projects that were programmed in the fourth funding cycle.

## Construction Contract Awards

Four new construction contracts were awarded this period. In total, 78 project components were awarded construction contracts.

## Completed Projects

Between July 1, 2025, through December 31, 2025, three project components achieved Construction Contract Acceptance (CCA) and are open to the public for general use. In total, 27 project components are complete.

1. Cycle 1; District 3; PPNO 1787B; Accelerating Rail Modernization and Expansion in the Capital Regional – Purchase Light Rail Vehicle
2. Cycle 1; District 5; PPNO 7101R; South Coast 101 HOV – Padaro (Segment 4B)
3. Cycle 3; District 75; PPNO 9889; SMART Windsor Rail Project – PTC and Signal Crossings

## Final Delivery Reports

Four final delivery reports were submitted during this period. In total, ten Final Delivery Reports have been submitted for the Program.

1. Cycle 1; District 12; PPNO 2156; Central Orange County Corridor – Bravo! Main Street Rapid Bus; CCA 12/1/24
2. Cycle 1; District 3; PPNO 1787C; Accelerating Rail Modernization and Expansion in the Capital Region – Station Improvements; CCA 9/30/24
3. Cycle 1; District 8; PPNO 1230; Redlands Passenger Rail Project; CCA 8/22/23
4. Cycle 1; District 4; PPNO 0658D; US 101 Managed Lanes Project – Northern Segment; CCA 11/6/22

## Summary of Changes

The Corrective Action Plan (Attachment 2) includes 9 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.

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. Twenty-six projects were programmed in Cycle 4 at the June 2025 Commission meeting. Due to project splits, combines, and deletions, there are currently 103 programmed projects comprised of 159 project components and have a total project value of \$14.7 billion, leveraging \$9.8 billion in other federal, state, and local funds.

## TCEP at a Glance

TCEP	Total	7/1/25-12/31/25
<b>Total programmed TCEP funds</b>	\$4.9B	\$810M
<b>Number of programmed projects/Number of project components within programmed projects<sup>1</sup></b>	103/160	26/46
<b>Total cost of all programmed projects<sup>2</sup></b>	\$14.7B	\$3.2B
<b>Number of TCEP project components allocated</b>	103	10
<b>TCEP dollars allocated</b>	\$3.5B	\$321.2M
<b>Number of project components awarded construction contracts</b>	64	4
<b>Total TCEP dollars awarded for construction</b>	\$2.8B	\$77.9M
<b>Number of project components completed construction</b>	31	7

<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, four have been awarded construction contracts, and seven have completed construction.

## Program Infrastructure Outputs

Summary of expected infrastructure outputs for the TCEP Cycles 1, 2, 3 and 4 are as follows:

Outputs	Units	Approved into Program <sup>1</sup>		Awarded and Ready for Construction		Completed and Open to Traffic	
		Total	7/1/25-12/31/25	Total	7/1/25-12/31/25	Total	7/1/25-12/31/25
<b>Grade Separation/Rail Crossing improvements</b>	Each	60	27	11	0	5	3
<b>New track</b>	Miles	36.7	11.2	9.1	0.5	8.35	5.8
<b>Intersections modified</b>	Each	14	0	0	0	14	0
<b>Lane-miles rehabilitated</b>	Miles	4.5	0	0.4	0	1.3	0
<b>Operational Improvements</b>	Each	41	0	20	0	26	1
<b>New bridge structure</b>	Each	6	1	1	0	4	1
<b>Modified/Reconstructed bridges</b>	Each	27	2	10	0	18	0
<b>Truck Climbing Lanes constructed</b>	Miles	8	0	7	0	0	0
<b>Auxiliary Lane miles constructed</b>	Miles	45.8	4.8	21.7	0	1.5	1.5
<b>High Occupancy Vehicle/High Occupancy Toll Lane miles constructed</b>	Miles	261.6	0	143.2	0	11.6	5.8
<b>Mixed flow lane miles constructed</b>	Miles	111.7	4	16.5	0	42.1	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 2025. As of December 31, 2025, the Commission has approved Baseline Agreements for ten projects that were programmed in the fourth funding cycle.

## Construction Contract Awards

Four construction contracts have been awarded since the last reporting period. As of December 31, 2025, 64 construction contracts have been awarded.

## Completed Projects

Seven project components achieved Construction Contract Acceptance (CCA) and have been open to the public since the last report. Overall, 31 project components have completed construction.

1. Cycle 1; District 5; PPNO 7101D; South Coast 101 HOV-Padaro (Segment 4B)
2. Cycle 1; District 75; PPNO 2002A; Rosecrans/Marquardt Grade Separation
3. Cycle 2; District 8; PPNO 1272; McKinley Street Grade Separation
4. Cycle 2; District 8; PPNO 0077G; Route 71/91 Interchange EB-NB Connector
5. Cycle 3; District 11; PPNO 0999H; Otay Mesa East Land Port of Entry Early Work Package
6. Cycle 1; District 75; PPNO T0006; Terminal Island Railyard Enhancement Project
7. Cycle 2; District 11; PPNO 1435; La Media Road Improvements-TCEPPSB1L 5004(212)

## Final Delivery Reports

Three final delivery reports have been submitted since the last report. As of December 31, 2025, nine final delivery reports have been submitted.

1. Cycle 1,2; District 11; PPNO 1335; Calexico East Port of Entry Truck Crossing Improvement; CCA 8/8/24
2. Cycle 1; District 75; PPNO T0004; Quiet Zone Safety Engineering Measures; CCA 7/31/24
3. Cycle 2; District 75; PPNO T0019; East Basin Rail Gateway Expansion: Fourth Track at Ocean; CCA 11/27/23

## Summary of Changes

The Corrective Action Plan (Attachment 2) includes two 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	Total	7/1/25-12/31/25
<b>Total programmed LPP-F funds</b>	\$1.0B	\$115.6M
<b>Total number of programmed projects</b>	268	15
<b>Total cost of all programmed projects<sup>1</sup></b>	\$19.6B	\$877.7M
<b>Number of projects allocated</b>	243	8
<b>Total LPP-F dollars allocated</b>	\$888.1M	\$36.9M
<b>Number of projects awarded construction contracts</b>	180	1
<b>Total LPP-F dollars awarded for construction</b>	\$585.3M	\$471.0
<b>Remaining LPP-F funds available for programming</b>	\$110.2M	\$24.9M
<b>Total incentive funding provided</b>	\$59.2M	\$5.4M
<b>Total eligible taxing authorities included in LPP-F</b>	46	0
<b>Number of project components completed construction</b>	97	13

<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, 2025, and December 31, 2025, 15 additional project components were programmed, eight were allocated, one was awarded construction contracts, and 13 have completed construction. As of December 31, 2025, 97 projects have completed construction, and 44 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 <sup>1</sup>		Completed and Open to Traffic	
		Total	7/1/25-12/31/25	Total	7/1/25-12/31/25
<b>Accessible Pedestrian Signal - Installation - ADA Improvement</b>	Each	213	4	2	0
<b>At-Grade Crossings Eliminated</b>	Each	44	0	0	0
<b>Bicycle Lane-Miles</b>	Miles	198.2	1.68	22.96	0
<b>Bridges-Tunnels - Modified / Reconstructed</b>	Square Feet	6,589,676	2,135,418	2,476,000	0
<b>Detectable Warning Surface - Install New - ADA Improvement</b>	Square Feet	4,187	290	1,800	0
<b>Drainage Culverts</b>	Linear Feet	35,690.2	627.2	2,800	2,000
<b>Pedestrian / Bicycle Facilities - Constructed</b>	Miles	71.63	2.56	3.65	2
<b>Rail Cars / Transit Vehicles</b>	Each	985	32	851	0
<b>Roadway - Rehabilitated / Reconstructed</b>	Miles	602.83	68.22	247.08	25.75
<b>Sidewalk - Miles</b>	Miles	18.02	0.64	8.22	0
<b>TMS - Traffic Monitoring Detection Stations</b>	Each	33	0	1	1

<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 fourth cycle, LPP-C includes a total of 90 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. Cycle 4 projects were adopted at the June 2025 Commission meeting, adding another 11 projects to the program. The total value of 68 projects in Cycles 1 through 4 is \$17.1 Billion, leveraging over \$16.3 Billion in other federal, state, and local funds.

### LPP-C at a Glance

LPP-Competitive	Total	7/1/25-12/31/25
<b>Total programmed LPP-C funds</b>	\$814.8M	\$201.7M
<b>Number of programmed projects/Number of project components within programmed projects</b>	68/90	11/13
<b>Total cost of all programmed projects<sup>1</sup></b>	\$17.1B	\$13.6B
<b>Number of LPP-C project components allocated</b>	66	2
<b>LPP-C dollars allocated</b>	\$601.6M	\$25.0M
<b>Number of project components awarded construction contracts</b>	63	2
<b>Total LPP-C dollars awarded</b>	\$573.6M	\$39.8M
<b>Number of project components completed construction</b>	36	1

<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, 2025, and December 31, 2025, two project components were allocated, two 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 4 projects are as follows:

Outputs	Units	Approved into Program <sup>1</sup>		Delivered and Ready for Construction		Completed and Open to Traffic	
		Total	7/1/25-12/31/25	Total	7/1/25-12/31/25	Total	7/1/25-12/31/25
<b>Bicycle Lane-Miles</b>	Miles	73.46	10.45	34.53	1.86	30.04	0
<b>Bridge / Tunnel Constructed - New</b>	Square Feet	437,997	280,604	208,325	70,122	27,680	27,680
<b>Crosswalks</b>	Each	220	16	78	0	30	0
<b>Culverts - Drainage</b>	Linear Feet	6,445	973	5,472	0	0	0
<b>Detectable Warning Surface - New</b>	Square Feet	4,163	290	2,850	0	0	0
<b>Fiber Optics Installed (TMS)</b>	Miles	14.6	0	3	0	0	0
<b>Pedestrian / Bicycle Facilities - Constructed</b>	Miles	30.8	8.05	12.62	1.4	4.09	1.4
<b>Rail Cars / Transit Vehicles</b>	Each	122	82	0	0	40	0
<b>Roadway - Rehabilitated / Reconstructed</b>	Miles	102.91	2.26	74.93	0	16.54	0
<b>Sidewalk - Miles</b>	Miles	16.08	5.58	5.9	1.03	5.63	0
<b>Slow Vehicle Lanes (Bus Priority Lanes)</b>	Miles	80.6	0.6	0	0	0	0
<b>Traffic Signal Interconnect Project (TMS)</b>	Each	516	0	205	0	0	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

Eleven projects were adopted to the LPP-C on June 2025. As of December 31, 2025, six of these projects have approved Baseline Agreements with four pending approval at a future CTC meeting. The remaining project in LPP-C does not meet the minimum threshold and is not required to have an executed Baseline Agreement.

## Construction Contract Awards

Two new contracts have been awarded since the last report. In total, 63 project components have been awarded a construction contract.

## Completion Reports

Between the period of July 1, 2025, and December 31, 2025, one project component achieved Construction Contract Acceptance (CCA) and is open to the public totaling 36 project components completed in the LPP-C.

1. Cycle 1; District 11; PPNO 1333; Citracado Parkway Transportation Connections Project

## Final Delivery Reports

Six final delivery reports were submitted since July 1, 2025. These reports are under review and pending approval. Since the start of Cycle 1, 26 final delivery reports have been received.

1. Cycle 1; District 3; PPNO 1790; The Downtown Sacramento Grid 3.0 Mobility Project; CCA 9/27/24
2. Cycle 2; District 3; PPNO 1813; Bridge Street Widening and Complete Streets Project; CCA 11/17/13
3. Cycle 1; District 4; PPNO 0658D; US 101 Managed Lanes Project - Northern Segment; CCA 11/6/22
4. Cycle 2; District 7; PPNO 5755B; NextGen Bus Mobile Validators for All-Door Boarding; CCA 3/31/25
5. Cycle 1; District 8; PPNO 1230; Redlands Passenger Rail Project; CCA 8/22/23
6. Cycle 2; District 8; PPNO 1271; Limonite Gap Closure Project; CCA 4/1/25
7. Cycle 3; District 8; PPNO 1324; Foothill Boulevard Complete Streets Project; CCA 1/9/25

## Summary of Changes

The Corrective Action Plan (Attachment 2) includes six 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 and rehabilitation of the state highway system.

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

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

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

To see the State's progress on these performance targets, please see the [Performance Benchmark Report](#).

## 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
<b>Total cost of all programmed projects (all funds) <sup>1</sup></b>	\$28.7B	\$14.2B
<b>Number of projects programmed</b>	863	673
<b>Total programmed SHOPP funds<sup>2</sup></b>	\$26.2B	\$13.1B
<b>Number of projects with SHOPP construction allocations</b>	592	673
<b>Total SHOPP dollars allocated (all phases) <sup>2</sup></b>	\$18.2B	\$12.8B
<b>Total SHOPP dollars allocated (construction capital) <sup>2</sup></b>	\$13.4B	\$9.7B
<b>Number of awarded projects this period</b>	143	N/A <sup>3</sup>
<b>Total construction capital dollars awarded this period<sup>2</sup></b>	\$3.6B	N/A <sup>3</sup>
<b>Remaining SHOPP funds to be allocated</b>	\$8.0B	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, 2025, 1,536 SHOPP projects have received RMRA funding. One hundred and fourteen projects completed construction in this reporting period and 559 completed constructions during prior reporting periods.

A total of 863 SHOPP projects with RMRA funding have been programmed and have not completed construction. For these projects, a total of \$28.7 billion has been programmed from various fund sources, including funds from the SB 1 competitive programs. A total of 854 projects has received allocations totaling \$18.2 billion for various phases of the projects, including construction capital allocations totaling \$13.4 billion for 592 projects.

There is a total of \$8.0 billion of SHOPP funding remaining to be allocated to other phases of these projects. A total of 143 construction contracts worth \$3.6 billion were awarded during this reporting period.

## Program Infrastructure Outputs

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

Outputs	Not Delivered <sup>1</sup> (As of 12/31/25)	Delivered and Ready for Construction <sup>2</sup> (7/1/25 to 12/31/25)	Delivered before 7/1/25 and Construction Not Complete <sup>3</sup>	Construction Complete (7/1/25 to 12/31/25)	Unit of Measure
<b>Pavement</b>	4,400	195	4527.4	752.6	Lane-Miles
<b>Bridges</b>	90	14	88	85	Each
<b>Culverts</b>	945	0	1,461	222	Each
<b>Fiber Optic Cable</b>	0	0	0	0	Miles
<b>TMS Elements</b>	743	39	2,443	334	Elements
<b>Bridge Rail</b>	563	0	9,236	1,988	Linear Feet
<b>Pump Plants</b>	11	3	7	0	Each
<b>Number of Projects</b>	376	41	438	114	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 design phase and is currently under construction, but not yet completed.

The following outputs were achieved by 559 projects that completed construction and were opened to traffic prior to the current reporting period.

Outputs	Quantity	Unit of Measure
<b>Pavement</b>	4,757.3	Lane-Miles
<b>Bridges</b>	411	Each
<b>Culverts</b>	1,363	Each
<b>Fiber Optic Cable</b>	133.4	Miles
<b>TMS Elements</b>	3,510	Elements
<b>Bridge Rail</b>	46,134	Linear Feet
<b>Pump Plants</b>	23	Each
<b>Number of Projects</b>	559	Each

## Baseline Agreements

As of December 31, 2025, a total of 177 baseline agreements have been approved, and an estimated 15 will be approved between January 1 and June 30.

Baseline	Units
<b>Baseline Agreements Completed in Prior Reporting Periods</b>	167
<b>Baseline Agreements Completed in This Reporting Period</b>	10
<b>Total</b>	177

## Construction Contract Awards

As of December 31, 2025, a total of 143 construction contracts worth \$3.6 billion were awarded this reporting period.

## Completion Reports

Completion	Units
<b>Completion Reports Completed in Prior Reporting Periods</b>	66
<b>Completion Reports Completed in This Reporting Period</b>	11
<b>Total</b>	77

## Final Delivery Reports

Delivery	Units
<b>Final Delivery Reports Completed in Prior Reporting Periods</b>	11
<b>Final Delivery Reports Completed in This Reporting Period</b>	3
<b>Total</b>	14

## Summary of Changes

Attachment 2 contains Corrective Action Plans for SB 1 funded SHOPP projects. The attachment includes 36 projects with identified risks to scope, cost, schedule, or benefits. Four projects are considered very high risk or high risk, and the Department is monitoring all project risks closely.

Attachment 4 contains Corrective Action Plans for non-SB 1 funded SHOPP projects with approved baseline agreements. The attachment includes five projects with identified risks to scope, cost, schedule, or benefits. No projects are 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 \$136.5 million in programmed funds. The Metropolitan Planning Organization (MPO) component projects were adopted in June 2025, totaling \$67.4 million in programmed funds.

## ATP at a Glance

ATP	Total	7/1/25-12/31/25
<b>Total programmed ATP funds</b>	\$3.9B	\$67.5M
<b>Number of programmed ATP projects<sup>1</sup></b>	1,199	38
<b>Total cost of all programmed projects<sup>2</sup></b>	\$7.0B	\$508.7M
<b>Number of project phases allocated</b>	2,292	51
<b>Total dollars allocated</b>	\$2.2B	\$47M
<b>Number of project contracts awarded<sup>3</sup></b>	949	6
<b>Total ATP dollars awarded</b>	\$1.5B	\$47M
<b>Number of projects completed</b>	702	21

<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, 51 project phases have been allocated, 6 projects were awarded construction contracts, and 21 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 <sup>1</sup>		Awarded and Ready for Construction		Complete and Open to Traffic <sup>2</sup>	
		Total	7/1/25-12/31/25	Total	7/1/25-12/31/25	Total	7/1/25-12/31/25
<b>Bike Paths – Class I</b>	Miles	298	5.9	45	2	163	1
<b>Bike Lanes – Class II</b>	Miles	709	11.6	63	0.5	464	28.1
<b>Bike Routes – Class III</b>	Miles	388	7.7	37	0.5	185	13.2
<b>Bike Lanes – Class IV</b>	Miles	182	18.6	37	1.6	14	0
<b>Sidewalks – New</b>	Miles	433	19.1	34	0.2	239	10
<b>Sidewalks – Enhancements</b>	Miles	152	6.8	33	0.3	41	4
<b>Multi-Use Trails – New</b>	Miles	154	6.6	28	3.3	49	3.8
<b>Multi-Use Trails – Enhancements</b>	Miles	27	0	4	0	8	0
<b>Crosswalks – New</b>	Each	11,555	58	180	3	9,958	42
<b>Crosswalks – Enhancements</b>	Each	18,922	904	2,541	78	4,565	223
<b>Roundabouts -New</b>	Each	206	18	6	0	50	11

<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.

\* 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)
<b>Programs</b>	275	176
<b>Pre-Construction Projects</b>	58	19
<b>Plans<sup>1</sup></b>	100	81

<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, nine Baseline Agreements have been approved for a total of 50 executed Baseline Agreements for the ATP. Twenty-seven 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, 2025, and December 31 30, 2025, 7 construction and consultant contracts have been awarded, totaling 949 awarded contracts in the ATP.

## Completed Projects

Twenty-one projects completed since the last report. As of December 31, 2025, a total of 702 projects have been completed. For a list of completed projects since the last report, see Attachment 4.

## Final Delivery Reports

Sixty-five final delivery reports were submitted this reporting period, totaling 537 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 89 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 December 31, 2025, the ATP identified 2 projects of concern (Attachment 3).

## Time Extension Trends

As of December, 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.

Cycles 1- 4 have higher time extension rates (28%-37%), with majority of time extensions are due to CON phases. For Cycles 5 and 6, time extension rates are comparatively lower (18%-30%) indicating that majority of the projects are within their original schedule. In addition, large number of Cycle 6 projects have not yet reached their CON phase which historically generates most of time extension requests. Cycle 7 has a 0% extension rate, which is consistent with its early stage of project delivery and the limited number of programmed phases in that cycle.

Cycle	1	2	3	4	5	6	7
<b>Status</b>	Closed	Active	Active	Active	Active	Active	Active
<b>Phases Programmed</b>	505	525	505	277	272	624	104
<b>Phases Extended</b>	163	146	167	103	86	116	0
<b>Extensions (%)</b>	32%	28%	33%	37%	32%	19%	0%

## ATP Success Stories

Attachment 6 includes 2 project highlights: 1) Union Street Cycle Track, and 2) Trinity County Active Transportation 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>