



Semi-Annual Progress Report

to the California Transportation Commission for
Reporting Period January 1st, 2024 – June 30th, 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 ongoing tracking and public reporting of SB 1 funded projects to ensure Californians know how transportation tax dollars are being invested.

Content

This report includes the funding and project update information since SB 1 began in 2017 and is updated every six months. Also included are the outputs these programs and projects provide to the people of the State of California. The attachments to the report include a list of projects with funding and schedule details, reported outputs by project, and corrective action plans, which give insight into projects that would serve with better risk assessment going forward. Detailed documentation from the report by program, as well as project-specific information referenced in the report can be found at: <https://dot.ca.gov/programs/sb1/progress-reports>.

A broader list of projects and funding for SB 1 programs is included at: <https://rebuildingca.ca.gov>.

Program Summary

Introduction

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

In 2018, the Commission established SB 1 Accountability and Transparency Guidelines which require progress reporting on SB 1 Programs and projects. This progress report covers the period between January 1, 2024, through June 30, 2024.

Program Highlights

The report includes programmed funds totaling \$40.55 billion on 2,690 projects across the state, spanning fiscal years 2017-18 through the fourth quarter of fiscal year 2023-24. 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 ¹	N/A
ATP	6

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

² N/A = Not applicable

Program Summaries

Program Summaries ¹	SCCP	TCEP	LPP-C	LPP-F	ATP
Total programmed funds	\$2.02B	\$3.84B	\$628.13M	\$812.61M	\$3.75B
Number of programmed projects/components ²	26/99	79/120	58/78	232 ³	1,146 ³
Total cost of all programmed projects ⁴	\$10.34B	\$11.69B	\$3.68B	\$17.30B	\$6.34B
Number of project components allocated	72	79	62	224 ³	2,093 ⁵
Total dollars allocated	\$1.75B	\$2.79B	\$530.81M	\$724.74M	\$1.8B
Number of awarded project components	63	46	57	159 ³	835 ³
Total dollars awarded	\$1.57B	\$2.02B	\$487.15M	\$402.49M	\$1.4B
Number of project components completed construction	17	19	31	74	606

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	\$23.6B	\$9.0B
Total Programmed SHOPP funds ²	\$21.5B	\$8.0B
Number of programmed projects	747	402
Allocated SHOPP funds – all phases ²	\$11.7B	\$7.8B
Allocated SHOPP funds – construction capital ²	\$7.7B	\$5.9B
Number of allocated projects – construction phase	360	402
Remaining SHOPP funds (available for allocation) ²	\$9.8B	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 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 ¹	N/A
SHOPP	152
ATP	31

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://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. The Program's fourth funding cycle will begin with the initial call for projects in August 2024.

SCCP at a Glance

SCCP	Total
Total programmed SCCP funds	\$2.02B
Number of programmed projects/Number of project components within programmed projects ¹	26/99
Total cost of all programmed projects ²	\$10.34B
Number of SCCP project components allocated	72
SCCP dollars allocated	\$1.75B
Number of awarded project components	63
Total SCCP dollars awarded	\$1.57B
Number of project components completed construction	17

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

Since the last semi-annual progress report, ten project components were allocated, six project components were awarded construction contracts, and two have completed construction.

Program Infrastructure Outputs

A summary of expected outputs for the projects programmed in all three Program funding cycles 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	212	144	114
Auxiliary Lanes Constructed	Miles	10	9	2
Operational Improvements	Each	131	124	15
Modified/Reconstructed Bridges	Each	16	16	10
Pedestrian/Bicycle Facilities Constructed	Miles	68	27	12
Sound Walls Constructed	Miles	10	10	4
New/Rehabilitated Track	Miles	60	39	9
Purchase Rail Cars/Transit Vehicles	Each	163	80	0
Station/Bus Stop New and Improvements ²	Each	210	96	5
Traffic Light Synchronization ³	Miles/Each	35/109	35/109	35/109
Zero Emission Buses	Each	111	28	0
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

Ten projects were programmed in the third funding cycle, adopted in June 2023. As of June 30, 2024, the Commission has approved Baseline Agreements for nine projects.

Construction Contract Awards

Six new contracts have been awarded since the last report. Sixty-three project components have been awarded construction contracts.

Completed Projects

Between January 1, 2024, through June 30, 2024, two project components achieved Construction Contract Acceptance (CCA) and are open to the public. In total, 17 project components have been completed.

1. Cycle 1; PPNO 7101S; South coast 101 HOV – Summerland (Segment 4C)
2. Cycle 1; PPNO 1302; Orange County Central Corridor – Santa Clara Bicycle and Pedestrian Improvements

Final Delivery Reports

No final delivery reports have been submitted since the last report. In total, three Final Delivery Reports have been submitted for the Program.

Summary of Changes

The Corrective Action Plan (Attachment 2) includes 19 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. Due to project splits, combines, and deletions, there are currently 79 programmed projects comprised of 120 project components and have a total project value of \$11.69 billion, leveraging over \$7.8 billion in other federal, state, and local funds.

TCEP at a Glance

TCEP	Total
Total programmed TCEP funds	\$3.84B
Number of programmed projects/Number of project components within programmed projects ¹	79/120
Total cost of all programmed projects ²	\$11.69B
Number of TCEP project components allocated	79
TCEP dollars allocated	\$2.79B
Number of awarded project components	46
Total TCEP dollars awarded	\$2.02B
Number of project components completed construction	19

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, 22 project components were allocated, six 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 ¹	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	7	7
Lane-miles rehabilitated	Miles	4.52	0.4	1.27
Operational Improvements	Each	41	26	12
New bridge structure	Each	5	1	3
Modified/Reconstructed bridges	Each	25	10	15
Truck Climbing Lanes constructed	Miles	8	7	0
Auxiliary Lane miles constructed	Miles	41	16.6	5.8
High Occupancy Vehicle/ High Occupancy Toll Lane miles constructed	Miles	261.62	116.2	5.8
Mixed flow lane miles constructed	Miles	107.69	16.5	42.05
Intelligent Transportation System (ITS) elements	Each	166	166	0

¹ Approved outputs reflect the original outputs adopted into the program and 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, 2024, 25 projects have an approved Baseline Agreement. One project was deprogrammed at a previous commission meeting.

Construction Contract Awards

Six contracts have been awarded since the last reporting period. As of June 30, 2024, 46 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, 18 project components have completed construction.

1. Cycle 1; PPNO 3834; SR-57 Lambert Road Interchange Improvements
2. Cycle 1; PPNO 1036; Route 125/905 Connector
3. Cycle 1; PPNO 1241; Intelligent Transportation system Technology (Advanced Technology Corridors at Border Port of Entry)

Final Delivery Reports

One final delivery report has been submitted since the last report. As of June 30, 2024, two final delivery reports have been submitted.

1. Cycle 1; PPNO T0005; Alameda Corridor Southern terminus Gap Closure

Summary of Changes

The Corrective Action Plan (Attachment 2) lists 27 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 2024-25 distributes 60 percent via formulaic and 40 percent via competitive.

LPP Formulaic Program (LPP-F)

Cycles 1 and 2 of the LPP-F Program distributed a total of \$300 Million to projects programmed in fiscal years 2017-18 through 2019-20. Cycle 3 of the LPP-F Program distributed \$324 Million to projects programmed in fiscal years 2020-21, 2021-22 and 2022-23. In fiscal years 2023-24 through 2024-25, the LPP-F distributed a total of \$224.4 Million to projects in Cycle 4. Taxing Authorities that are deemed eligible to receive formulaic funding are listed in the 2022 Local Partnership Formulaic Program Funding Distribution. The total value of projects in Cycles 1 through 4 stands at \$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	\$812.63M
Total number of programmed projects	232
Total cost of all programmed projects ¹	\$17.30B
Number of projects allocated	224
Total LPP-F dollars allocated	\$724.74M
Number of awarded projects	159
Total LPP-F dollars awarded	\$402.49M
Remaining LPP-F funds available for programming	\$93.9M
Total incentive funding provided	\$38M
Total eligible taxing authorities included in LPP-F	46
Number of project components completed construction	74

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, 2024, and June 30, 2024, four additional project components were programmed, 16 were allocated, ten were awarded construction contracts, and four have completed construction. As of June 30, 2024, 74 projects have completed construction, and 32 projects have submitted final delivery reports.

Program Infrastructure Outputs

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

Outputs	Units	Approved into Program ¹	Delivered and Ready for Construction	Completed and Open to Traffic
Accessible Pedestrian Signal - Installation - ADA Improvement	Each	198	198	0
At-Grade Crossings Eliminated	Each	42	42	0
Bicycle Lane-Miles	Miles	44.91	43.51	0
Bridges-Tunnels - Modified / Reconstructed	Square Feet	1,858,243	1,858,243	0
Detectable Warning Surface - Install New - ADA Improvement	Square Feet	3,661	3,661	1,800
Drainage Culverts	Linear Feet	23,558	23,558	700
Pedestrian / Bicycle Facilities - Constructed	Miles	30.7	30.7	0.00
Rail Cars / Transit Vehicles	Each	89	89	0
Roadway - Rehabilitated / Reconstructed	Miles	332.24	322.51	56.51
Sidewalk - Miles	Miles	8.55	8.55	1.27
TMS - Traffic Monitoring Detection Stations	Each	32	32	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.

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

LPP Competitive Program (LPP-C)

Currently in the third cycle, LPP-C includes a total of 58 projects which are comprised of 78 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. One project was deprogrammed since June 2023 resulting in a total of 58 programmed projects. The

total value of projects in Cycles 1 through 3 is \$3.68 Billion, leveraging over \$3.1 Billion in other federal, state, and local funds.

LPP-C at a Glance

LPP-Competitive	Total
Total programmed LPP-C funds	\$628.13M
Number of programmed projects/Number of project components within programmed projects	58/78
Total cost of all programmed projects ¹	\$3.68B
Number of LPP-C project components allocated	62
LPP-C dollars allocated	\$530.81M
Number of awarded project components	57
Total LPP-C dollars awarded	\$487.15M
Number of project components completed construction	31

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, 2024, and June 30, 2024, five project components were allocated, two were awarded construction contracts, and six 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	64.69	59.01	18.93
Bridge / Tunnel Constructed - New	Square Feet	242,393	27,680	0
Crosswalks	Each	204	201	30
Culverts - Drainage	Linear Feet	5,472	5,372	0
Detectable Warning Surface - New	Square Feet	3,873	2,450	0
Fiber Optics Installed (TMS)	Miles	14.6	3	0
Pedestrian / Bicycle Facilities - Constructed	Miles	22.75	22.01	2.44
Rail Cars / Transit Vehicles	Each	40	40	40
Roadway - Rehabilitated / Reconstructed	Miles	100.65	95.07	6.07
Sidewalk - Miles	Miles	10.5	9.5	5.28
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, 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

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

Completion Reports

Between the period of January 1, 2024, and June 30, 2024, six project components achieved Construction Contract Acceptance (CCA) and are open to the public totaling 31 project components completed in the LPP-C.

1. Cycle 1; PPNO 2174; Orange County Signal Synchronization - Katella Ave/Villa Park Road/Santiago Canyon Project
2. Cycle 1; PPNO 2184; Orange County Signal Synchronization - Garden Grove Boulevard from Valley View Street to Bristol
3. Cycle 1; PPNO 5533; La Canada Flintridge Soundwalls Project
4. Cycle 1; PPNO 5503; Vista Canyon Metrolink Station
5. Cycle 2; PPNO 1813; Bridge Street Widening and Complete Streets Project
6. Cycle 2; PPNO 5853; Market Street Streetscape Between LA River and East City Limits

Final Delivery Reports

Four final delivery reports were submitted since January 1, 2024. These reports are in the review and pending approval. Since the start of Cycle 1, 15 final delivery reports have been received.

1. Cycle 1; PPNO 2185; Orange County Signal synchronization – Los Alisos Boulevard – Aliso Viejo Parkway/Columbia to Melinda Road
2. Cycle 1; PPNO 2186; Orange County Signal Synchronization – Main Street from Taft Avenue to Culver Drive
3. Cycle 1; PPNO 2320B; Purchase Zero Emission Buses – Phase 2
4. Cycle 2; PPNO 2318F; Windsor River Road/Windsor Road Intersection Improvement and Multi-Use Pathway Connector

Summary of Changes

The Corrective Action Plan (Attachment 2) includes 11 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 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 (all funds) ¹	\$23.6B	\$9.0B
Number of projects programmed	747	402
Total programmed SHOPP funds ²	\$21.5B	\$8.0B
Number of projects with SHOPP construction allocations	360	402
Total SHOPP dollars allocated (all phases) ²	\$11.7B	\$7.8B
Total SHOPP dollars allocated (construction capital) ²	\$7.7B	\$5.9B
Number of awarded projects this period	93	N/A ³
Total construction capital dollars awarded this period ²	\$1.3B	N/A ³
Remaining SHOPP funds available for allocation	\$9.8B	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, 2024, 1,149 SHOPP projects have received RMRA funding. Fifty-one projects completed construction in this reporting period and 351 completed construction during prior reporting periods.

A total of 747 SHOPP projects with RMRA funding have been programmed and have not completed construction. For these projects, a total of \$23.6 billion has been programmed from various fund sources, including funds from the SB 1 competitive programs. A total of 747 projects have received allocations totaling \$11.7 billion for various phases of the projects, including construction capital allocations totaling \$7.7 billion for 360 projects.

There is a total of \$9.8 billion of SHOPP funding remaining to be allocated to other phases of these projects. A total of 93 construction contracts worth \$1.3 billion were awarded during this reporting period.

Program Infrastructure Outputs

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

Outputs	Not Delivered ¹ (As of 06/30/24)	Delivered and Ready for Construction ² (1/1/24 to 6/30/24)	Delivered before 1/1/24 and Construction Not Complete ³	Construction Complete (1/1/24 to 6/30/24)	Unit of Measure
Pavement	6,138	1,229	3,557	399	Lane-Miles
Bridges	125	34	205	35	Each
Culverts	1,788	501	43	108	Each
Fiber Optic Cable	0	0	23	64	Miles
TMS Elements	1,734	515	1,975	531	Elements
Bridge Rail	2,074	7,018	31,140	4,214	Linear Feet
Pump Plants	23	1	13	6	Each
Number of Projects	404	110	295	51	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 351 projects that completed construction and were opened to traffic prior to the current reporting period.

Outputs	Quantity	Unit of Measure
Pavement	3,279	Lane-Miles
Bridges	272	Each
Culverts	960	Each
Fiber Optic Cable	34	Miles
TMS Elements	2,779	Elements
Bridge Rail	20,817	Linear Feet
Pump Plants	9	Each
Number of Projects	351	Each

Baseline Agreements

As of June 30, 2024, a total of 152 Baseline Agreements have been approved and an estimated 10 will be approved at future Commission meetings.

Baseline	Units
Baseline Agreements Completed in Prior Reporting Periods	140
Baseline Agreements Completed in This Reporting Period	12
Total	152

Construction Contract Awards

As of June 30, 2024, a total of 93 construction contracts worth \$1.3 billion were awarded this reporting period.

Completion Reports

Completion	Units
Completion Reports Completed in Prior Reporting Periods	29
Completion Reports Completed in This Reporting Period	2
Total	31

Final Delivery Reports

Delivery	Units
Final Delivery Reports Completed in Prior Reporting Periods	1
Final Delivery Reports Completed in This Reporting Period	0
Total	1

Summary of Changes

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

Attachment 4 contains Corrective Action Plans for non-SB 1 funded SHOPP projects with approved Baseline Agreements. The attachment includes five projects with identified risks to scope, cost, schedule, or benefits. 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	\$3.75B
Number of programmed ATP projects ¹	1146
Total cost of all programmed projects ²	\$6.43B
Number of project phases allocated	2093
Total dollars allocated	\$1.8B
Number of project contracts awarded ³	835
Total ATP dollars awarded	\$1.4B
Number of projects completed	606

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, 116 project phases have been allocated, 12 projects were awarded construction contracts, and 55 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 ¹	Awarded and Ready for Construction	Complete and Open to Traffic ²
Bike Paths – Class I	Miles	311	53	135
Bike Lanes – Class II	Miles	694	100	392
Bike Routes – Class III	Miles	372	42	142
Bike Lanes – Class IV	Miles	170	22	10
Sidewalks – New	Miles	415	36	215
Sidewalks – Enhancements	Miles	147	22	34
Multi-Use Trails – New	Miles	145	55	11
Multi-Use Trails – Enhancements	Miles	21	6	6
Crosswalks – New	Each	11,514	316	9,784
Crosswalks – Enhancements	Each	13,336	1,712	3,257
Roundabouts -New	Each	177	13	39
CCC Projects ³	Each	90	0	54

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	Approved (each)	Completed (each)
Programs	273	149
Pre-Construction Projects	57	16
Plans ¹	91	72

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, four Baseline Agreements have been approved for a total of 31 executed Baseline Agreements for the ATP. Thirty-eight 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, 2024 and June 30, 2024, 12 construction and consultant contracts have been awarded, totaling 835 awarded contracts in the ATP.

Completed Projects

Fifty-five projects completed since the last report. As of June 30, 2024, a total of 606 projects have been completed. For a list of completed projects, see Attachment 4.

Final Delivery Reports

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

Summary of Changes

Caltrans actively monitors and evaluates projects for potential risks to scope, cost, schedule, and/or expected benefits. As of June 30, 2024, the ATP identified zero projects of concern (Attachment 3). One project of concern from the past reporting period is no longer at risk and is removed from future reporting.

Time Extension Trends

As of December 31, 2023, there are five active cycles and one closed cycle. The table below summarizes time extension trends to offer a comparison of programmed phases against extended phases. 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	28
Extensions (%)	32%	28%	33%	37%	23%	4.5%

ATP Success Stories

Attachment 6 includes two project highlights: 1) Coastal Bike Trail Connector - Ocean Boulevard, Long Beach, and 2) Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project.

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>