

# SENATE BILL 1

## Semi-Annual Progress Report to the California Transportation Commission

for Reporting Period

July 1st, 2021 – December 31st, 2021



March 2022

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## Program Summary

### Introduction

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

In 2018, the Commission established Accountability and Transparency Guidelines which require progress reporting on SB 1 Programs and projects. This progress report covers the period between July 1<sup>st</sup> and December 31<sup>st</sup>, 2021.

### Program Highlights

Commission Guidelines require progress reports for the following Programs:

- Solutions for Congested Corridors Program (SCCP)
- Trade Corridor Enhancement Program (TCEP)
- Local Partnership Program (LPP)<sup>1</sup>
- State Highway Operation & Protection Program (SHOPP)<sup>2</sup>
- Active Transportation Program (ATP)

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

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

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

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

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**Program Summaries**

<b>Program Summaries<sup>1</sup></b>	<b>SCCP</b>	<b>TCEP</b>	<b>LPP-C</b>	<b>LPP-F</b>	<b>ATP</b>
Total programmed funds	\$1.5 B <sup>2</sup>	\$2.7 B	\$522 M <sup>2</sup>	\$553.3 M	\$2.1 B
Number of programmed projects/segments	62	67	61	160	916
Total cost of all programmed projects <sup>3</sup>	\$6 B	\$8 B	\$3.2 B	\$9.9 B	\$3.6 B
Number of projects/segments allocated	37	34	44	147	1566
Total allocations	\$1.0 B	\$1.0 B	\$330 M	\$443.3 M	\$1.0 B
Number of awarded projects/segments	26	22	31	85	638
Total dollars of awarded projects	\$1.0 B	\$895 M	\$193 M	\$263.1 M	\$743 M
Remaining funds available for programming	\$0	\$0	\$0	\$118.8 M	\$650.7 M

<b>SHOPP-RMRA<sup>4</sup> Program Summary (\$ in Billions)</b>	<b>Construction Not Complete</b>	<b>Construction Complete</b>
Total programmed funds <sup>5</sup>	\$18.3	\$2.4
Programmed SHOPP funds <sup>6</sup>	\$15.3	\$2.3
Programmed projects	652	161
Allocated SHOPP funds - all phases <sup>6</sup>	\$9.9	\$2.2
Allocated SHOPP funds - construction capital <sup>6</sup>	\$6.7	\$1.7
Allocated projects - construction phase	273	161
Remaining SHOPP funds (available for allocation) <sup>6</sup>	\$5.4	N/A

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

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

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

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

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

<sup>6</sup> includes SHOPP-RMRA and other SHOPP sources

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Baseline agreements may be required by Programs as set forth by Commission. Each Baseline Agreement is signed by the requesting agency or by the Caltrans District Director, Caltrans Director, and Commission Executive Director.

<b>Program</b>	<b>Approved Baseline Agreements (to date)</b>
SCCP	16
TCEP	53
LPP - C	23
LPP - F	N/A
SHOPP	99
ATP	18

Updates on all SB1 projects are made available each reporting period. This information includes project status, infrastructure benefits, and activities. Caltrans also monitors and evaluates projects for any changes to scope, cost, schedule, and expected benefits. A list of projects that require closer monitoring is also provided for each of the SB 1 Programs.

Project information can be found at:

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

## Solutions for Congested Corridors Program (SCCP)

### Introduction

The SCCP was established by SB 1 to fund projects that are part of a comprehensive multimodal corridor plan intended to reduce congestion through performance improvements that balance transportation improvements, community impacts, and provide environmental benefits while preserving the character of local communities and creating opportunities for neighborhood enhancement.

The SCCP is a statewide, competitive program that makes \$250 Million available annually in funding. The first cycle covered Fiscal Years (FY) 2017-18 to 2020-21 and the second cycle covers FY 2021-22 to 2022-23. Commission has adopted a total of 16 projects under the SCCP in two cycles: nine in the first cycle and seven in the second. The 16 projects currently consist of 62 segments which include a few projects that have been split to meet their project delivery schedule, valued at more than \$6 Billion, and leveraging more than \$4.6 Billion in other federal, state, and local funds.

### SCCP at a Glance

Total programmed SCCP funds	\$1.5 B
Total number of programmed project segments within the 16 approved projects	62 <sup>2</sup>
Total cost of all programmed projects	\$6 B <sup>1</sup>
Number of SCCP project segments allocated	37
SCCP dollars allocated	\$1 B
Number of awarded project segments	26 <sup>2</sup>
Total SCCP dollars awarded	\$1 B
Remaining SCCP funds available for programming	\$0

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

<sup>2</sup> Includes segments that do not have SCCP funding but are part of the overall project and are being tracked as SCCP.

## Program Status

For the first cycle, Commission programmed \$1 Billion to fund nine projects, delivered in 37 segments over four years of project programming, from FY 2017-18 to 2020-21. For the second cycle, Commission programmed \$500 Million to fund seven projects, delivered in 25 segments in two years of project programming from FY 2021-22 to 2022-23. As of this reporting period, the program consists of 62 programmed project segments.

As of December 31, 2021, 37 projects have received allocations of over \$1 Billion in SCCP funds, leveraging over \$2.3 billion in other state and local construction funding. Forty-nine of the programmed SCCP project segments are multi-funded and are leveraging almost \$4.6 Billion in funding from other programs.

## Program Infrastructure Benefits

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

SCCP Category of Benefits (Cycle 1)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
High Occupancy Vehicle lanes constructed	Miles	142	135	-
Auxiliary lanes constructed	Miles	3	2	-
Operational improvements	Each	131	123	-
Modified/Reconstructed bridges	Each	16	9	-
Pedestrian/Bicycle facilities constructed	Miles	14	9	0.7
Sound walls constructed	Miles	8	6	-
New/ Rehabilitated track	Miles	10	9	-
Purchase rail cars/transit vehicles	Each	25	5	-
Station/Bus Stop New and Improvements <sup>(1)</sup>	Each	58	6	-
Traffic Light Synchronization <sup>(2)</sup>	Miles/EA	35/109	35/109	-

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Zero Emission buses	Each	5	5	--
Intelligent Transportation System (ITS) elements	Each	17	17	

SCCP Category of Benefits (Cycle 2)	Unit of Measurement	Planned as Adopted into Program	Awarded and Ready for Construction	Completed and Open to Traffic
High Occupancy Vehicle lanes constructed	Miles	68	0	-
Auxiliary lanes constructed	Miles	0	0	-
Operational improvements	Each	0	0	-
Modified/Reconstructed bridges	Each	0	0	-
Pedestrian/Bicycle facilities constructed	Miles	15	1.4	
Sound walls constructed	Miles	4	0.1	-
New/ Rehabilitated track	Miles	57	0	-
Purchase rail cars/transit vehicles	Each	67	0	-
Station/Bus Stop New and Improvements <sup>(1)</sup>	Each	73	0	-
Traffic Light Synchronization <sup>(2)</sup>	Miles/EA			-
Zero Emission buses	Each			--
Intelligent Transportation System (ITS) elements	Each	0	0	

Approved outputs reflect the original outputs adopted into the program and updated by any subsequent program/project amendment(s) approval by the Commission.

(1) Output description expanded to capture bus stop improvements

(2) Reported using dual units to better describe the scope of improvements.

## Baseline Agreements

As of December 31, 2021, all sixteen projects have an approved baseline agreement.

## Construction Contract Awards

As of December 31, 2021, twenty-six project segments have been awarded construction contracts. Five new contracts were awarded in this reporting period.



## **Completion Reports**

As of December 31, 2021, a completion report for one project segment was approved.

## **Final Delivery Reports**

As of December 31, 2021, no final delivery reports were required.

## **Summary of Changes**

The Corrective Action Plan (Attachment 2) lists 28 project segments with potential risk to the scope, cost, or schedule. Seven new projects have been added in this reporting period that have minor schedule and cost issues. The status of the remaining projects on the list has been updated.

## **List of Attachments**

1. SCCP Project List
2. SCCP Corrective Action Plan

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

## Trade Corridor Enhancement Program (TCEP)

### Introduction

The TCEP was established by SB 1 to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The TCEP will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. TCEP is a statewide, competitive program that will provide approximately \$300 million per year in state funding and on average \$154 million annually in National Highway Freight Program funds. The TCEP provides funding for projects in the construction phase.

### Program Funding

The TCEP is in its second three-year cycle which includes funds from the National Highway Freight Program, the Trade Corridor Enhancement Account, savings from the Trade Corridor Improvement Fund (TCIF) program, and a one-time appropriation from the Budget Act of 2015. In May 2018, Commission approved \$1.4 billion for the programming of 28 projects. In December 2020, the Commission programmed an additional \$1.4 billion for 28 projects. Collectively, these projects are valued at \$8 billion, leveraging other federal, state, and local funds.

Since the inception of the program in 2018, four project-segments were removed from the program, reducing the total to 54 projects, and reducing the amount of programmed funds. The selected projects include improvements to goods movement on corridors with high volumes of freight, improvements to safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking.

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<b>TCEP at a Glance:</b>	<b>Cycle 1</b>	<b>Cycle 2</b>
Total programmed TCEP funds (3-year period)	\$1.43 B <sup>1</sup>	\$1.36 B <sup>1</sup>
TCEP dollars allocated	\$1.02 B	\$54.7 M
Number of awarded construction projects	22	0
TCEP dollars awarded	\$895 M	0
TCEP funds programmed over the established target	\$94.8 M	(\$9.6 M)

<sup>1</sup>The amounts are the total funds programmed for TCEP projects. The Commission funded this program with SB 1 funds and the National Highway Freight Program, a one-time appropriation from the Budget Act of 2015 and savings from the Prop. 1B TCIF program.

### **Program Status**

A total of 54 TCEP project are programmed, of which, four segments received both cycle 1 and cycle 2 TCEP funds. 43 segments have received allocations totaling \$1.404 billion. Eight segments in TCEP are multi-funded, leveraging funds from other SB 1 programs.

### **Program Infrastructure Benefits**

Expected infrastructure benefits (outputs) for the 54 programmed TCEP projects are as follows:

<b>TCEP Cycle 1 Category of Benefits</b>	<b>Units</b>	<b>Planned as Adopted into Program</b>	<b>Awarded and Ready for Construction</b>	<b>Completed and Open to Traffic</b>
Grade Separation/Rail Crossing Improvements	Each	8	1	1
New track	Miles	10.3	2.6	
Intersections modified	Each	13	10	5
Lane-miles rehabilitated	Miles	1.67	1.27	
Operational improvements	Each	35	27	1
New bridge Structure	Each	3	3	
Modified/reconstructed bridges	Each	25	25	2

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Truck climbing lanes constructed	Miles	7	7	
Auxiliary lane miles constructed	Miles	4.7	4.7	
High Occupancy Vehicle/ High Occupancy Toll lane miles constructed	Miles	80.2	80.2	
Intelligent Transportation Systems Elements	Each	166	166	
Mixed flow lane miles constructed	Miles	16.25	16.25	10.8

<b>TCEP Cycle 2 Category of Benefits</b>	<b>Units</b>	<b>Planned as Adopted into Program</b>	<b>Awarded and Ready for Construction</b>	<b>Completed and Open to Traffic</b>
Grade Separation/Rail Crossing Improvements	Each	7		
Miles of new track	Miles	3.25		
New bridge structure	Square Feet	242,799		
Auxiliary lane miles constructed	Miles	29.2		
High Occupancy Vehicle/ High Occupancy Toll lane miles constructed	Miles	66.8		
Mixed flow lane miles constructed	Miles	30.24		

**Baseline Agreements**

As of December 31, 2021, a total of 53 baseline agreements have been signed with one cycle 2 baseline agreement outstanding.

## **Construction Contract Awards**

As of December 31, 2021, 22 construction contracts have been awarded. Two contracts were awarded since the last reporting period.

## **Completion Reports**

As of December 31, 2021, two completion reports were required.

## **Final Delivery Reports**

As of December 31, 2021, no final delivery reports were required.

## **Summary of Changes**

Twenty-one project segments listed in Attachment 2, are identified as reporting scope, cost, or schedule issues.

## **List of Attachments**

1. TCEP Project List
2. TCEP Corrective Action Plan

All attachments can be found at:

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

## **Local Partnership Program (LPP)**

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

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

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

### **LPP-F Program Status**

There are currently 160 projects programmed using \$553.3M of LPP-F funds. As of December 31, 2021, 147 projects have received allocations of LPP-F funds totaling \$443.3M and 85 projects have been awarded construction contracts, using \$263.1M LPP-F construction funds. There have been 38 Completion Reports submitted that are in the approval process.

<b>LPP Formulaic at a Glance:</b>	
Total programmed LPP-F funds	\$553.3 Million
Number of programmed projects	160
Total cost of all programmed projects	\$9.9 Billion
Number of projects allocated	147
Total LPP-F dollars allocated	\$443.3 Million
Number of awarded projects	85
Total LPP-F dollars awarded	\$263.1 Million
Remaining LPP-F funds available for programming	\$118.8 Million
Total incentive funding provided	\$30 Million
Total eligible taxing authorities included in LPP-F	46

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**Program Infrastructure Benefits**

Expected benefits (Outputs) for the LPP-F Cycle 3 projects are as follows:

<b>Outputs</b>	<b>Units</b>	<b>Approved into Program<sup>1</sup></b>	<b>Delivered and Ready for Construction</b>	<b>Completed and Open to Traffic</b>
Local Road Rehabilitated	Miles	136.29	83.19	-
Repair/Upgrade Curb Ramp	Each	148	80	-
Drainage Culverts	LF	14,830	9,830	-
Signs, Lights, Greenway and Other Safety Beautification	Each	141	96	-
Channelization	Each	1	1	-
Pedestrian/Bicycle Facilities Constructed	Miles	29.78	24.85	-
Intersection / Signal Improvements	Each	75	14	-
New Detectable Warning Surface	SF	2,997	1,800	-
Sidewalk	Miles	8.42	4.27	-
Bicycle Lane Miles	Miles	12.9	12.27	-
Accessible Pedestrian Signal	Each	182	-	-
State Highway Operational Improvements	Each	2	2	-
New Curb Ramp Installed	Each	97	4	-
New Roadway Lane Miles	Miles	59.3	40.3	-
Local Road Reconstructed	Miles	52.53	0.39	-
Shoulder Widening	Each	8	4	-
Turn Pockets Constructed	Each	69	-	-
Curve and Vertical Alignment Corrections	Each	17	10	-
New Local Bridge Structure	Each	1	1	-
Intersections Modified	Each	7	7	-
New Bridge/ Tunnel	SF	71,330	2,030	-
TMS Detection Stations	Each	14	14	-
Changeable Message Sign	Each	2	2	-
Extinguishable Message Sign	Each	1	1	-
Mainline Shoulder Constructed	Miles	35.9	25	-
Freeway Ramp Meters	Each	6	6	-
Close Circuit Television Cameras	Each	14	14	-
Operational Improv. – Ramp Modifications	Each	13	1	-
HOV/HOT Mainline Constructed	Miles	23.4	18.5	-
TMS Communications Fiber Optics	Miles	10	10	-
Interchange Modifications	Each	2	1	-
Modified Reconstructed Bridge	Each	3	3	-
Intercity Rail/Mass Trans – Operational Improvements	Each	2.5	2.5	-

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Auxiliary Lanes Constructed	Miles	4.7	4.3	-
Mixed Flow Mainline Constructed	Miles	54.7	43.8	-
State Highway New Bridge	Each	2	2	-
At Grade Crossings Eliminated	Each	42	42	-
Multi-Modal Rail Car/Transit Vehicle	Each	48	40	-
Rail/Mass Trans Station Improvements	Each	186	186	-
Intercity Rail Mass/Trans – Rail Car/Transit Vehicles	Each	8	8	-
Bridge/Tunnel Modified Interchange	SQFT	32,600	-	-
Modified Bridge/Tunnel	SQFT	20,000	-	-
Operational Improvement Auxiliary Lanes	Miles	0.4	-	-
Active Transportation – Crosswalk	Each	7	-	-
New Sidewalk	LF	1,500	-	-
ADA Improvements – New Crosswalk	LF	440	-	-

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

## **The LPP Competitive Program (LPP-C)**

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

LPP-C Cycle 2 was adopted in December 2020 and programmed nearly \$213M in LPP-C funds. There are 21 projects with 27 segments to be funded in fiscal years 2020-21, 2021-22 and 2022-23. These projects provide multi use trails and bike lanes, route realignments, local road improvements and rehabilitation and a redesigned bus system. Projects not selected for funding in the current cycle will have the opportunity to apply for funding in subsequent cycles.

## **LPP-C Cycle 1 Program Status**

Cycle 1 of LPP-C was adopted in May 2018 by The California Transportation Commission (Commission). There were 27 projects with 34 segments programmed, valued at more than \$1.7B, and leveraging more than \$1.3B in other funding. Six projects in LPP-C Cycle 1 are also funded with other SB 1 funding sources such as the Active Transportation Program (ATP), Local Partnership Program Formulaic (LPP-F), Solutions for Congested Corridors (SCCP) and the State Highway Operation and



Protection Program (SHOPP). Thirty-two projects have received allocations of LPP-C funds totaling \$228.9M with a total project cost of \$1.43B leveraged with other state and local funds. Seven projects have completed construction and have submitted Completion Reports.

### **LPP-C Cycle 2 Program Status**

Cycle 2 of LPP-C was adopted in December 2020 by The California Transportation Commission (Commission). There were 21 projects with 27 segments programmed, valued at more than \$1.4B, and leveraging more than \$1.2B in other funding. Six projects in LPP-C Cycle 2 are also funded with other SB 1 funding sources such as the Local Partnership Program Formulaic (LPP-F), Solutions for Congested Corridors (SCCP), Trade Corridors Enhancement Program (TCEP) and the State Highway Operation and Protection Program (SHOPP). Twelve LPP-C projects have received allocations totaling \$102M in LPP-C funds with a total project cost of \$762 M leveraged with other state and local funds. There is one project with completed construction and has a submitted Completion Report.

<b>LPP Competitive at a Glance:</b>	<b>Cycle 1</b>	<b>Cycle 2</b>
Total programmed LPP-C funds (3-year period)	\$309 Million	\$213 Million
Number of programmed projects / Number or segments within approved projects	27 / 34	21 / 27
Total cost of all programmed projects <sup>1</sup>	\$1.7 Billion	\$1.5 Billion
Number of project segments allocated	32	12
Total LPP-C dollars allocated	\$228.9 Million	\$102 Million
Number of awarded project segments	27	4
Total LPP-C dollars awarded	\$186.9 Million	\$6.7 Million

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

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**Program Infrastructure Benefits**

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

<b>Outputs</b>	<b>Units</b>	<b>Approved into Program<sup>1</sup></b>	<b>Delivered and Ready for Construction</b>	<b>Completed and Open to Traffic</b>
New Roadway Lane	Miles	15.4	14.9	-
Intersections Modified	Each	40	40	6
Bicycle Lane Miles	Miles	14.4	7.9	1.6
Local Road Operational Improvements (miles)	Miles	51.2	51.2	-
Local Road Lane Miles Rehab	Miles	11.4	6.9	1.5
Sidewalk	Miles	2.8	2.8	1.6
Pedestrian Bicycle Facilities	Miles	21.8	21.8	10.6
Signs, Lights, Greenway & Other Safety Beautification	Each	50	50	-
Mixed Flow Lane	Miles	9.8	9.8	-
New Bridge	Each	4	3	-
Operational Improvements (each)	Each	49	12	1
Intersections Constructed New	Each	4	4	-
Turn Pockets Constructed	Miles	1	1	-
Transit Vehicles	Each	40	40	-
Grade Separation / Rail Crossing Improvements	Each	2	-	-
Station Improvements	Each	2	2	-
New Track	Miles	10	10	-
Modified Reconstructed Bridges	Each	5	5	-
New Stations	Each	4	4	-
At Grade Crossings Eliminated	Each	3	-	-
Modified Improved Interchanges	Each	7	7	5
HOV / HOT Lane Miles Constructed	Miles	30.4	30.4	-
Auxiliary Lane Miles Constructed	Miles	3	3	-
Sound Wall Constructed	Miles	0.9	0.9	-

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

## Program Infrastructure Benefits

Expected benefits (Outputs) for the LPP-C Cycle 2 projects are as follows:

Outputs	Units	Approved into Program <sup>1</sup>	Delivered and Ready for Construction	Completed and Open to Traffic
New Roadway Lane	Miles	31.60	18.38	-
Bicycle Lane Miles	Miles	16.28	5.20	-
Local Road Lane Miles Rehab	Miles	63.23	0.09	-
Sidewalk	Miles	10.14	0.19	-
Sidewalk	LF	12,000	1,000	-
Repair Existing Sidewalk	LF	10,500	10,500	-
Pedestrian Bicycle Facilities	Miles	16.53	2.19	0.32
Signs, Lights, Greenway & Other Safety Beautification	Each	293	3	-
Mixed Flow Lane	Miles	7.4	7.4	-
Operational Improvements	Each	3	-	-
Turn Pockets Constructed	Each	76	7	-
New Bridge / Tunnel Constructed	SF	112,680	-	-
2 way Left Turn Lanes	Each	5	1	-
Culverts	LF	110.00	-	-
Fiber Optics Installed	Miles	4.30	-	-
Crosswalk	Each	190	30	-
Closed Circuit Cameras	Each	21	11	-
TMC Interconnect	Each	506	200	-
Shoulder Widen	Each	19	5	-
Modified / Reconstructed Bridge	SF	16,485	-	-
Traffic Signal Interconnect	Each	5	-	-
New ADA Curb Ramp	Each	242	14	-
Repair Upgrade Curb Ramp	Each	42	42	-
Crossing Island	Each	6	4	-
Intersection / Signal Improvements	Each	62	7	-
New Detectable Warning Surface	SF	1,017	-	-
Local Road Reconstructed	Miles	9.36	3.40	-
Curve and Vertical Alignment Correction	Each	6	5	-
Grade Separation / Rail Crossing Improvements	Each	5	4	-
Software and Hardware Systems	Each	5,400	5,400	-
Modified Improved Interchanges	SF	40,890	40,890	-
HOV / HOT Lane Miles Constructed	Miles	14.8	14.8	-
Auxiliary Lane Miles Constructed	Miles	10.5	6.1	-

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Sound Wall Constructed	Miles	2.92	0.10	-
New Interchange (Bridge/Tunnel)	SF	32,374.32	-	-
Ramp Connectors Constructed	Miles	4.25	4.25	-
Freeway Ramp Meters	Each	2	-	-
Mainline Shoulders Constructed	Miles	15.42	15.42	-
Pedestrian Bridge Constructed	SF	23,603	11,016	-
Modifications / Improved Interchanges	Each	5	2	-
Slow Vehicle Lanes	Miles	80.00	-	-
Traffic Census Stations	Each	4	-	-

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

### **Baseline Agreements**

There were 12 LPP-C Cycle 1 projects and 11 LPP-C Cycle 2 projects that required Baseline Agreements. All 23 have been approved. Baseline agreements are required for projects with total project cost of \$25M or greater or a total programmed amount of \$10M or greater in LPP-C funds.

### **Construction Contract Awards for Cycle 1 projects**

As of December 31, 2021, 27 out of the 32 Cycle 1 allocated projects have awarded construction contracts. Two contracts were awarded this period and are expected to be completed as follows:

1. City of San Pablo's Rumrill Boulevard Complete Streets project – February 2023
2. City of Hesperia's Rancho Road Widening project – September 2023

### **Construction Contract Awards for Cycle 2 projects**

As of December 31, 2021, 4 out of the twelve Cycle 2 allocated projects have awarded construction contracts. Two contracts were awarded this period and are expected to be completed as follows:

1. City of Point Arena's Mill Street Reconstruction project – December 2021.
2. Stanislaus County's McHenry Avenue Widening and Improvements project – June 2023.

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

As of December 31, 2021, seven completion reports for Cycle 1 projects have been approved. One of those was submitted this reporting period. It is:

1. Stanislaus County's Hwy 99 / Fulkerth Road project. Completed June 2021.

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

As of December 31, 2021, one completion report for Cycle 2 projects was submitted and approved. It is:

1. Town of Truckee's Legacy Trail - Brockway Road Multi Use Trail Connections project. Completed November 2021.

## **Final Delivery Reports**

As of December 31, 2021, five final delivery reports have been received. Those reports are still in the review and approval process.

## **Summarize changes to the scope, cost, schedule and expected benefits**

As of December 31, 2021, there are 19 projects with a Corrective Action Plan as listed on Attachment 2, but only two are considered high risk. The Department is monitoring these projects closely.

- City of Sacramento's Downtown Grid 3.0 Mobility Project. The agency is going to be requesting a project scope change at a future meeting.
- Metro Orange Line Bus Rapid Transit Improvements Project. The agency requested a second project scope change (including project title) amendment, in addition to a baseline agreement amendment. Both requests were brought forward at the December 2021 meeting and were approved. Agency anticipates requesting an allocation at the March 2022 CTC meeting.

## **List of Attachments**

1. LPP Project List
2. LPP Corrective Action Plan

All attachments can be found at:

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

# State Highway Operation and Protection Program (SHOPP)

## Introduction

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

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

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

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

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

## Overview

The Commission does not program SHOPP SB 1 funds. Instead, SHOPP SB 1 funding is determined at the time of allocation of each project phase. This progress report focuses on SHOPP projects that have received or are likely to receive RMRA funds.

**SB1 Semi-Annual Report – State Highway Operation and Protection Program**  
**July 1, 2021 – December 31, 2021**

<b>SHOPP Projects with RMRA Funding (\$ in Billions)</b>	<b>Construction not Complete</b>	<b>Construction Complete</b>
Total cost of all programmed projects (all funds) <sup>1</sup>	\$18.3	\$2.4
Number of projects programmed	652	161
Total programmed SHOPP funds <sup>2</sup>	\$15.3	\$2.3
Number of projects with SHOPP construction allocations	273	161
Total SHOPP dollars allocated (all phases) <sup>2</sup>	\$9.9	\$2.2
Total SHOPP dollars allocated (construction capital) <sup>2</sup>	\$6.7	\$1.7
Number of awarded projects this period	39	N/A <sup>3</sup>
Total construction capital dollars awarded this period	\$0.4	N/A <sup>3</sup>
Remaining SHOPP funds available for allocation	\$5.4	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, 2021, 816 SHOPP projects have received RMRA funding, of which 36 completed construction in this reporting period and 125 completed construction during prior reporting periods.

A total of 655 SHOPP projects with RMRA funding have been programmed and have not completed construction. For these projects, a total of \$18.3 billion has been programmed from various fund sources, including funds from the SB 1 competitive programs. A total of 655 projects have received allocations totaling \$9.9 billion for various phases of the projects, including construction capital allocations totaling \$6.7 billion for 273 projects.

There is a total of \$5.4 billion of SHOPP funding remaining to be allocated to other phases of these projects. A total of 39 construction contracts worth \$426 million were awarded during this reporting period

## Program Infrastructure Benefits

The table below shows the expected benefits (outputs) for the SB 1 funded SHOPP projects.

<b>Category of Benefits</b>	<b>Not Delivered</b>	<b>Delivered and Ready for Construction (6/1/21 to 12/31/21)</b>	<b>Delivered Before 6/1/21 and Construction Not Complete</b>	<b>Construction (6/1/21 to 12/31/21)</b>	<b>Unit of Measure</b>
Pavement	4,846.9	124.1	3,096	300.8	Lane-miles
Bridges	268	38	168	18	Bridges
Culverts	1,692	186	554	92	Culverts
Fiber Optic Cable	0.0	14.0	112.9	-	Miles
MS Elements	2,221	0	4,375	315	Elements
Bridge Rail	24,684	6,910	23,754	2,951	Linear Feet
Pump Plants	17	0	10	0	Pump Plants
Number of Projects	367	28	260	36*	Projects

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

The following benefits (outputs) were achieved by 125 projects that completed construction and were opened to traffic prior to the current reporting period.

Category of Benefits	Quantity	Unit of Measure
Pavement	1,181.5	Lane-miles
Bridges	91	Bridges
Culverts	382	Culverts
Fiber Optic Cable	8.6	Miles
TMS Elements	250	Elements
Bridge Rail	4,246	Linear Feet
Number of Projects	125	Projects



## **Baseline Agreements**

As of December 31, 2021, a total of 99 baseline agreements have been approved and an estimated 54 will be approved at future Commission meetings.

Baseline Agreements Completed in Prior Reporting Periods	94
Baseline Agreements Completed in This Reporting Period	5
Total	99

## **Construction Contract Awards**

A total of 39 construction contracts worth \$426 million were awarded this reporting period.

## **Completion Reports**

Completion Reports Completed in Prior Reporting Periods	2
Completion Reports Completed in This Reporting Period	4
Total	6

## **Final Delivery Reports**

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

## **Summary of Changes**

Attachment 2 contains Corrective Action Plans for SB 1 funded SHOPP projects. The attachment lists 30 projects with identified risks to scope, cost, schedule, or benefits. Five projects are considered very high risk or high risk and the Department is monitoring all project risks closely.

- YUB-70 Marysville Railroad Bridge Rehab. The contracting method has been changed from design-bid-build to CMGC. The cost of developing the CMGC cost estimate was not included in the PS&E estimate. There is a high risk of needing a supplemental allocation for the PS&E phase.
- ALA-880 Capitalized Preventive Maintenance. This project requires Positive Work Zone Protection (PWZP) due to a new Design Information Bulletin that became effective on January 1, 2022. There is a very high risk that delivery of the project will be delayed beyond the current fiscal year, a supplemental allocation will be required for the PS&E phase, and a Greater Than 120% allocation will be required for construction capital due to the addition of a moveable barrier.
- CC-80 Roadway Rehabilitation. The project delivery team investigated a change in pavement strategy from precast jointed concrete panels (PJCP) to continuously reinforced concrete pavement (CRCP) to provide cost savings and longer pavement life. Due to full freeway closures and lengthy detours related to the CRCP option, the team decided to reject that alternative. However, there is a high risk that the project will not be delivered in the current fiscal year due to the time spent evaluating the CRCP option. There is also a high risk of needing a Greater Than 120% allocation for construction capital due to the need to provide Positive Work Zone Protection (PWZP).
- SM-101 Cordilleras Creek Bridge Replacement. There is a high risk that this project will not be delivered in the current fiscal year due to various permits and a delay in procuring a potholing service contract.
- LA-1 Cold Plane and Overlay AC. There is a high risk that this project will not be delivered in the current fiscal year due to additional scope to implement Complete Street elements (bus and bike lane), utility relocation and acquiring 52 Temporary Construction Easements and Highway Easements.

Attachment 4 contains Corrective Action Plans for non-SB 1 funded SHOPP projects with approved baseline agreements. The attachment lists 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.

- Ferguson Slide Rock Shed Construction. Near El Portal and Yosemite National Park, at 0.5 miles west of South Fork Merced River (PPNO 0280). The Rock Shed has not been programmed into the SHOPP for construction funds and cannot be delivered if funding is not available.

## **List of Attachments**

1. SB 1 SHOPP Project List
2. SB 1 SHOPP Corrective Action Plan
3. Non-SB 1 Baseline Agreement SHOPP Project List
4. Non-SB 1 Baseline Agreement SHOPP Corrective Action Plan

All attachments can be found at:

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

## Active Transportation Program (ATP)

### Introduction

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

#### ATP at a Glance:

Total ATP dollars programmed	\$2.1 B
Number of programmed ATP projects	916
Total cost of all programmed projects	\$3.6 B
Number of project phases allocated	1566
Total dollars allocated	\$1.1 B
Number of project contracts awarded	638
Total dollars awarded	\$743 M
Funds available for programming	\$650.7

<sup>1</sup> This is an estimated amount pending approval of fund estimate. Approval is anticipated in March 2022.

### Program Status

The Cycle 6 Guidelines are scheduled for adoption in March 2022 and programming is scheduled for completion in June 2023 with an estimated \$650.7M available for programming.

As of December 31, 2021, 1,566 project phases have received allocations totaling \$1.1 billion. As of the last reporting period, 1,499 project phases had been allocated totaling \$1.03 billion. This reporting period, an additional 67 project phases received allocations totaling \$80 million.

## **Active Transportation Resource Center**

The Active Transportation Resource Center’s (ATRC) mission is to provide resources, technical assistance, and training to transportation partners across California to increase opportunity for the success of active transportation projects. The ATRC is funded by the ATP and managed by the Caltrans Division of Local Assistance. The ATRC utilizes a combination of subject matter experts from state agencies, universities, and consultants to provide active transportation training, tools, and technical assistance that support the ATP.

### **ATRC Funding Summary (1,000s)**

Cycle	Programmed	Closed	Under Contract	Allocated & Remaining	Unallocated
1	\$1,875	\$1,875	\$0	\$0	\$0
2	\$3,570	\$1,458	\$2,112	\$0	\$0
3	\$5,058	\$250	\$638	\$4,170	\$0
4	\$4,630	\$0	\$0	\$0	\$4,630
5	\$4,000	\$0	\$0	\$0	\$4,000

## Program Benefits Status

Benefits are categorized into infrastructure outputs and non-infrastructure outcomes.

INFRASTRUCTURE OUTPUTS						
Benefits Category - Outputs	Planned as Adopted into Program		Delivered and Ready for Construction		Complete and Open	
	Miles	Each	Miles	Each	Miles	Each
Bike Paths - Class 1	277	-	97	-	112	-
Bike Lanes - Class 2	688	-	117	-	301	-
Bike Routes - Class 3	263	-	21	-	116	-
Bike Lanes - Class 4	87	-	2	-	6	-
Sidewalks - New	343	-	57	-	133	-
Sidewalks - Enhancements	108	-	9	-	23	-
Multi-Use Trails - New	113	-	27	-	7	-
Multi-Use Trails - Enhancements	12	-	6	-	0.2	-
Crosswalks - New	-	10,725	-	469	-	9405
Crosswalks - Enhancements	-	8528	-	656	-	1753
Roundabouts - New	-	128	-	11	-	15
CCC Projects <sup>1</sup>	-	90	-	-	-	37
Quick-Build Projects	-	8	-	-	-	-

<sup>1</sup> includes number of projects from approved CCC cycles 3, 4 & 5 project lists

## NON-INFRASTRUCTURE OUTCOMES

Non-infrastructure outcomes include programs to deliver education, encouragement, and evaluation activities that further the goals of the ATP. The non-infrastructure outcomes also include pre-construction only projects and developing plans for community wide bicycle, pedestrian, safe routes to school and active transportation.

Category	Approved (each)	Completed (each)
Programs	168	88
Pre-Construction Projects	35	7
Plans	81	47

### Baseline Agreements Status

30 of the 916 programmed projects require baseline agreements. As of December 31, 2021, 18 baseline agreements have been approved.

### Construction and Consultant Contract Awards

As of December 31, 2021, 638 construction and consultant contracts have been awarded. As of June 30<sup>th</sup>, 2021, 560 construction and consultant contracts had been awarded and an additional 78 were awarded this reporting period.

### Completion Reports

As of December 31, 2021, 419 completion reports have been received. 349 of those completion reports were received as of June 30<sup>th</sup>, 2021 and 70 completion reports were received this reporting period (Attachment 3).

### Final Delivery Reports

As of December 31<sup>st</sup>, 2021, 318 final delivery reports have been received. 275 final delivery reports were received as of June 30<sup>th</sup>, 2021 and an additional 43 were received this reporting period.

### Potential Risks and Expected Benefits

Caltrans actively monitors and evaluates projects for potential risk to scope, cost, schedule, and/or expected benefits. As of December 31, 2021, the ATP identified

seven projects of concern that will undergo closer monitoring (Attachment 3). Four projects of concern from the past reporting period are no longer at risk and will be removed from future reporting.

### **Scope Change Requests**

As of December 31, 2021, there are 104 submitted scope changes. The table below summarizes the types of scope changes submitted and their status. As of the last reporting period there were 99 scope changes and an additional 5 were submitted this reporting period.

Type	Approved	Denied	Pending
Minor	84	1	0
Major	9	2	0
TBD	-	-	8
Total	93	3	8

### **Time Extension Trends**

As of December 31, 2021, there are four active and one closed cycle. The table below summarizes time extension trends to offer a comparison of programmed phases against extended phases.

Cycle	1	2	3	4	5
Status	Closed	Active	Active	Active	Active
Phases Programmed	505	525	506	274	251
Phases Extended	164	146	161	51	3
Extensions (%)	32%	28%	32%	19%	0.1%



## **Success Stories**

City of Elk Grove completed the Lower Laguna Creek Open Space Preserve Trail project from Elk Spring Way to Laguna Creek near Fielddale Dr. The path provides safe and convenient transportation by pedestrians and bicyclists in an existing natural area, connects existing paths, and provides access from Elk Grove to Sacramento.

San Luis Obispo Council of Governments' (SLOCOG) Regional Rideshare Active Transportation Safety and Encouragement Campaign educated and empowered communities, K-12 students, and parents to walk and bike through tools and incentives that encourage active transportation choices and create change in family/student commuter habits.

## **List of Attachments**

1. ATP Project List
2. ATP Non-Reporting Projects
3. ATP Corrective Action Plans
4. ATP Completed Project List
5. ATP Success Stories
  - City of Elk Grove's [Lower Laguna Creek Open Space Preserve Trail](#)
  - SLOCOG's [Regional Rideshare Active Transportation Safety and Encouragement Campaign](#)

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