



CALIFORNIA
TRANSPORTATION
COMMISSION

2023 ANNUAL REPORT

TO THE CALIFORNIA LEGISLATURE

RECOMMENDATIONS & ACCOMPLISHMENTS

The California Transportation Commission is an independent state agency responsible for funding highway, local road, transit, intercity passenger rail, active transportation, and general aviation projects throughout California. The Commission also advises and assists the California State Transportation Agency Secretary and the Legislature on state transportation policies and plans.

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CHAIR AND VICE CHAIR LETTER

Members of the Legislature:

We are pleased to present the California Transportation Commission's 2023 Annual Report to the Legislature. Pursuant to Government Code sections 14535 and 14536, this report summarizes the major policies and funding decisions adopted by the Commission in the past year and offers recommendations to continue improving California's transportation system.

Over the past year, the Commission continued to center equity, climate, safety, and economic prosperity considerations in our work funding projects for the state's transportation system. Throughout fiscal year 2022-23, the Commission allocated \$11.8 billion to transportation projects across the state, which will create nearly 130,000 jobs. This is the highest level of investment in our state's transportation system in recent memory, due in large part to new funding made available under the federal Infrastructure Investment and Jobs Act (IIJA) and one-time augmentations in the state budget.

In addition to these funds allocated to projects currently underway, the Commission also awarded billions of dollars to new projects, including \$1.7 billion in the third cycle of the Senate Bill 1 competitive programs and an additional \$680 million in the Active Transportation Program beyond the \$1 billion already awarded in December 2022.

Alongside this work, the Commission is proud to report significant milestones achieved in 2023 to reaffirm its commitment to improving equitable outcomes in the state's transportation programs and policies. After its formal establishment with the California Department of Transportation and the California State Transportation Agency late last year, the Interagency Equity Advisory Committee began meeting this year and adopted a charter and governance structure. Members of the Equity Advisory Committee also reviewed updates to program guidelines and evaluated project applications on equity-related criteria. The Commission is grateful to the Legislature for helping advance the Commission's equity goals in 2023 by enacting budget trailer bill legislation proposed by the Commission to authorize compensation for members of the Interagency Equity Advisory Committee and the Commission's Road Charge Technical Advisory Committee, and also by enacting another Commission recommendation in Assembly Bill 630 (Ramos), to minimize the hurdles faced by tribal governments in contracting on transportation projects.

The Legislature also approved Assembly Bill 251 (Ward), implementing the Commission's recommendation to authorize a study on the costs and benefits of a potential weight-based fee on passenger vehicles. The Commission looks forward to beginning this effort to understand how increasingly larger and heavier vehicles are impacting vulnerable road users and developing recommendations for how the Legislature could address roadway safety.

The Commission has continued its work to ensure transportation investments are being made that support the state's overall strategy on climate action. This cycle of Senate Bill 1 programs was the first to take place after the adoption of the Climate Action Plan for Transportation Infrastructure, with each program fully incorporating the strategies identified in the Plan which sharpened their focus on combating climate change while supporting public health, safety, and equity. Further, the Commission adopted guidelines for the first cycle of the Local Transportation Climate Adaptation Program, evaluated project applications, and adopted \$309 million in projects that will make California's transportation infrastructure more resilient to climate hazards.

While we are pleased to make these initial investments in resiliency and adaptation, we know this is just the beginning of a much longer, and much more expensive, effort to harden our transportation system against the changing climate. This year saw the largest ever emergency major damage reservation in the State Highway Operations and Protection Program, with over \$1 billion set aside for emergency repairs stemming from an unprecedented series of winter storms from December through March. The remaining one-time \$90 million for the second cycle of the Local Transportation Climate Adaptation Program will not be sufficient to address the total needs of our transportation system related to extreme weather, wildfires, and flooding. As California experiences these types of climate impacts more acutely, our needs for resources to address them will grow. The Commission is in the process of better understanding these needs as part of our development of the first State and Local Transportation System Needs Assessment authorized under Senate Bill 1121 (Gonzalez, Chapter 508, Statutes of 2022). As more zero-emission vehicles are sold and fuel economy improves fleetwide, the resources available to address the state's funding needs will be reduced by dwindling fuel tax revenues. Our draft Interim Needs Assessment estimates fuel tax revenues will decrease by 13 percent by fiscal year 2028-2029. When complete in early 2025, this Needs Assessment will provide a more complete picture of our statewide funding needs over the next ten years and help the Legislature make informed decisions about how to address them.

Climate and equity considerations were also at the forefront of the Commission's work to conclude the Clean Freight Corridor Efficiency Assessment required under Senate Bill 671 (Gonzalez, Chapter 769, Statutes of 2021). After extensive analysis and engagement with a workgroup of over 150 public sector, private industry, community, advocacy, and academic stakeholders, the Commission has completed its work to identify the state's priority freight corridors comprising the initial viable zero-emission freight network and to propose solutions for the most pressing barriers to the deployment of zero-emission freight. While the Commission's findings can be found in much greater detail in the separate Senate Bill 671 Assessment, we wish to restate our key recommendations later in this report for the Legislature's consideration in 2024.

The Commission looks forward to continuing our work on developing a multimodal transportation system that delivers equitable outcomes, improves safety, furthers climate action, and supports a vibrant economy in 2024 and beyond. We remain committed to being careful stewards of the state's transportation dollars and ensuring our state's transportation programs operate with transparency and accountability. We thank you for your continued collaboration and stand ready to partner with you to take on the transportation challenges facing communities throughout California.

Sincerely,



A handwritten signature in blue ink that reads "Lee Ann Eager".

LEE ANN EAGER
Chair



A handwritten signature in blue ink that reads "Carl Guardino".

CARL GUARDINO
Vice Chair



COMMISSION IN BRIEF

The California Transportation Commission funds multimodal highway, local road, transit, intercity passenger rail, active transportation, and general aviation projects throughout California.

The Commission consists of 11 voting members and two ex officio, non-voting members. Of the 11 voting members, nine are appointed by the Governor, one is appointed by the Senate Rules Committee, and one is appointed by the Speaker of the Assembly. The two ex officio members are appointed one by the Senate Rules Committee and one by the Speaker of the Assembly. The Commission holds public meetings throughout California, at which time it reviews and approves projects for funding. The Commission also holds town hall meetings and workshops across California to engage the public and stakeholders.

In Fiscal Year 2022–23, the Commission had 43 positions and an administration budget of \$9.8 million. The Commission appoints an Executive Director, who acts as a liaison between the Commission and the Legislature, as well as the Secretary of the California State Transportation Agency (CalSTA), the Director of the California Department of Transportation (Caltrans), regional transportation agencies, and other state agencies.

The Commission is primarily responsible for the following:

Developing and Coordinating Policy

The Commission sets transportation policies, consistent with state and federal laws, in its program guidelines. Guidelines are developed through workshops open to all

stakeholders and the public. The Commission also has a statutory charge to advise the Legislature and the Secretary of Transportation on state transportation policy. To coordinate the implementation of policies that jointly affect transportation, housing, and air quality, the Commission meets at least twice annually with the California Air Resources Board and the California Department of Housing and Community Development.

Funding Transportation Projects

The Commission's responsibilities vary by program but generally include developing guidelines, adopting programs of projects, and allocating funds. Most programs have funding cycles that span multiple years. When the Commission adopts a program of projects, it commits funds to individual projects in each year of the program cycle. During the year a project is programmed, the agency must request an allocation from the Commission. The allocation authorizes the agency to begin incurring expenditures on the project.

Ensuring Project Accountability

After the Commission allocates funds to projects, Caltrans performs administrative oversight and prepares and submits regular progress reports for each project by program. The Commission takes appropriate actions when issues and concerns are identified. The Commission also ensures accountability by requiring agencies to request approval for project scope, schedule, and/or cost changes.

Evaluating Performance Outcomes

The Commission is required to annually evaluate the progress made by Caltrans toward meeting performance measures for the state highway system, including for pavement and bridge conditions. The Commission also requires regional and local agencies to report on project outcomes, such as lane miles constructed, and/or estimate project benefits, such as pavement quality improvements, greenhouse gas emissions reductions, and reductions in congestion.

Other Major Responsibilities

The Commission also is responsible for:

- **Approving Toll Facilities** The Commission has the authority to approve proposals for high-occupancy toll lanes or other toll facilities.
- **Administering a Road Charge Committee** The Commission administers the Road Charge Technical Advisory Committee, which is responsible for assessing alternatives to the gas tax for generating state transportation revenues.
- **Approving Right-of-Way Matters** The Commission is responsible for approving right-of-way matters, such as property condemnations, new public road connections, state highway relinquishments to local control, and leases for space underneath state highways.



ACCOMPLISHMENTS

In 2023, the Commission continued to focus on advancing key state transportation goals related to equity, climate, economic growth, safety, and asset management through its policy, planning, and funding decisions. The Commission accomplished its work at a variety of meetings and events open to stakeholders and the public. This included holding seven regular Commission meetings, two joint meetings with the California Air Resources Board and the California Department of Housing and Community Development, two rural Town Hall meetings, the first tri-state meeting with the Transportation Commissions of Oregon and Washington since 2019, five Interagency Equity Advisory Committee meetings, four Road Charge Technical Advisory Committee meetings, one hearing on an application for a proposed toll facility, one training on open meeting requirements for public commissions, and over a dozen program workshops. The Commission continued to hold events in a hybrid in-person and web-based format to allow greater participation by stakeholders and the public and to address accessibility needs. In total, the Commission allocated \$11.8 billion to projects during the fiscal year, which will create nearly 130,000 jobs throughout the state. The Commission also approved new projects in the Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program, and Active Transportation Program, as well as the first program of projects in the Local Transportation Climate Adaptation Program. The remainder of this section of this report describes the Commission's major accomplishments in more detail.

Equity and Public Engagement

Throughout 2023, the Commission continued to work internally and with interagency partners to improve equitable outcomes in transportation and to enhance public engagement throughout the state, in accordance with its Racial Equity Statement. Adopted by the Commission in January 2021, the Racial Equity Statement recognizes that throughout California's history, improvements to the State's transportation system have disproportionately benefitted some population groups and burdened others, and commits to creating mobility opportunities for all Californians, especially those from underserved communities, to thrive in all aspects of life.

Interagency Equity Advisory Committee

After approving the structure and membership of the interagency Equity Advisory Committee with Caltrans and CalSTA in late 2022, the first executive meeting of the Equity Advisory Committee was held on March 21, 2023. Participation in the meeting included Equity Advisory Committee members, Commissioners, and Caltrans and CalSTA executive staff. The event was held in-person and virtually in Los Angeles, California. The two annual executive meetings of the Equity Advisory Committee are intended to provide a space for members and agency leadership to focus on goal setting and report on accomplishments from the year.

Highlights from the March meeting included hearing from Equity Advisory Committee members about their personal connections to transportation advocacy in their communities. Members emphasized a need to gain a better understanding of how transportation funding, policy and programs work in California, as well as a calendar of opportunities where the Committee will be asked to provide input on items such as funding program guidelines or project scoring opportunities.

On June 5, the Committee held its first Committee-only meeting. The meeting provided an opportunity to learn about and discuss potential Committee governance and leadership structures; plans for integrating ex officio members into the Committee and previous and upcoming opportunities for member engagement in agency policy development.

On September 26, the Committee met in Stockton to adopt a charter and governance structure, and in November the Committee selected William Walker as Chair and Martha Armas-Kelly as Vice Chair.

Throughout the year, Committee members supported numerous activities including scoring the community engagement section of project applications in the Senate Bill 1 funding programs and reviewing and providing feedback on the draft guidelines for the Local Transportation Climate Adaptation Program and the 2024 State Transportation Improvement Program. Incorporating the experiences and expertise of the Committee members enhances the Commission's ability to fulfill its commitment to enhance equitable outcomes in its transportation programs and policies.

In July 2023, the Governor signed budget legislation that authorized the Commission to compensate Committee members for their participation in Committee activities. The Commission recommended this legislation in its 2022 Annual Report, and achieving this

milestone represents progress towards more equitable structures that value members' expertise.

More information on the Committee is available on the Commission's website at: <https://catc.ca.gov/programs/interagency-equity-advisory-committee>

Equity Trainings

Throughout late 2022 and early 2023, the Commission hired an external contractor to develop and facilitate a series of Racial Equity Trainings for Commissioners and select Commission staff. These trainings reflect the Racial Equity Statement's commitment to "provide expanded opportunities for Commissioners and staff training related to diversity, equity, & inclusion." The effort included individual and small-group training opportunities for Commissioners and Commission leadership. The Commission will continue equity focused training series for all Commission staff in the future.

Transportation, Climate, and Housing Policy Coordination

In 2023, the Commission collaborated with partner agencies and stakeholders to integrate and coordinate planning and policy efforts focused on transportation, housing, and climate.

Climate Action Plan for Transportation Infrastructure

In July 2021, CalSTA adopted the Climate Action Plan for Transportation Infrastructure (CAPTI). The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas emissions from the transportation sector needed to reach the state's ambitious climate goals. In August 2021, the Commission endorsed the CAPTI framework and strategies related to Commission programs and began facilitating public dialogue to implement the specified strategies through the appropriate Commission program guidelines development processes.

With the adoption of updated Senate Bill 1 competitive program guidelines at its August 2022 meeting, the Commission successfully implemented every short-term Commission-led CAPTI strategy (for implementation within 0-2 years). For all three Senate Bill 1 competitive programs, these implemented strategies included strengthening and expanding coordinated, targeted technical assistance and integrating best practices around meaningful local community engagement on a project's nomination. Additional program-specific strategies included:

- Solutions for Congested Corridors Program: Better prioritization of projects that provide travelers with options to opt out of congestion; a requirement that all projects are contained in Comprehensive Multimodal Corridor Plans; and inclusion of pro-housing principles into efficient land use criteria.

- Trade Corridor Enhancement Program: Inclusion of zero-emission vehicle infrastructure projects within the program’s evaluation criteria.
- Local Partnership Program: Inclusion of pro-housing principles in the Regional and Local Transportation, Land Use, and Housing Goals evaluation criteria.

The remaining strategies, including strategies where the Commission is not the lead implementing agency, are expected to be complete by the end of fiscal year 2023-2024.

In June, the Commission approved the first program of new projects for each of the competitive Senate Bill 1 programs since the adoption of CAPTI, including more than \$1 billion dollars for projects that are aligned with the Commission’s CAPTI strategies.

CalSTA issued a draft of its second CAPTI Annual Progress Report in November 2023 and presented it at the November 2 Joint Meeting of the Commission, California Air Resources Board, and California Department of Housing and Community Development. The draft 2023 CAPTI Annual Progress Report includes several findings demonstrating that the Commission’s implementation of CAPTI has shifted state investments substantially toward projects that reduce vehicle miles traveled. For example, CalSTA’s analysis found that the projects funded through the Commission’s programs after CAPTI generate significantly fewer vehicle miles traveled than in program cycles before the adoption of CAPTI.

California’s progress towards meeting its climate goals is also evident in external analysis; a recent nationwide assessment of state actions on planning, vehicle electrification, expansion of transportation choices, system maintenance, and procurement found that California is doing the most to improve equity and climate outcomes from the transportation sector beyond all other states.

Joint Meetings with the California Air Resources Board

Pursuant to Assembly Bill 179 (Cervantes, Chapter 737, Statutes of 2017) and Assembly Bill 185 (Grayson, Chapter 534, 2019), the Commission meets jointly with the California Air Resources Board and the Department of Housing and Community Development to coordinate policies that affect transportation, housing, air quality, and climate. In 2023, two Joint Meetings were held: one in the spring and one in the fall.

The spring joint meeting was held on April 6 in Sacramento. This meeting focused on the topic of roadway pricing. Specifically, the joint bodies heard a presentation by Commission staff on the statewide SB 339 Road Usage Charge pilot and a presentation by Professor Michael Manville, from the University of California at Los Angeles, on the challenges created by unpriced roads and highways. The meeting featured a panel of Metropolitan Planning Organization practitioners who discussed the challenges and opportunities of implementing roadway pricing strategies identified in their sustainable communities strategies.

The fall joint meeting was held on November 2 at the California Air Resources Board’s Mary D. Nichols Campus in Riverside. This meeting featured the second annual progress report on CAPTI implementation from CalSTA, acknowledging the Commission’s successful implementation of the near- and medium-term strategies

under its purview, and reflecting the alignment of the projects in the adopted 2023 Senate Bill 1 programs with the CAPTI framework, as well as an update on the Regional Transportation Plan guidelines. CalSTA's report described achievements in the Commission's programs including:

- An increased number of multimodal projects funded through the Interregional Transportation Improvement Program and the most recent cycle of the Solutions for Congested Corridors Program.
- Funding for zero-emission freight infrastructure and additional active transportation improvements in the Trade Corridor Enhancement Program.
- A program of projects in the Local Partnership Program that result in a net decrease in vehicle miles traveled.

Senate Bill 671 Clean Freight Corridor Efficiency Assessment

Senate Bill 671 (Gonzalez, Chapter 769, Statutes of 2021) required the Commission to develop a Clean Freight Corridor Efficiency Assessment in coordination with several other state agencies. The Assessment was required to identify freight corridors throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles; projects to support the deployment along these corridors; and barriers and potential solutions.

To develop the Clean Freight Corridor Efficiency Assessment, the Commission convened and continues to maintain a workgroup of over 300 public-sector, community, industry, advocacy, and academic stakeholders to provide expertise into the Assessment's development. The Commission has held over a dozen workshops to discuss various topics with the workgroup.

In collaboration with the workgroup and the other state agencies involved in the effort – the California Air Resources Board, the California Energy Commission, the California Public Utilities Commission, the Governor's Office of Business and Economic Development, and Caltrans – the Commission completed development of the Assessment and submitted it to the Legislature in December 2023. The final Assessment details the following topics: the top six freight corridors in California, three scenarios of potential zero-emission freight infrastructure needs, barriers and solutions to implementing an initial viable network of stations, methods to avoid displacement, the impact of zero-emission truck weight on roads, and benefits of a zero-emission freight network.

The Assessment's recommendations are detailed later in this report. The full Assessment can be found on the Commission's website at: <https://catc.ca.gov/programs/sb671>

Program and Guideline Adoptions

In 2023, the Commission approved new programs of projects and continued to allocate funds to previously approved projects. Projects funded through Commission programs include, fixing and improving safety and mobility on state highways, bridges, and local streets and roads; investments in transit systems, including buses and rail lines; and new and improved bicycle and pedestrian facilities. These projects help Californians to get to work, to school, and to recreational activities more easily and safely, and facilitate the efficient delivery of goods. Collectively, they are helping to make California’s transportation system more equitable and cleaner, while also creating high-paying jobs and building a strong, sustainable economy. During fiscal year 2022-23, the Commission allocated a total of \$11.8. billion to projects, creating nearly 130,000 jobs.

Table 1 shows the schedule of program adoptions for the seven largest Commission programs. In 2023, the Commission adopted new projects in the three Senate Bill 1 Programs (the Local Partnership, Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program), one component of the Active Transportation Program, and the new Local Transportation Climate Adaptation Program. In 2023, the Commission held workshops to begin guidelines updates for the Active Transportation Program, and the Commission will kick-off the process to update guidelines in 2024 for the State Highway Operation & Protection Program and the State Transportation Improvement Program in advance of their next funding cycles.

Table 1: Largest Commission Funding Programs

| Program | Next Adoption Date | Funding (Billions) | # of Years | Fiscal Years |
|-------------------------------------------------|---------------------------|---------------------------|-------------------|---------------------|
| State Highway Operation & Protection Program | Mar 2024 | \$20.6 | 4 | 2024-25 to 27-28 |
| State Transportation Improvement Program | Mar 2024 | \$2.9 | 5 | 2024-25 to 28-29 |
| Trade Corridor Enhancement Program | Jun 2025 | \$1.1 | 2 | 2025-26 to 26-27 |
| Active Transportation Program | Dec 2024 | \$0.6 | 4 | 2025-26 to 28-29 |
| Solutions for Congested Corridors Program | Jun 2025 | \$0.5 | 2 | 2025-26 to 26-27 |
| Local Partnership Program | Jun 2025 | \$0.4 | 2 | 2025-26 to 26-27 |
| Local Transportation Climate Adaptation Program | Dec 2024 | \$0.4 | TBD | TBD |

Note: Includes the seven largest programs for which the Commission approves projects. Funding determined by state law.

2024 State Highway Operation and Protection Program

The State Highway Operation and Protection Program (SHOPP) operates on a 2-year programming cycle in accordance with Government Code 14526.5. The programming cycle's fiscal capacity is developed by Caltrans and approved by the Commission in the State Transportation Improvement Program Fund Estimate that forecasts the amount of funding available each year for the four-year estimate period of the SHOPP. The Commission-adopted 2024 Fund Estimate (adopted August 2023) provides a total available programming capacity of approximately \$20.6 billion for the 2024 SHOPP four-year period. The Commission expects to adopt the 2024 SHOPP at its March 2024 Commission meeting.

2024 State Transportation Improvement Program

At its May 2023 meeting, the Commission approved the 2024 State Transportation Improvement Program Fund Estimate methodology and assumptions, and in August it adopted the 2024 State Transportation Improvement Program Fund Estimate. The 2024 Fund Estimate includes \$2.9 billion in program capacity over the five-year period covering fiscal years 2024-25 through 2028-29. This includes additional program capacity of \$1.7 billion for the five-year period. The 2024 State Transportation Improvement Program guidelines development process began in early 2023. The Draft 2024 State Transportation Improvement Program guidelines were presented to the Commission at the June meeting and a public workshop was held in July. Final Guidelines were adopted at the August Commission meeting.

The Regional Transportation Improvement Programs and the Interregional Transportation Improvement Program will be submitted to the Commission by December 15, 2023. The Commission is required to adopt the 2024 State Transportation Improvement Program by April 1, 2024.

2023 Active Transportation Program

By statute, the Active Transportation Program divides its funding across three components: the Statewide component (50 percent), the Small Urban & Rural component (10 percent), and the large Metropolitan Planning Organization component (40 percent). The Commission adopted the first two components in December 2022 and adopted the Metropolitan Planning Organization component this year at its May and June 2023 meetings. The Metropolitan Planning Organization component added 149 projects across all ten Metropolitan Planning Organizations to the 2023 Active Transportation Program, totaling an additional \$683 million in program funds in addition to the \$1 billion in funding from the previously adopted Statewide and Small Urban & Rural components.

With the adoption of the Metropolitan Planning Organization component, the 2023 Active Transportation Program funded 242 projects overall, with a record \$1.7 billion in funding owing to a one-time \$1.049 billion augmentation from the General Fund. Over 97 percent of these funds directly benefit disadvantaged communities. While the one-time augmentation significantly boosted the number of projects the Commission was able to fund, the Active Transportation Program continues to experience tremendous

unmet demand, as communities across the state look to the program to fund critical active transportation projects necessary to meet safety, climate, and equity goals. A permanent source of augmented funding is needed to address the ongoing oversubscription of the program.

After the adoption of the 2023 Active Transportation Program Metropolitan Planning Organization component, the Commission immediately commenced the guidelines development process for the 2025 Active Transportation Program. The Commission has held seven Guidelines development workshops focused on key policy issues to date, with two additional workshops planned for January and February 2024. The Commission will also be conducting technical assistance workshops throughout the state, focused on regions underrepresented in the program and with critical unmet needs for active transportation facilities. Additionally, the Commission will hold virtual site visits with applicants to discuss potential projects. The Commission expects to adopt the 2025 Active Transportation Program Guidelines and issue the call for projects in March 2024.

2023 Senate Bill 1 Programs

In June 2023, the Commission adopted new projects in the three Senate Bill 1 Programs: the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program. The adopted programs invest \$1.7 billion in program funding to projects with total costs of \$7.5 billion, leveraging over four dollars for every SB 1 dollar spent. These projects will enable Californians to get to work, to school, and to recreational activities more easily and safely, while reducing congestion and improving the efficient delivery of goods, and creating nearly 100,000 jobs in the state.

The adopted projects reduce greenhouse gas emissions, improve air quality, foster economic growth, and make California's transportation system more equitable by delivering new transportation options to underserved communities. For the first time in the Senate Bill 1 Programs, the interagency Equity Advisory Committee supported the evaluation of projects, helping to ensure that funding decisions provide more equitable outcomes. The 2023 programs are also the first program cycle since the release of the Governor's Climate Action Plan for Transportation Infrastructure, with an updated project selection process that further supports the state's climate, public health, safety, equity and economic vitality goals.

2023 Local Transportation Infrastructure Climate Adaptation Program

Created by Senate Bill 198 (Chapter 71, Committee on Budget and Fiscal Review, 2022), this program provides funding to local agencies for the development and implementation of transportation infrastructure projects that are intended to adapt to the changing climate. Funding for the program is a one-time infusion of funds from the State Highway Account (\$148 million) and a new federal program, Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation, also known as PROTECT (\$250 million). The Commission held five public workshops to solicit stakeholder input and inform the development of the program guidelines.

The Commission adopted the 2023 Local Transportation Climate Adaptation Program guidelines at its May 2023 Commission meeting and received 22 project nominations during the subsequent call for projects.

At its December 2023 meeting, the Commission adopted the 2023 Local Transportation Climate Adaptation Program, awarding \$309.3 million to 15 projects with a total project cost of more than \$1.1 billion, located in vulnerable and disadvantaged communities across California. These investments include critically needed resilience improvements, projects that enhance community resilience or evacuation routes, and projects that address at-risk coastal infrastructure. Examples of projects funded through this first funding cycle include all-weather bridge replacements in the Coachella Valley, new evacuation routes in the Town of Paradise, and plans to adapt the Los Angeles-San Diego-San Luis Obispo rail corridor against sea level rise and coastal erosion.

While approximately \$90 million remains for a second funding cycle of the program, California's recent experience with extreme weather, destructive wildfires, and flooding illustrates the need for additional, sustained funding to harden the state's transportation infrastructure against continued climate impacts.

Safety and Asset Management

Assembly Bill 251 Passenger Vehicle Weight Fee Study to Enhance Safety

In October 2023, Governor Newsom signed Assembly Bill 251 (Ward, Chapter 320, Statutes of 2023), which requires the Commission to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and to study the costs and benefits of imposing a passenger vehicle weight fee to include consideration of vehicle weight. This bill implements a recommendation from the Commission's 2022 Annual Report, which identified studying a potential passenger vehicle weight fee as a way of addressing the increasingly significant safety impacts larger cars are having on pedestrians and cyclists.

The bill requires the Commission's task force to prepare a report summarizing its findings and any legislative recommendations by January 1, 2026. The Commission is seeking resources in the 2024-25 state budget to implement the provisions of the bill.

Transportation Asset Management Plan

Through resource allocation and engineering practices, asset management is a method for efficiently operating, maintaining, and improving assets, such as bridges and roadway pavement, over the course of their life cycle. Federal regulations (12 Code of Federal Regulations, Part 515) require each state Department of Transportation to prepare and update an asset management plan at least every four years. The asset management plan presents the existing inventory and condition of the current state highway infrastructure, performance targets, financial plans, investment strategies, a risk mitigation plan, life cycle planning documentation, and identified areas of improvement. Senate Bill 486 (DeSaulnier, Chapter 917, Statutes of 2014) requires the Commission to approve the Transportation Asset Management Plan developed by Caltrans.

The investment strategies outlined in the 2022 Transportation Asset Management Plan focus on the following:

- Preventive maintenance, also known as a “fix it first” approach
- Embracing principles in the state’s Climate Action Plan for Transportation Infrastructure
- Embracing equitable transportation solutions to serve citizens of all means
- The four primary asset classes (pavement, bridges, drainage, and transportation management system elements), because they represent a significant portion of State Highway System assets
- Leveraging investments to support safety and health; stewardship and efficiency; sustainability, livability, and economy; and organizational excellence

The approved 2022 Transportation Asset Management Plan is available on the Commission’s website at: <https://catc.ca.gov/-/media/ctc-media/documents/programs/shopp/tamp/2022-tamp.pdf>

In 2023, additional funding from the Infrastructure Investment and Jobs Act became available, allowing the SHOPP to fund additional Complete Streets, Climate Resiliency, Stormwater, Fiber Optics, and Wildlife Connectivity projects. A significant number of SHOPP amendments were approved by the Commission to add these additional elements into projects. These federal funds were in addition to ongoing Senate Bill 1 funding that has enabled significant progress in keeping California on track to meet its 10-year primary asset performance goals for Pavement, Bridges, Drainage, and Transportation Management Systems.

The SHOPP Major Damage Reservation also saw a record number of allocations this year as Caltrans responded to the many atmospheric rivers bringing record levels of rain and snow to the state. At the close of the 2022-23 fiscal year, Caltrans had approved construction contracts totaling \$1.2 billion from the SHOPP Major Damage Reservation. This is the highest annual dollar amount on record from this program, which typically averages around \$500 million per year. A very high percentage of these funds will be reimbursed through Federal Emergency Relief funds, but those will come in future years depending on federal emergency relief funding availability nationwide.

State Highway System Annual Performance Benchmarks and 10-Year Targets

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), The Road Repair and Accountability Act of 2017, set 10-year performance outcomes for the four primary asset classes included in the Transportation Asset Management Plan; requires Caltrans to report annually to the Commission on its progress toward meeting the outcomes; and requires the Commission to evaluate the effectiveness of Caltrans in reducing deferred maintenance and improving road conditions on the state highway system, as demonstrated by Caltrans’s progress toward achieving the outcomes. In March 2018, the Commission set annual performance benchmarks for the four primary asset classes and for nine supplementary asset classes. In December 2021, the Commission adopted updated performance targets based on a more robust condition assessment analysis.

At its August meeting, the Commission evaluated Caltrans' progress towards reducing deferred maintenance and improving road conditions on the state highway system. Table 2 and Table 3 shows Caltrans' progress toward achieving the 10-year outcomes and meeting the annual benchmarks set by the Commission for the four primary assets. In summary, the 2022 year-end benchmarks are being exceeded for pavement and drainage systems and Caltrans is on track to meet the "fix 500 additional bridges" target. The percentage of poor condition Traffic Management Systems increased 1.7 percent over the prior year. While this is an increase in assets in poor condition, with Caltrans' current and planned investments in Traffic Management Systems, conditions are expected to improve in subsequent years and are on track to meet the 2027 Target. The percentage of poor condition bridges and tunnels increased 0.9 percent over the prior year. While Caltrans expects the condition of poor bridges to improve, current projections indicate the 2027 Target for Bridges and Tunnels may not be met due to the timing of when bridge conditions change and the overall project timeline for bridge rehabilitation and replacement. Caltrans is identifying opportunities to address these issues and to expedite the time between the identification of a project need and the measured condition improvement. The Commission will continue to work with Caltrans to help expedite projects and monitor progress towards meeting the 2027 Target. The Commission's full evaluation is available on the Commission website at: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2023/2023-08/68-4-12-a11y>

Table 2: Caltrans Progress Toward Annual Benchmarks

| Asset Class | Condition | 2027 Target | 2022 Benchmark | 2022 Actual |
|---------------------------------------|------------------|--------------------|-----------------------|--------------------|
| Primary Assets | | | | |
| Pavement* | | | | |
| Class 1 | Good or Fair | 99% | 97.8% | 99.2%** |
| Class 2 | Good or Fair | 98% | 97.1% | 99.3%** |
| Class 3 | Good or Fair | 98% | 96.9% | 99.3%** |
| Bridges | Good or Fair | 98.5% | 97.8% | 95.3% |
| Drainage Systems (Culverts) | Good or Fair | 90% | 88.3% | 90.5% |
| Transportation management systems | Good | 90% | 80.3% | 77.0% |
| Supplementary Assets*** | | | | |
| Drainage Pump Plants | Good or Fair | 90% | N/A | 49.6% |
| Highway Lighting | Good or Fair | 75% | N/A | 51.9% |
| Office Buildings | Good or Fair | 90% | N/A | 72.4% |
| Overhead Sign Structures | Good or Fair | 85% | N/A | 93.4% |
| Roadside Rest Facilities | Good or Fair | 75% | N/A | 72.1% |
| Transportation Related Facilities | Good or Fair | 80% | N/A | 39.7% |
| Bicycle and Pedestrian Infrastructure | Good or Fair | 98% | N/A | 79.4% |
| Weigh in Motion Scales | Good or Fair | 90% | N/A | 93.1% |

* Class 1 includes interstates, other principal arterials, and urban freeways and expressways. Class 2 includes rural freeways and expressways, and minor arterials. Class 3 includes major and minor collector routes. They make up 54 percent, 32 percent, and 14 percent of the state highway system, respectively.

** Pavement conditions listed are the 2022 Year End “Projected” conditions. At the time of the report preparation, the data for the Actual condition of pavements for 2022 was not available. Caltrans will amend the Report with the 2022 Year End Condition, as soon as the data is available. If data for Actual conditions deviates substantially from Projected conditions, the Commission may revise its evaluation.

*** Supplementary Asset conditions are reported every other year, rather than annually.

Table 3: Caltrans' Progress Toward Road Repair and Accountability Act Targets

| Asset Class | Measure | 2027 Target | 2022 Condition |
|-----------------------------------|------------------------|--------------------|-----------------------|
| Pavement | Good or fair condition | 98.0% | 99.3%** |
| Pavement | Level of service* | 90.0% | 97%** |
| Bridges | Fix additional bridges | 500 | 828 |
| Drainage Systems (Culverts) | Good or fair condition | 90.0% | 90.5% |
| Transportation Management Systems | Good condition | 90.0% | 77.0% |

* For maintenance of potholes, cracks, and spalls.

** Pavement conditions listed are the 2022 Year End "Projected" conditions. At the time of the report preparation, the data for the Actual condition of pavements for 2022 was not available. Caltrans will amend the Report with the 2022 Year End Condition, as soon as the data is available. If data for Actual conditions deviates substantially from Projected conditions, the Commission may revise its evaluation.

Evaluation of Caltrans' Efficiencies Measures

Senate Bill 1 requires Caltrans to implement efficiency measures with the goal of generating at least \$100 million per year in savings to invest in maintenance and rehabilitation of the state highway system. The legislation requires Caltrans to report the generated efficiency savings to the Commission annually. The Commission's State Highway Operation and Protection Program Guidelines require these savings be reported to the Commission annually by November 1.

For fiscal year 2021-22, Caltrans reported \$314 million in new and on-going efficiencies that can be reinvested into the maintenance and rehabilitation of the State Highway System. \$124 million of these efficiencies were identified after the passage of the Road Repair and Accountability Act and count towards meeting the efficiencies requirement. The Commission received an informational staff report at the March 2023 Commission meeting. While many of the reported efficiencies are continued practices from prior years, Caltrans continues to identify and report new efficiencies, best practices and processes beyond meeting the Senate Bill 1 efficiencies savings requirement. The Commission staff report on fiscal year 2021-22 efficiencies is available on the Commission's website at: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2023/2023-03/22-4-18-a11y>

Transportation Funding

The Commission remains focused on ensuring adequate and sustainable funding to address the needs of California's transportation system. Left unaddressed, the anticipated decline in fuel tax revenues will directly impact the state's ability to fund improvements that support a safe, equitable, sustainable, multimodal transportation system. This year the Commission continued its work to address this topic through the implementation of two legislative mandates.

Senate Bill 1121 State and Local Transportation Needs Assessment

Senate Bill 1121 (Gonzalez, Chapter 508, Statutes of 2022) requires the Commission to prepare a needs assessment documenting the cost to operate, maintain, and provide for the necessary growth of the state and local transportation system over a 10-year period and update this needs assessment every five years. The needs assessment is required to include expected revenues for transportation, the costs required to address identified needs – including bicycle and pedestrian facilities local streets and roads; highways, bridges, and culverts; capital and operational needs of transit, commuter rail, and intercity rail systems; and costs related to system resiliency – and recommendations to address any projected shortfall.

Since the most recent Transportation Needs Assessment prepared in 2011, the pressures on our state and local transportation system have changed – such as the increased frequency and severity of extreme climate events impacting our transportation infrastructure. From December 2022 through April of 2023, California experienced multiple atmospheric rivers, causing significant damage due to heavy rainfall for prolonged stretches of time. Entire towns have been lost due to increasingly intense wildfires. Entire segments of roadways have either been underwater or have fallen into the Pacific Ocean. The impact of the COVID-19 pandemic and changing commute patterns have eroded transit ridership and farebox revenues at a time where transit operators are attempting to use limited funds available for capital purposes to transition their fleets to zero-emissions.

On top of these impacts and changing needs, available revenues generated by the state's gasoline fuel tax have been eroding due to increased fuel economy. This loss is being further accelerated due to the aggressive adoption of zero emission vehicles. The 2024 State Transportation Improvement Program Fund Estimate, prepared by Caltrans and adopted by the Commission in August 2023, provides a near-term analysis of how increased fuel economy and zero-emission vehicles have impacted gasoline consumption. The adopted Fund Estimate projects gasoline revenues to decrease by \$1.3 billion (13 percent) due primarily to increases in fuel economy and zero-emission vehicles.

When complete, the Senate Bill 1121 State and Local Transportation Needs Assessment will provide a more complete picture of California's extensive transportation needs and what revenues are expected to be available to address those needs, as well as specific recommendations for the Legislature to consider for addressing any funding gap.

This year the Commission began development of the needs assessment by convening stakeholders to evaluate existing documented transportation system needs and projected revenues over the next ten years.

The Commission will submit an interim needs assessment to the Legislature in early 2024, with the final needs assessment due by January 1, 2025.

Senate Bill 339 Road Charge Pilot Design Recommendations

Senate Bill 339 (Wiener, Chapter 308, Statutes of 2021) required the Commission's Road Charge Technical Advisory Committee to develop design recommendations for a road charge pilot to be administered by CalSTA to test revenue collection. The Technical Advisory Committee completed its work this year and submitted its recommendations to CalSTA on June 29, 2023. The Technical Advisory Committee was responsible for setting a flat per mile rate for certain pilot participants and recommended 4 different rates in cents per mile based on vehicle class. The Technical Advisory Committee also recommended that the pilot include robust privacy and security recommendations as well as collect administrative cost information, offer exemptions for out of state miles, and incorporate findings from the public private roads study that Caltrans is currently conducting. The Technical Advisory Committee recommended 3 types of mileage reporting options in the pilot including odometer reading, plug-in devices, and telematics. A total of 32 evaluation criteria spanning 4 categories were recommended related to organizational readiness, distributional impacts, rates and revenue generation, and privacy and data security.

The Technical Advisory Committee's pilot design recommendations can be found at this link: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-committees/road-charge/sb-339-road-charge-pilot-design-recommendations-report-a11y.pdf>

Coronavirus Response and Relief Supplemental Appropriations Act Funds

On May 28, 2023, federal legislation to implement an agreement between the President and Congressional leaders to adjust the federal debt ceiling limit was introduced. This legislation, House Resolution 3746, the Fiscal Responsibility Act of 2023, included the immediate rescission of unobligated federal relief funds for the Highway Infrastructure Programs appropriated in the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) that would have otherwise expired in September 2024.

The Commission had previously approved distributing \$364.7 million of California's \$911.8 million relief apportionment to regional agency programs in March 2021. This \$364.7 million was split equally between the regional share of the State Transportation Improvement Program and a new formula program called the CRRSAA Program. As of May 31, \$113 million and \$19 million was unallocated from the State Transportation Improvement Program and CRRSAA Program, respectively.

In order to avoid the loss of \$132 million in critical transportation funds for California, the Commission within days organized and noticed a special meeting pursuant to the provisions of the Bagley-Keene Open Meeting Act to consider actions to obligate the remaining relief funds. The Commission met on June 2 and took actions in coordination with Caltrans to ensure approximately \$290 million in funds otherwise subject to rescission were obligated prior to the President signing House Resolution 3746 the next day on June 3.

Emergency Rail Allocation Policy

At its May meeting, the Commission approved a policy to authorize the allocation of funds from the Interregional Improvement Program of the State Transportation Improvement Program in response to a declared emergency impacting a publicly owned rail facility.

The occurrence of floods, slides, earthquakes, material failures, slip-outs, or other catastrophic events can suddenly endanger or damage publicly owned rail facilities. The resulting conditions place people and property in jeopardy and may cause or threaten to cause closure of a publicly owned rail facility. In order to respond promptly and effectively to sudden and unexpected emergencies without having to wait for the next regularly scheduled Commission meeting or convene an emergency meeting of the Commission – as had occurred in 2022 – the adopted policy allows the Executive Director of the Commission to approve the allocation of funds to rail projects in response to emergency conditions. This policy is similar to longstanding Commission policy allowing emergency allocations for highway projects.

On June 20, 2023, this authority was exercised for the first time to allocate \$3 million to the Southern California Regional Rail Authority for the San Clemente Track Protection Project in Orange County. This action allowed repairs to take place to address damage caused by landslides on the Los Angeles-San Diego-San Luis Obispo rail corridor. Passenger services along the route were fully restored less than one month later.



Port of Long Beach

RECOMMENDATIONS

Pursuant to California Government Code section 14536, the Commission's Annual Report is required to include legislative recommendations to improve the state's transportation system.

In 2023, the Commission completed its Clean Freight Corridor Efficiency Assessment, pursuant to Senate Bill 671 (Gonzalez, Chapter 769, Statutes of 2021), which included identifying barriers and potential solutions to achieving the goals of the Assessment and the deployment of zero-emission medium- and heavy-duty vehicles. The Assessment identified the potential costs to build the initial viable network infrastructure needed for the deployment of zero-emission freight along key corridors to be between \$505 million to \$950 million by 2025 and an additional \$10 billion to \$15 billion by 2035.

The Commission offers these potential solutions as its 2023 recommendations to the Legislature. These recommendations and the supporting findings can be found in greater detail in the final Clean Freight Corridor Efficiency Assessment, available on the Commission's website here: <https://catc.ca.gov/programs/sb671>

Streamline Zero-Emission Station Development

The Clean Freight Corridor Efficiency Assessment identified the timing and sequencing of zero-emission freight corridor station development as a barrier to the deployment of zero-emission freight. The current station development process ranges from 6 years to more than 8 years on average per station. This represents the aggregated timeline for permitting and preconstruction activities (3 years to more than 5 years), construction (2 years to more than 3 years), and grid upgrades (up to 10 years). These timeframes present challenges to building the number of stations needed to establish an initial viable network by 2035 to support the California Air Resources Board's Advanced Clean Fleets regulation that phases-in requirements to use zero-emissions trucks. These challenges include: Minimal use and awareness of statutorily created streamlining opportunities by local municipalities; varying local permitting requirements for California Environmental Quality Act approval; limited ability to tier from Programmatic Environmental Impact Reports to expedite permitting processes across multiple site locations; and, a backlog of projects in the approval and inspection processes.

To address this barrier, the Commission recommends the Legislature consider streamlining the clean freight infrastructure development process through the following means:

- Enacting a Categorical Exemption from the California Environmental Quality Act for zero-emission freight charging and hydrogen fueling stations.
- Setting a statutory default permit approval deadline for zero-emission freight charging and hydrogen fueling stations similar to AB 970 (McCarty, Chapter 710, Statutes of 2021) that allows a permit for a passenger battery electric vehicle charging station to be deemed complete if it is not approved or otherwise commented on within a specified time period. In addition, existing law, SB 1291 (Archuleta, Chapter 373, Statutes of 2022), requires cities and counties to administratively approve an application to install electric vehicle charging stations and hydrogen-fueling stations through the issuance of a building permit or similar nondiscretionary permit if the location meets certain criteria. The provision of a default permit approval deadline for zero-emission freight charging and hydrogen fueling stations should be made permanent.

These changes are intended to complement recent efforts to streamline infrastructure development enacted as part of the 2023-24 budget package.

It is recommended that, where possible, zero-emission infrastructure planning re-route trucks away from communities, and that environmental and air quality stakeholders are partners in the development process, general planning process, and location planning process.

Support Fleet and Truck Owners Through The Zero-Emission Vehicle Transition

The Clean Freight Corridor Efficiency Assessment identified the economic viability of the transition to zero-emission vehicles for fleet owners as a barrier to the deployment of zero-emission freight. Fleet owners and individual truck owner/operators have identified concerns regarding the lack of public infrastructure available to power zero-emission trucks: the higher cost of zero-emission trucks; and the resale value of medium-duty and heavy-duty zero-emission trucks.

California's Advanced Clean Trucks regulation mandates that manufacturers sell an increasing portion of truck sales in California as zero-emission, starting with the 2024 model year. California's Advanced Clean Fleets regulation requires state and local governmental fleets, drayage trucks (diesel-fueled, heavy-duty trucks that transport cargo, such as containerized and bulk goods that primarily operate on and through ports and intermodal railyards), and federal and large commercial fleets to begin acquiring zero-emitting medium- and heavy-duty vehicles and light-duty package delivery vehicles beginning in 2024. The Advanced Clean Fleets regulation additionally requires that all new California-certified medium- and heavy-duty vehicles be zero-emitting vehicles starting in 2036. However, current demand for these trucks remains low. Large, upfront capital costs to buy zero-emission trucks may deter fleet owners from purchases, even though zero-emission vehicles may have lower overall operating costs in the long-term.

To address this barrier, the Commission recommends the Legislature create a new limited-term (five-year) zero-emission truck incentive program to assist fleets with purchasing zero-emission trucks. Program development should incorporate input from communities, and fleets of all sizes including those who will be impacted by regulations and should be flexible to ensure support in a way that is considerate of their needs.

This new program could be informed by existing local programs and state pilot programs such as the Port of Los Angeles' Clean Truck Program, the California Air Resources Board and the California Energy Commission's Zero-Emission Truck and Infrastructure Loan Pilot Project, and the California Air Resources Board, the Portside Steering Committee, and the San Diego County Air Pollution Control District's Short-Haul Zero-Emission Truck Pilot Project. These established programs are currently only authorized for limited terms; when they expire there will be no state incentive program for the fleets that are required to transition soonest under the Advanced Clean Fleets regulation. The new program could also consider retrofitting traditional internal combustion engine trucks to zero-emission power trains as an option to reduce costs compared to purchasing a new zero-emission truck.

The Commission also recommends the Legislature authorize a vehicle buy-back program that would appropriate funds to a state agency that would work with truck sales companies to set aside funds to buy back used zero-emission trucks from fleets once they reach their useful life as a "new" vehicle. This type of program would help support the nascent secondary market for zero-emission trucks. This could be added as a new component of existing or new truck incentive programs that currently do not offer buy backs.

Identify A Central Delivery Team

The Clean Freight Corridor Efficiency Assessment also identified the complex stakeholder ecosystem as a barrier to the deployment of zero-emission freight. The transition will require the coordination of many different agencies and stakeholder groups across the state such as local permitting agencies, utility companies, Regional Transportation Planning Agencies and Metropolitan Planning Organizations, ports, the California Public Utilities Commission, the California Energy Commission, private entities like start-up companies, and established corporations like beneficial cargo owners and fleets. In addition, communities impacted by poor air quality should be partners in the planning process for zero-emission freight infrastructure. It is important to include local transportation equity leaders, environmental justice organizations, and related community advocacy groups early in the planning process. It will be important to ensure alignment among these various groups to facilitate the timely development of zero-emission freight infrastructure.

As the publicly accessible initial viable network is developed, the state also needs to have a consistent focus on equity and accessibility, for example, ensuring station locations in underserved communities are included and prioritized in station development.

To address this barrier, the Commission recommends a Central Delivery Team be identified to oversee the statewide deployment of the initial viable network needed for the widespread transition to zero-emission freight. The central delivery team could include both a statewide public agency to oversee statewide development, as well as Regional Transportation Planning Agencies and Metropolitan Planning Organizations to coordinate station funding, permitting, and development at the local level.

This Central Delivery Team could function as part of or alongside the Infrastructure Strike Team convened by Executive Order N-8-23.



PROGRAM SUMMARIES

Over a dozen transportation funding programs fall under the Commission’s purview. These programs have a tremendous positive impact on the quality of life of Californians. Projects funded through Commission programs include, fixing and improving safety and mobility on state highways, bridges, and local streets and roads; investments in transit systems, including buses and rail lines; and new and improved bicycle and pedestrian facilities. These projects help Californians to get to work, to school, and to recreational activities more easily and safely, and facilitate the efficient delivery of goods. Collectively, they are helping to make California’s transportation system more equitable and cleaner, while also creating high-paying jobs and a strong, sustainable economy.

The programs under the Commission’s purview are established in federal and/or state laws, which set forth the program funding levels and overarching program frameworks. The Commission’s responsibilities vary by program but generally include developing guidelines, adopting programs of projects, and allocating funds. Program guidelines establish the specific policies and procedures used to administer the program and are developed through public workshops open to all partner agencies, stakeholder groups, and the public.

Program guidelines and/or statute set forth program funding cycles. Most programs have funding cycles that span multiple years. When the Commission adopts a program of projects, it commits funds to individual projects in each year of the program cycle. During the year a project is programmed, the agency must request an allocation from the Commission. The allocation authorizes the agency to begin incurring expenditures on the project.

After the Commission allocates funds to projects, Caltrans performs administrative oversight and prepares and submits regular progress reports for each project by program. The Commission takes appropriate actions when issues and concerns are identified. The Commission also ensures accountability by requiring agencies to request approval for project scope, schedule, and/or cost changes and to report on project outputs.

Senate Bill 1: The Road Repair and Accountability Act of 2017

In 2017, the Legislature passed, and Governor Brown signed into law, Senate Bill 1 (Beall, Chapter 5, 2017), the Road Repair and Accountability Act, which provided the first significant, stable, and ongoing source of state transportation funding in decades. Funding from this legislation goes for the repair of state highways and local roads and improvements to transit, intercity rail, and active transportation. The legislation also provides funds to improve goods movement and alleviate congestion through multimodal solutions in critical corridors throughout the state. Funding comes from gas and diesel excise taxes, diesel sales taxes, transportation improvement fees (paid at vehicle registration based on the value of a vehicle), and zero-emission vehicle fees.

Programs funded in part or in whole by the Road Repair and Accountability Act where the Commission has a role include:

- Active Transportation Program
- Local Climate Adaptation Program
- Local Partnership Program
- Local Streets and Roads Program
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- State Transportation Improvement Program
- Trade Corridor Enhancement Program
- Transit and Intercity Rail Capital Program

Some of these programs were in existence prior to the passage of the legislation and receive other state and federal funds, including the Active Transportation Program, the State Highway Operation and Protection Program, the State Transportation Improvement Program, and the Transit and Intercity Rail Capital Program. For this reason, the Commission generally uses the term “Senate Bill 1 Program” to refer to the three new programs where the Commission approves individual projects: the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program.

To meet legislative intent to hold agencies accountable for Senate Bill 1 expenditures, the Commission originally adopted Senate Bill 1 Accountability and Transparency Guidelines in March 2018, with recent revisions approved in March 2023. In addition to requiring timely delivery of projects and reporting on outcomes and benefits for all projects, the guidelines require Baseline Agreements for larger projects with enhanced reporting and accountability measures.

The remainder of this section of this report provides additional detail on each Commission program and highlights examples of projects funded through them.

Active Transportation Program

Investment in active transportation is critical to California’s efforts to meet its greenhouse gas reduction targets and make its transportation system more sustainable, equitable, and safe. Active transportation projects can include comfortable bikeways, improved sidewalks, comprehensive networks, multi-use paths, safer street crossings, and streetscaping elements such as shade trees, benches, wayfinding signage, and bike racks. These projects improve quality of life, build healthier communities, connect neighborhoods, and allow Californians to access jobs, schools, community resources, and transit without using a car.

The Active Transportation Program is the state’s only dedicated funding source for walking and biking projects. The program is in high demand and extremely oversubscribed. To help address the backlog of critically-needed, high-quality projects that have gone unfunded due to the program’s lack of adequate funding, the Governor and Legislature approved a one-time, \$1 billion augmentation for the 2023 Active Transportation Program. With the augmentation, the Commission funded 93 projects in the Statewide and Small Urban & Rural Components; without the augmentation, the Commission would have been able to fund 30 projects. Without the augmentation, the Commission would have funded the fewest number of projects of any Active Transportation Program cycle to date, as applicants continue to propose more ambitious, transformative projects and as project costs continue to rise. Hundreds of urgently needed projects were not recommended for funding despite earning excellent application scores, highlighting the continued unmet demand for active transportation improvements around the state and the need for additional, sustained funding for the program.

The Commission adopted the 2023 Statewide and Small Urban and Rural components at its December 2022 meeting, and the Metropolitan Planning Organization component at its May and June 2023 meetings. The Commission awarded the 2023 Active Transportation Program funds as follows:

| Statewide Component | Small Urban & Rural Component | Metropolitan Planning Organization Component |
|-----------------------------------------------------|-------------------------------------------------------|------------------------------------------------------|
| \$853.5 million for 67 projects worth \$1.1 billion | \$170.7 million for 26 projects worth \$209.2 million | \$682.8 million for 149 projects worth \$1.3 billion |
| 100% of funds benefit disadvantaged communities | 100% of funds benefit disadvantaged communities | 93% funds benefit disadvantaged communities |
| 69% of funds are for Safe-Routes-to-School projects | 78% of funds are for Safe-Routes-to-School projects | 57% of funds are for Safe-Routes-to-School projects |

One example of how the Active Transportation Program is helping communities create low-stress walking and biking facilities is the Hollister Avenue Class I Bike Path in



Hollister Avenue Bike Path – Before



Hollister Avenue Bike Path – After

the City of Goleta. The Commission awarded this project \$1.6 million to construct a separated, 1.1-mile multi-use path along a high-volume street that serves as a route to school for Ellwood Elementary School students. Children who walk and bike to school were forced to navigate high-speed traffic, bike lanes without any physical protection, and crowded sidewalks. In addition to the elementary school, the path provides a safer connection to employment centers, shopping, parks, and transit.

Program Webpage: <https://catc.ca.gov/programs/active-transportation-program>

Program Background

Types of Projects Funded

Infrastructure projects (e.g. bike lanes, sidewalks, multi-use paths, quick-build improvements, and intersection enhancements); non-infrastructure programs (e.g., skills courses and encouragement campaigns); and active transportation plans in disadvantaged communities.

Goals of the Program

Increase active modes of transportation, including walking and biking, increase the safety and mobility of non-motorized users, reduce greenhouse gas emissions, improve public health, and enhance the mobility of disadvantaged community members.

How to Access Funds

Program funds are awarded through a competitive process every two years.

Cities, counties, school districts, tribal governments, regional agencies, transit agencies, and natural resources and public land agencies may apply.

Funding Available

Each four-year program cycle has approximately \$550 million in programming capacity, including funds from the SB 1 Road Maintenance and Rehabilitation Account, the federal Transportation Alternatives Program, the federal Infrastructure Investment and Jobs Act, and other state and federal sources.

Evaluation Criteria

Projects are evaluated for benefit to disadvantaged communities, need, safety, public participation and planning, scope and plan consistency, and cost effectiveness. Larger projects are also evaluated for innovation, potential to be transformative, and context sensitivity.

Program Accomplishments & Metrics

Programmed Funds: All Program Cycles

- \$3.8 billion programmed for 1180 projects
- 96 percent of programmed funds benefit disadvantaged communities
- 648 Safe-Routes-to-School projects programmed

Allocated Funds: FY 2022-23

- \$256 million to 142 projects
 - \$218 million for construction
 - \$33 million for pre-construction
 - \$5 million for non-infrastructure

FY 2022-23 Outputs

- 146 miles of bikeways
- 41 miles of sidewalk
- 25 miles of multi-use trail
- 21 non-infrastructure programs

Local Partnership Program

Local and regional agencies generate more than a third of all transportation revenues in California. These revenues support improved infrastructure, new infrastructure, and help California receive more federal discretionary funds. Much of this revenue is generated by voter-approved taxes, tolls, and fees, such as county sales tax measures, but also includes agency-imposed fees, such as developer fees.

The Local Partnership Program funds transportation improvement projects for local and regional agencies that have enacted or voter-approved taxes, tolls, and fees dedicated to transportation. This provides an incentive for agencies to continue or start to raise transportation revenues. The program includes a formulaic component that allocates funding to each eligible jurisdiction and a competitive component that selects specific projects for funding. This is consistent with Senate Bill 1, which balances directing increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

The City of Santa Clarita was awarded \$8.9 million in the 2018 Local Partnership Competitive Program to construct the Vista Canyon Metrolink Station in the City of Santa Clarita, Los Angeles County. The project, which finished construction in July 2023, installed one mile of new railroad track and associated improvements as well as a new wheelchair accessible pedestrian platform for the commuter rail station with shade canopies, light poles, and benches. The project also improved the adjacent bus transfer station and fencing around the facility among other improvements. Construction of this new station allows the city to focus its housing growth along a major transportation corridor, and it creates a significant mixed-use development and walkable community while targeting growth around a planned transit station. The project is estimated to save commuters \$47.8 million in travel time savings, \$56 million in vehicle operating costs, \$16.6 million in accident costs, and \$2.9 million in emission cost savings over a 20-year period.

Program Webpage: <https://catc.ca.gov/programs/sb1/local-partnership-program>



Vista Canyon Station – Before



Vista Canyon Station – After



Vista Canyon Station – After

Program Background

Types of Projects Funded

New transit stations; tracks for passenger and commuter rail; high-occupancy vehicle, express, and other lanes; bicycle and pedestrian improvements; traffic light synchronization; zero-emission bus purchases; sound walls; and local road improvements and rehabilitation.

Goals of the Program

Provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including developer fees, dedicated solely to transportation improvements.

How to Access Funds (Competitive)

Eligible taxing authorities and eligible agencies with imposed fees submit project nominations that are evaluated according to criteria set by the Commission.

How to Access Funds (Formulaic)

Eligible taxing authorities submit project nominations consistent with their approved funding distribution amount set by the Commission.

Projects Funded

Allocated Funds: FY 2022-23

- \$190 million total allocated
 - \$169.5 million for construction
 - \$20.5 million for pre-construction

Funding Available

Annual funding is \$200 million. Funds are split 40 percent for the competitive program and 60 percent for the formulaic program, after \$20 million is taken off the top for incentive funding for agencies with new taxes or fees.

Evaluation Criteria

Accessibility, air quality and greenhouse gases, community engagement, cost effectiveness, deliverability, projects that leverage funds above the required match, safety, system preservation, land use and housing goals, and vehicle-miles traveled.

Public Engagement and Equity

The Transportation Equity Supplement provides resources to applicants on how to consider equity in project nominations. The Commission held seven public workshops to solicit input to inform the third cycle program guidelines and hosted 17 virtual office hour sessions for potential applicants. Members of the Interagency Equity Advisory Committee reviewed project applications to evaluate the community engagement criteria.

FY 2022-23 Outputs:

- 70 miles of local road rehabilitation
- 98 upgraded curb ramps
- 26 intersection/signal improvements
- 4 new/improved transit stations
- 30 miles of bikeways and walkways
- 16.8 miles high occupancy/auxiliary lanes
- 65 new crosswalks and crossing islands

Local Streets and Roads Program

California's 58 counties and 481 cities own and maintain over 300,000 paved lane-miles of local streets and roads, as well as related infrastructure including bridges, drainage systems, and traffic signals. The local road system is a critical component of the state's transportation network for virtually all types of travelers, including drivers, bicyclists, pedestrians, and bus riders. Local roads also help transport goods and services, contributing to economic vitality throughout the state. Investing in local road maintenance and preservation helps save money in the long run by delaying pavement deterioration and replacement.

Under Senate Bill 1, the Local Streets and Roads Program provides formula funds to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. As a result of this program, communities are benefitting from potholes being filled, pavement repaired, lanes restriped, bike lanes added, and crosswalks and sidewalks made accessible.

The Torry Neighborhood Rehabilitation Project is an example of a project funded through the Local Streets and Roads Program in the City of Anaheim. The project was completed in fiscal year 2021-22. The work included removing and resurfacing the asphalt roadway and reconstructing Americans with Disabilities Act-compliant access ramps, concrete sidewalks, curbs and gutters, and driveway approaches. New pavement markings were painted, and new street name signs were installed. This project re-established the pavement structure, restored the surface integrity, improved the ride quality of the roads and the walkability of sidewalks, and beautified the neighborhood.

Program Webpage: <https://catc.ca.gov/programs/sb1/local-streets-roads-program>



Torry Neighborhood Rehabilitation Project – Before



Torry Neighborhood Rehabilitation Project – After

Program Background

Types of Projects Funded

Eligible projects include road maintenance and rehabilitation; safety projects; railroad grade separations; complete streets components (such as bike lanes or sidewalks); and traffic control devices, among others.

Goals of the Program

Address deferred maintenance on the local streets and roads system as well as critical safety projects.

How to Access Funds

The Commission adopts a report of eligible cities and counties and sends it to the State Controller. Cities and counties then receive annual funding apportionments from the State Controller according to a statutory formula.

Funding Available

Annual funding of approximately \$1.4 billion (for fiscal year 2023-24).

Evaluation Criteria

Cities and counties that have prepared and submitted a project list to the Commission each fiscal year and that have been included in a list of eligible entities submitted by the Commission to the State Controller.

Program Workshops

The Commission held two trainings to assist agencies prepare their previous fiscal year expenditure reports. Over 53% percent of the reporting jurisdictions participated in the webinars.

The Commission held two technical training sessions to prepare jurisdictions for the 2023-24 project list submittals, where 56% of cities attended and 66% of counties registered for at least one session.

Projects Funded

Note: reporting for the Local Streets and Roads Program covers the prior fiscal year (2021-22)

All Program Cycles (2017 to 2022)

- Total Expended: \$2.7 billion
- FY 2023-24 Funding: \$1.4 billion

FY 2021-22 Program Accomplishments

- 4,089 projects:
 - 1,372 completed
 - 1,674 in-progress
 - 1,043 carried over
- \$983 million spent

Local Transportation Climate Adaptation Program

Communities throughout California are experiencing the continuing impacts of climate change. Floods, wildfires, and sea-level rise claim lives, destroy homes and damage the transportation infrastructure in those communities every year.

Established by Senate Bill 198 (Chapter 71, Committee on Budget and Fiscal Review, Statutes of 2022), the Local Transportation Climate Adaptation Program is a five-year competitive program that provides approximately \$400 million for the development and implementation of projects that adapt local surface transportation infrastructure to climate change effects while improving transportation and community resiliency to natural hazards and advancing environmental justice. Funding for the program includes \$252.5 million in federally apportioned Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program funding and a one-time appropriation of \$148 million from the State Highway Account. Eligible applicants include Tribal governments, metropolitan planning organizations, regional transportation planning agencies, cities, counties, and transit agencies.

The Commission adopted the Cycle 1 2023 Local Transportation Climate Adaptation Program Guidelines in May 2023. The Commission received 22 project nominations totaling over \$388 million in funding requests. Application submissions were evaluated in two stages, with the first stage of evaluators consisting of Commission and Caltrans staff. The second stage of evaluations were conducted by the Interagency Equity Advisory Committee.

At its December 2023 meeting, the Commission adopted the first cycle of projects, awarding \$309 million to 15 projects. Every project provides direct benefits to climate-vulnerable and under-resourced communities.

The Coachella Valley Association of Governments – *Addressing Climate Change, Emergencies, and Sandstorms- Indian Canyon Drive Project* (\$50 million) replaces two at-grade crossings over Whitewater River and Chino Canyon Creek with two all-weather bridges between the communities of Desert Hot Springs and Palm Springs designed to withstand 100-year flood events and enhanced with fencing to protect against blow-sand events. Additionally, the project increases mobility for all users along the entire two-mile project route by constructing an elevated, Class IV, all-weather bike and pedestrian path. This project closes a last-mile active transportation gap to the 40-mile regional active transportation pathway CV Link, which received Cycle 3 Active Transportation Program funding, and Amtrak’s Palm Springs Station. Simultaneously,



Indian Canyon Drive Project – Before



Indian Canyon Drive – After

the project increases the heat resiliency for users of the two-mile active transportation pathway and decreases greenhouse gas emissions by installing a solar-shaded pathway over the active transportation improvements.

Updates to the program guidelines for the second funding cycle are expected to begin in Spring 2024.

Program Webpage: <https://catc.ca.gov/programs/local-transportation-climate-adaptation-program>

Program Background

Types of Projects Funded

- Resilience Improvements to improve the ability of an existing surface transportation asset to withstand, or increase resilience against, one or more elements of a weather event or natural disaster.
- Community Resilience and Evacuation Route activities that strengthen and protect evacuation routes, including resilience improvements that will improve evacuation routes and projects to ensure the ability of the evacuation route to provide safe passage.
- At-Risk Coastal Infrastructure activities that enhance the resilience of highway and non-rail infrastructure to improve transportation and public safety or reduce costs by avoiding larger future maintenance or rebuilding.
- System Resilience Elements for projects carried out with PROTECT Formula funding, such as natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem elements that are functionally connected to the eligible project.

Goals of the Program

Develop and implement capital projects adapting local transportation infrastructure to climate change.

How to Access Funds

Eligible applicants may apply to the competitive grant process.

Funding Available

\$400 million over five years (\$148 million State Highway Account, \$252 million federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program).

Evaluation Criteria

Consistent with the California State Adaptation Strategy, projects must: Increase climate resiliency and protect at-risk transportation infrastructure; Be consistent with state, regional, or local climate adaptation reports, plans, and the Adaptation Planning Guide; Include outreach conducted by the local agency to under-resourced and vulnerable communities related to the proposed project; and, incorporate environmental equity, protects vulnerable and under-resourced communities, and provide meaningful benefits to underserved communities.

Projects Funded

2022-2023 Allocations

- Program adopted in December 2023, allocations expected in 2024.

Project Types

- \$152.4 million for eight Resilience Improvements projects.
- \$95 million for five Community Resilience / Emergency Evacuation projects.
- \$62 million for two At-Risk Coastal Infrastructure projects.

Solutions For Congested Corridors Program

California is home to nearly 40 million people and some of the country's most congested travel corridors. While congestion is a vexing challenge, regions are addressing congestion in highly traveled corridors by undertaking long-term innovative, comprehensive, and multimodal approaches that seek to reduce congestion by expanding travel choices, improving the quality of life, and preserving the local community character within the corridor.

The Commission's Solutions for Congested Corridors Program was created by the Road Repair and Accountability Act of 2017 (Senate Bill 1) to support collaborative and comprehensive proposals to reduce congestion in highly traveled corridors across the state. To prepare for the third cycle of this competitive program, the program guidelines underwent an extensive, consensus-driven development process. As a result, the 2022 Program Guidelines expanded the consideration of climate impacts to incorporate key strategies from the Climate Action Plan for Transportation Infrastructure, added community engagement to the list of evaluation criteria used to determine project selection, and added public health as an additional information area to encourage projects that promote and consider public health impacts.

The Solutions for Congested Corridors Program is investing in transformative regional solutions to tackle the state's congestion crisis. One example is the Bay Area Rapid Transit (BART) Train Control Modernization Program in the Counties of Alameda and San Francisco which was awarded in the program's second cycle in 2020.

The BART Train Control Modernization Program will add much needed capacity and congestion relief to the entire Transbay Corridor, which includes the highly congested Bay Bridge on Interstate 80. This project will increase the number of trains operating through the Transbay Tube between San Francisco and Oakland during the peak period from 23 to 28 per hour. Alongside the increased corridor capacity, this project will completely replace BART's aging equipment with a new communications-based train control system that will allow trains to run closer together safely. This project will increase transit ridership, increase train frequency and capacity, support efficient land use principles and transit-oriented development, and reduce greenhouse gas emissions and vehicle miles traveled.

Program Webpage: <https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program>

Program Background

Types of Projects Funded

Infrastructure projects such as high occupancy vehicle lanes, express lanes, transit and rail infrastructure, transit fare system improvements, zero-emission buses, clean rolling stock, and safety improvements.

Goals of the Program

Fund projects that reduce and manage congestion in highly traveled corridors through innovative strategies, include multimodal solutions, advance transportation equity, and align with the state's climate goals.

How to Access Funds

Program funds are awarded through a competitive process. Regional transportation planning agencies, county transportation commissions, and Caltrans are eligible to apply for program funds.

Funding Available

Total annual funding is \$250 million. Each program cycle combines funds for multiple years. A two-year cycle awards \$500 million.

Evaluation Criteria

Congestion; safety; accessibility; community engagement; economic development, job creation and retention;

Projects Funded

FY 2022-23 Allocations

- \$217.5 million to 15 project segments for construction
- \$5.8 million in construction cost savings

FY 2022-23 Outputs

- 25 new or improved bus/rail stations
- 3.5 miles of new dedicated bus lanes
- Over 10 miles of complete streets improvements including bike/pedestrian facilities
- 8 new low-floor light rail vehicles

air quality and greenhouse gas emission reductions; efficient land use and housing; matching funds; and project deliverability, collaboration, and cost effectiveness.

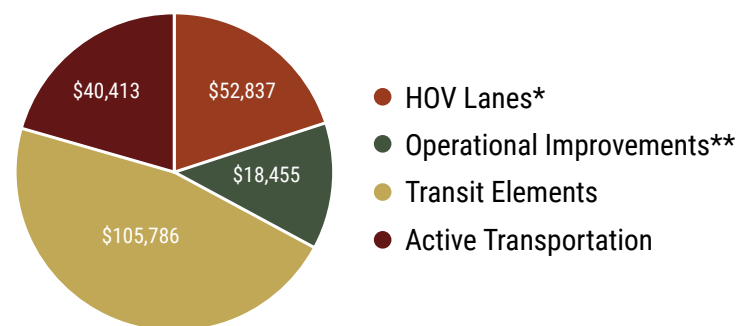
Public Engagement and Equity

The Transportation Equity Supplement provides resources to applicants on how to consider equity in project nominations. The Commission held seven public workshops to solicit input to inform the third cycle program guidelines and hosted 18 virtual office hour sessions for potential applicants. Members of the Interagency Equity Advisory Committee reviewed project applications to evaluate the community engagement criteria.

Programmed Funds: All Program Cycles

- \$1.5 billion programmed to 26 projects
- \$1.3 billion allocated
- Total project costs of over \$6.1 billion

SCCP PROJECT TYPES ALLOCATED IN FY 2022-23 (\$1000s)



*A portion of funds allocated to HOV lanes and operational improvements includes additional multimodal improvements mixed in.

**Operational improvements include sidewalks, coastal trails, road rehabilitation, bus stations, and additional multimodal improvements.

State Highway Operation and Protection Program

The State Highway System is critical to California’s economic well-being and quality of life, as it enables the movement of people and goods around the state. Maintaining and preserving state highways, which includes bridges and drainage systems, and associated assets, such as lighting, and signage is critical to protecting the state’s investment and allowing for efficient mobility. Backlogs of deferred maintenance ultimately cost the state more money in repairs, as well as drivers and public transit operators in damage to their vehicles.



State Route 38 Storm Damage

The State Highway Operation and Protection Program (SHOPP) is the State’s “fix-it-first” funding mechanism for the State Highway System. It is a four-year program of projects built entirely through the performance-driven asset management process that collectively improves the condition, operation, and sustainability of the State Highway System and associated transportation infrastructure in California. By continuously repairing and rehabilitating the State Highway System, the SHOPP protects the enormous investment that has been made over many decades to create and manage the approximately 16,000-mile State Highway System.

The SHOPP funds critical highway projects all throughout the state. This year, these projects included a record number of storm damage projects, providing many examples of how the SHOPP funds storm damage repairs with a focus on getting damaged facilities reopened as safely and as quickly as possible.

Shown above is the damage to State Route 38 in San Bernardino County when Tropical Storm Hilary made landfall in Southern California on August 20, 2023, causing significant impacts to the region’s infrastructure. The storm brought historic levels of rainfall and powerful winds, resulting in extensive damage. The aftermath of the storm included flooding, debris flows, rockfalls, and roadway washouts. State Route 38 is currently under repair using SHOPP Major Damage Reservation funding.

Program Webpage: <https://catc.ca.gov/programs/state-highway-operation-and-protection-program>

Program Background

Types of Projects Funded

Projects are limited to maintenance, safety, operation, and rehabilitation of state highways and bridges, including complete streets elements for bicyclists and pedestrians. Projects cannot add new traffic lanes to the State Highway System.

Goals of the Program

Preserve and maintain State Highway System assets and ensure safety and operational efficiency on the system.

How to Access Funds

Projects must be consistent with the Transportation Asset Management Plan approved by the Commission. Caltrans, as the owner and operator of the State Highway System, is the only agency that receives funds through this program.

Funding Available

The program receives over \$4 billion annually from the Road Maintenance and Rehabilitation Account as well as other state and federal funds from the State Highway Account.

Projects Funded

FY 2022-2023 Allocations

- \$5.6 billion for construction
- \$621 million for pre-construction

FY 2022-23 Outputs

- 109 bridges fixed
- 1,690 lane miles of pavement rehabilitated
- 94 culverts fixed

Evaluation Criteria

The Commission reviews the program of projects proposed by Caltrans for consistency with the Transportation Asset Management Plan and the goals of the program.

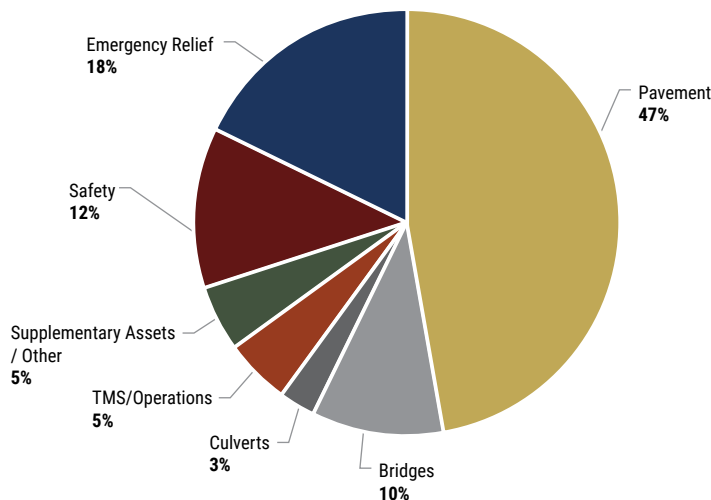
Public Engagement and Equity

Caltrans' SHOPP development process solicits input from public agencies, Native American tribal governments, non-governmental organizations, and members of the public. Caltrans has committed to including complete street improvements in projects from the earliest planning stages.

Recent Program Cycles

- 2016: \$10.1 billion to 872 projects
- 2018: \$18.0 billion to 1,000 projects
- 2020: \$17.4 billion to 920 projects
- 2022: \$17.9 billion to 733 projects

FY 2022-23 SHOPP ALLOCATIONS
Total = \$6.2 Billion



State Transportation Improvement Program

California has diverse transportation needs across its different regions. Urban areas tend to experience significant congestion and wear and tear on transportation systems, while rural areas face challenges in connecting people and goods to more remote locations. Differences in density, climate, and economic activity mean that one sized solutions do not fit all. Connecting California’s varied regions through efficient, sustainable interregional transportation networks also is of paramount importance for the state’s economy and quality of life.

The State Transportation Improvement Program (STIP) is a biennial five-year plan adopted by the Commission each even-numbered year, with each new STIP adding two new years to prior programming commitments. The STIP includes a wide variety of regional and interregional capital projects that improve local roads, support active transportation, and help facilitate the movement of people and goods by improving the state highway system, intercity rail, and transit. The 2024 STIP will be adopted in March 2024.

The San Clemente Track Protection project located in San Clemente at mile post 204.6 was stabilized to prevent further landslides along the Los Angeles-San Diego-San Luis Obispo rail corridor. The landslides occurred in April and June 2023 halting the Metrolink and Pacific Surfliner services due to safety concerns and debris blocking the tracks. The project received \$3 million in STIP emergency funds on June 20, 2023. Service was restored on July 17, 2023.

Program Webpage: <https://catc.ca.gov/programs/state-transportation-improvement-program>

Program Background

Types of Projects Funded

The STIP includes a wide variety of capital improvements, including, bicycle and pedestrian facilities, intercity rail and public transit improvements, highway and local road improvements and transportation system/demand management.

Goals of the Program

Address regional priorities by providing funding that meets the region’s most urgent needs as well as the effective and efficient interregional movement of people and goods.



San Clemente Track Protection Project – Before



San Clemente Track Protection Project – After

How to Access Funds

The new funding available is divided with 75% to the regional program and 25% to the interregional program. The regional program is further subdivided by formula into county shares.

Funding Available

Funding is made available from a portion of the excise tax on gasoline that is adjusted annually for inflation. The 2024 STIP Fund Estimate, covering fiscal years 2024-25 through 2028-29, was adopted at the August 2023 Commission meeting and will provide new program capacity of \$1.7 billion over the five-year period. This includes \$435 million available to the STIP from the Public Transportation Account, which is insufficient to support existing rail and transit commitments. All rail and transit projects currently programmed in the STIP, and those nominated in the 2024 STIP, must maintain federal eligibility.

Projects Funded

FY 2022-2023 Allocations

- \$500.4 million to 146 projects
 - \$419.3 million for construction
 - \$63.7 million for pre-construction
 - \$17.2 million for planning, programming, and monitoring

Evaluation Criteria

Projects are nominated by each regional agency in its respective Regional Transportation Improvement Program or by Caltrans in its Interregional Transportation Improvement Program. Proposed projects must be consistent with adopted long range Regional Transportation Plans, the Interregional Transportation Strategic Plan, the Sustainable Communities Strategies, and all applicable state and federal laws.

Public Engagement and Equity

Public engagement occurs at the regional and state levels as part of the development of the long-range Regional Transportation Plans and the Interregional Transportation Strategic Plan.

The 2024 STIP Guidelines, adopted at the August 2023 Commission meeting, were revised in coordination with the Interagency Equity Advisory Committee, local and regional partners, and Caltrans. A public workshop was held on May 17 and July 19, 2023.

Project Types

- \$236 million for 13 highway projects
- \$119.9 for 7 rail and transit projects
- \$97.1 million for 50 local road projects
- \$29.3 million for 10 active transportation projects
- \$628,000 for 3 bridge projects

Trade Corridor Enhancement Program

California is a preeminent global goods movement gateway; The Ports of Los Angeles and Long Beach move roughly 35 percent of all containers in the US and approximately 40 percent of US imports and 25 percent of US exports pass through the San Pedro Bay. California’s nationally significant goods movement network recently was negatively impacted by global disruptions, resulting in port congestion, extended shipping container and chassis dwell times, and challenges exporting agricultural products.

The Trade Corridor Enhancement Program provides critical funds for projects on significant freight corridors to facilitate goods movement. The program also supports the state’s transition to zero-emission freight by allowing funds for zero-emission freight infrastructure.

Adopted in June 2023, the third funding cycle of this statewide, competitive program adds two years of additional funding including \$246 million of National Highway Freight Program funds and \$805 million from the Trade Corridor Enhancement Account.

The Otay Mesa East Port of Entry Project will construct a new border crossing for personal and commercial vehicles. This project will improve the reliable movement of essential goods by relieving traffic congestion at the international border, utilizing new technology for additional truck processing capacity. It will also include infrastructure for commercial vehicle charging and solar power generation. The Commission programmed \$140 million for the project in the 2022 Trade Corridor Enhancement Program. The total project cost is \$594 million, which includes \$135 million from a federal grant from the Nationally Significant Multimodal Freight & Highway Projects Program. In prior Trade Corridor Enhancement Program cycles, the Commission has committed over \$47 million in program funds to earlier phases and segments of this project. The project is expected to be complete in 2024.

Program Webpage: <https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program>

Program Background

Types of Projects Funded

Eligible projects include highway improvements, zero-emission freight infrastructure, freight rail system improvements, port capacity and

efficiency enhancements, border access improvements, road connector improvements, technology improvements, and environmental and community mitigation.



Otay Mesa East Port of Entry – Before



Otay Mesa East Port of Entry – After

Goals of the Program

Fund freight infrastructure improvements on significant freight corridors while enhancing freight (throughput, velocity, reliability), transportation (safety, congestion reduction/mitigation, bottleneck relief, multimodal strategy, interregional benefits, advanced technology), and community impact factors (air quality impact, community impact mitigation, and economic/jobs growth).

How to Access Funds

The program is competitive. Eligible applicants include public entities, such as cities, counties, metropolitan planning organizations, regional transportation planning agencies, port authorities, public construction authorities, and Caltrans. Project proposals from private entities may be submitted by a public agency sponsor.

Projects Funded

FY 2022-23 Allocations

- \$405.8 million
 - Cycle 1 projects: \$253 million
 - Cycle 2 projects: \$152.8 million

FY 2022-23 Outputs

- 5 grade separation or rail improvements
- 2 at-grade crossings eliminated
- 3.2 miles of new track
- 2 interchange modifications
- 3 miles for slow vehicles
- 1 port improvement

Funding Available

The third program cycle, covering Fiscal Years 2023-24 and 2024-25, has \$1.1 billion available, including \$805 million from state diesel excise tax revenues and \$246 million in federal National Highway Freight Program funds.

Evaluation Criteria

Evaluation criteria include freight and transportation system factors, community impact factors, project readiness, leveraging funds, jointly nominated projects, zero-emission freight features and community engagement.

Public Engagement and Equity

Community engagement is an evaluation criterion, and a Transportation Equity Supplement provides resources to applicants on how to consider equity in project nominations. The Commission held nine public workshops to solicit input to inform the third cycle program guidelines and hosted 24 virtual office hour sessions for potential applicants. Members of the Interagency Equity Advisory Committee reviewed project applications to evaluate the community engagement criteria.

All Program Cycles

- \$2.8 billion programmed
- 56 projects programmed
- 26 projects planned
- 35 projects in progress

Transit and Intercity Rail Capital Program

California’s transit systems deliver transportation services to the public through buses, light rail, heavy rail, commuter rail, ferry service, and other means. Transit serves a critical role in the state’s transportation network by enabling access to transportation services for individuals unable to own or ride in a privately owned vehicle. Transit also can move large numbers of people more efficiently than passenger vehicles, which can help alleviate congestion on the state’s highways and roads as well as reduce greenhouse gas emissions.

The Transit and Intercity Rail Capital Program funds capital improvements that modernize California’s intercity rail, commuter rail, urban rail, and bus and ferry transit systems to reduce greenhouse gas emissions, vehicle miles traveled, and congestion. Under the program’s statute, CalSTA is responsible for selecting the projects for this program. After projects are selected, the Commission allocates funds to projects when ready to be implemented and monitors project delivery milestones.

The OC Streetcar project will build Orange County’s first streetcar line, operating zero-emission train cars along a 4-mile corridor between the Santa Ana Regional Transportation Center and the new multimodal hub in Garden Grove. The project also includes construction of an operations and maintenance facility and 10 new passenger stations that will provide transit access to employment centers, healthcare, and educational opportunities to the residents of vulnerable communities. The streetcar service will also provide connectivity with the Pacific Surfliner and Metrolink regional commuter services.

Program Webpage: <https://catc.ca.gov/programs/transit-intercity-rail-capital-program>

Program Background

Types of Projects Funded

Improvements to modernize transit services by enhancing and improving intercity, commuter, and light rail; procuring rolling stock; expanding existing or building new transit facilities; rehabilitating transit facilities; and integrating networks amongst various transit operators.

Goals of the Program

Reduce greenhouse gas emissions; expand and improve transit service to increase ridership; integrate the state’s various rail services; and improve transit safety.



OC Streetcar – Before



OC Streetcar – After

How to Access Funds

The California State Transportation Agency selects projects through a competitive process. Public agencies, including joint powers agencies, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service, urban rail transit service, or bus or ferry transit service are eligible to apply.

Funding Available

Funding comes from 10 percent of Cap-and-Trade auction proceeds and 70% of Transportation Improvement Fees (paid by vehicle owners at registration). Each award cycle varies in available funds; in Fiscal Year 2021-22, the program received an additional \$3.6 billion of funding from the General Fund to augment existing projects, support new projects, and award

Projects Funded

FY 2022-23 Allocations

- \$291 million for 83 projects:
 - \$267 million for construction
 - \$24 million for pre-construction

FY 2022-23 Allocations by Commuter Type

- Intercity Rail - \$178 million
- Transit (e.g. bus, ferry, etc.) - \$102 million
- Commuter Rail - \$11 million
- Urban Rail - \$250,000

funds for high priority grade crossing improvement and separation projects.

In January 2023, CalSTA awarded \$2.5 billion to existing TIRCP projects leveraging federal and local funds for the projects. In April 2023, CalSTA awarded \$690 million to 28 new projects. In July 2023, CalSTA awarded \$251.5 million to seven High Priority Grade Crossing Improvement and Separation Projects making this the 6th cycle of the program.

Evaluation Criteria

Ability to reduce greenhouse gas emissions, increase ridership, integrate rail and transit service, implement safety improvements of the transit systems, reduce vehicle miles traveled, demonstrate alignment with state housing policies and goals, invest in clean air technology, and promote active transportation.

FY 2022-23 Outputs

- \$172 million for new or replacement track or track infrastructure
- \$68 million for vehicle and/or equipment procurement
- \$33 million for new systems and supporting infrastructure
- \$9 million for service improvements
- \$3 million for rail expansion
- \$6 million for system infrastructure improvements/upgrades

OTHER PROGRAMS



Aeronautics Program. This program consists of: (1) an Annual Credits Program, which provides \$10,000 grants or “credits” to each of the state’s 149 general aviation airports for use at the sponsor’s discretion, subject to applicable laws and regulations; (2) Airport Improvement Program Matching Grants, which assist airports in meeting the local match for an Airport Improvement Program grant from the Federal Aviation Administration; and (3) Acquisition and Development Grants, which fund capital improvement projects, including repair or replacement, and expenditures for compatible land use planning in the area surrounding an airport. In Fiscal Year 2022-23, the Annual Credits Program was fully funded at \$1.47 million, and the Commission allocated \$2.5 million for Airport Improvement Program Matching Grants (to be used in FY 2023-24) from available funds. No funding was available for the Commission to allocate for Acquisition and Development Grants, for which there are currently 11 projects programmed totaling \$1.97 million. A list of the 11 unallocated projects is available on the Commission website at: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2023/2023-08/33-3-5-a11y>

Enhanced Mobility of Seniors and Individuals with Disabilities Program. This is a federal grant program for the purchase of transit capital equipment to meet the specialized needs of elderly and disabled people for whom mass transportation services are unavailable, insufficient, or inappropriate. Each program cycle includes approximately \$15 million. The Commission adopted the 2021 Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Small Urbanized and Rural Areas Component in June 2022 and took no program actions in 2023.

Environmental Enhancement and Mitigation Program. This program funds environmental enhancement and mitigation projects directly or indirectly related to the environmental impact of modifying new or existing transportation facilities. Pursuant to Streets and Highways Code Section 164.56, projects must fall within one of three categories: urban forestry; resource lands; or mitigation projects beyond the scope of the lead agency. Any local, state, or federal agency, or nonprofit entity is eligible to participate in the program. The California Natural Resources Agency prescribes procedures and criteria to evaluate grant project proposals and recommends projects for funding to the Commission annually. The Commission awards grants to fund projects as recommended by the California Natural Resources Agency. The Commission approved the 2022 Environmental Enhancement and Mitigation Program on March 23, 2023, to program nine projects totaling \$6.7 million.

Program Webpage: <https://catc.ca.gov/programs/environmental-enhancement-mitigation>

Local Assistance Program. This program is made up of various federal and state programs specifically designed to assist the transportation needs of local agencies. The Commission allocates these funds to Caltrans to then sub-allocate to local agencies. Caltrans is required to update the Commission quarterly about the status of state and federal local assistance allocations. In Federal Fiscal Years 2021-2022 and 2022-23 the Commission allocated \$2.6 billion and \$2.3 billion respectively to Caltrans for sub-allocation to local agencies. Table 4 includes detail on the federal and state allocations by program for each year.

Table 4: Local Assistance Sub-Allocations by Program

As of June 30, 2023
(Dollars in Millions)

| Federal | 2021-22 | 2022-23 |
|------------------------------------------------------------------------------------------------------|----------------|----------------|
| National Highway Performance Program (Bridge) and Off-System Bridge | \$326 | \$309 |
| Bridge Replacement & Rehabilitation Formula Program | | \$253 |
| Surface Transportation Block Grant Program | 621 | 572 |
| Congestion Mitigation and Air Quality Improvement Program | 515 | 472 |
| Highway Safety Improvement Program | 110 | 112 |
| Railroad Grade Crossing Protection | 17 | 26 |
| Carbon Reduction Program | 63 | 32 |
| Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program | 45 | 11 |
| Discretionary and Special Programs | 353 | 220 |
| Highway Infrastructure Program | 105 | 46 |
| Community Development/Congressionally Directed Spending Program | 92 | |
| Community Project Funding/Congressionally Directed Spending Program (name changed) | | 92 |
| Federal Total | \$2,247 | \$2,145 |
| | | |
| Coronavirus Relief and Recovery Supplemental Appropriations Act | \$182 | |
| | | |
| State | 2021-22 | 2022-23 |
| Surface Transportation Block Grant Program State Match and Exchange | \$64 | \$64 |
| Bridge Inspection & Seismic Retrofit Programs | 1 | 1 |
| Railroad Grade Separations | 15 | 15 |
| Railroad Grade Crossing Protection Maintenance | 4 | 4 |
| Miscellaneous Unassigned Local Programs | 3 | 3 |
| Freeway Service Patrol | 25 | 25 |
| Freeway Service Patrol - Senate Bill 1 | 25 | 25 |
| Senate Bill 137 Exchange - HSIP | 60 | 50 |
| State Total | \$193 | \$183 |
| | | |
| Grand Total | \$2,622 | \$2,328 |

Note: Numbers may not add up due to rounding.

Proposition 1A. Also known as The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, this measure created nearly \$10 billion in state general obligation bond funding to be paid off over 30 years. \$9 billion was directed toward the high-speed rail project connecting San Francisco and Los Angeles. The Commission is responsible for programming and allocating the remaining \$950 million in bond proceeds to intercity rail, commuter rail, and urban rail systems that provide direct connectivity to the high-speed train system or capacity enhancements and safety improvements. Since the program's inception, the Commission has allocated more than \$897 million for Proposition 1A projects. Approximately \$37 million in Proposition 1A funds remains unallocated. The Commission continues to work with Caltrans to allocate the remaining balance and close out the program.

Proposition 1B. Also known as The Highway Safety, Traffic Reduction, Air Quality, and Port Security Act of 2006, this measure authorized the issuance of \$19.9 billion in state general obligation bonds. Proposition 1B requires the Commission to program and allocate approximately \$12.4 billion of that funding to specific transportation programs intended to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. As of the end of FY 2022-23, the Commission has allocated \$12.2 billion of the \$12.4 billion in bond funds programmed under its purview. Most Proposition 1B projects have either been constructed or are nearing completion. To better administer the program, the Commission developed and implemented an accountability plan, which required bond fund recipients to report to the Commission quarterly, and the Commission to submit semiannual reports to the Department of Finance to document whether projects are proceeding on schedule and within their estimated cost. In 2020 the Commission changed bond recipient reporting from quarterly to semiannually. The quarterly and semiannual reports and the list of projects funded are available on the Commission website at: <https://catc.ca.gov/programs/proposition-1b-highway-safety-traffic-reduction-air-quality-and-port-security-bond-act-2006>

Proposition 116. This measure enacted the Clean Air and Transportation Improvement Act of 1990 and designated nearly \$2 billion toward specific projects, primarily for passenger rail capital projects. In 2016, Assembly Bill 2620 (Dababneh, Chapter 763) authorized the Commission to re-program any funds not expended or encumbered by July 1, 2020, to other existing passenger rail projects with existing rail service. On July 1, 2020, \$9.5 million was identified as available for re-programming. In June 2021, the Commission approved a close-out policy for the Proposition 116 Program and programmed the remaining funds of \$9.5 million to the Stockton Regional Maintenance Facility Expansion project in San Joaquin County. The Commission has successfully programmed and allocated all available Proposition 116 funds since the program's inception over 30 years ago.

Seismic Safety Retrofit Program. This program was established by the Legislature following the 1989 Loma Prieta earthquake to improve the safety of bridges on the state highway system and the local streets and roads network. The State Highway System Component totaled \$12 billion and seismically retrofitted a total of 2,199 bridges. As of February 2019, the State Highway System Component has been

completed. In 2006, the Local Streets and Roads Component, which originally consisted of 1,235 bridges, received \$125 million from Proposition 1B to retrofit the remaining 479 local bridges in the program. As of June 2023, \$87 million has been suballocated. Of the 1,235 bridges in the program, 1,185 bridges have been completed and 39 bridges have not been completed. Of the 39 incomplete bridges, 22 bridges are in construction and 17 bridges have yet to move into construction.

Short-Line Railroad Improvement Program. This program funds short-line railroad infrastructure projects intended to improve freight mobility, increase volume thresholds, and support modern rail freight traffic throughout California. The program was funded by a one-time appropriation with savings from Proposition 1B through Senate Bill 87 (Committee on Budget and Fiscal Review, Chapter 32, 2019). By the close of Fiscal Year 2022-23, the remaining \$1.5 million in program funds was allocated, totaling \$6.8 million in program funds allocated to the 8 projects programmed. In Fiscal Year 2022-23, two of the 8 programmed projects were completed in which \$1.6 million in program funds were used to replace 3.8 miles of rail, resurfacing, and bridge repair. Collectively, the 8 projects programmed will rehabilitate aging rail and rail bridges to modern standards and construct new rail spurs and rail track. The projects entail a variety of benefits including increasing goods movement, reducing congestion, reducing truck miles traveled, providing safety and operational improvements, and reducing greenhouse gas emissions. The list of projects funded is available at: <https://catc.ca.gov/programs/short-line-railroad-improvement-program>



PLANNING

Under state and federal law, Caltrans is required to develop a series of long-range transportation planning documents on behalf of the state. The Commission provides direction on the development of these plans. These include the California Transportation Plan, which provides a vision for the state's transportation future, as well as several statewide plans that are intended to advance the goals and objectives of the California Transportation Plan. These plans, also known as the state's modal plans, include:

- The California Aviation System Management Plan
- The California Freight Mobility Plan
- The California State Rail Plan
- The Interregional Transportation Strategic Plan
- The State Bicycle and Pedestrian Plan

The California Transportation Plan and the modal plans are subject to various federal and state statutory requirements. While the plans are on different update cycles, they are required to be updated every four to five years depending on the plan.

In 2023, the Commission received updates from Caltrans on the California Freight Mobility Plan and the California State Rail Plan.

State Rail Plan

California Government Code Section 14036 requires Caltrans to prepare a California State Rail Plan (Rail Plan) that meets certain federal requirements. The 2023 Rail Plan establishes a strategic framework for coordinating incremental planning and investment decisions across stakeholder rail and planning agencies with the goal of integrating the different high speed, intercity, regional and intercity bus systems across the state as part of a seamless network. On March 10, 2023, Caltrans released the Draft 2023 California State Rail Plan for a 60-day public review period. At the March Commission meeting, the Commission submitted comments on the plan, including the following:

- Recommending that Caltrans summarize stakeholder engagement efforts informing the Rail Plan’s development
- Recommending that Caltrans consider the Rail Plan during the prioritization, scoping, and preparation of comprehensive multimodal corridor plans
- Recommending that Caltrans include the state’s rail network in the scope of Caltrans’ future climate adaptation and resiliency planning efforts

The California State Rail Plan is anticipated to be finalized in 2024.

Freight Mobility Plan

The California Freight Mobility Plan is another modal plan prepared by Caltrans and serves as a statewide long-range freight plan required by federal regulations and state statute. The Freight Plan aims to improve freight movement and reduce environmental impacts on the state’s highways, seaports and railways. On April 25, 2023, Caltrans released the draft California Freight Mobility Plan 2023 for public review. Caltrans presented an information update on the draft Freight Plan at the March Commission meeting. The Commission subsequently submitted comments on the plan that include:

- Strengthening and clarifying how comments received from stakeholders informed the plan
- Coordinating with Caltrans’ Native American Liaison Branch on language pertaining to tribes to ensure language is accurate and appropriate
- Tying the key freight challenges with identified strategies and objectives
- Including an implementation schedule for each strategy in the plan.

The Freight Plan was approved by the Federal Highway Administration on September 1, 2023.

Planning Guidelines

In addition to providing direction on the development of Caltrans’ long-range planning documents, the Commission also maintains guidelines for the development of transportation plans, including the California Transportation Plan, Regional Transportation Plans, and Comprehensive Multimodal Corridor Plans.

In October 2022, the Commission initiated the update of the California Transportation Plan Guidelines and the Regional Transportation Plan Guidelines in partnership with Caltrans via a virtual kick-off meeting. The kick-off meeting was held to provide an overview of the guidelines update process and hear from stakeholders about their expertise in long-range planning and important issues to address in the guidelines. Next, technical workgroups met in February 2023 to give stakeholders and subject matter experts an opportunity to provide comments and feedback throughout the update process of the guidelines. A workshop was held to discuss both sets of guidelines on February 15, 2023, and a workshop specific to the Regional Transportation Plan Guidelines was held on July 12, 2023. Feedback received and topics discussed at the technical work group meetings was shared at the workshops. Two key themes that emerged from both the work group meetings and the workshops were the need to update the Regional Transportation Plan Guidelines to conform with minor changes in federal legislation and regulations since the last guidelines update in 2017 and the need to incorporate new planning practice examples. To address those themes, language was added in the following areas: equity and environmental justice; coordination with the Regional Housing Needs Allocation process; federal performance management requirements; climate adaptation guidance and tools; vehicle miles traveled analysis under the California Environmental Quality Act; and clarifications to the Sustainable Communities Strategies process and implementation resources. Draft guidelines were released for public comment and feedback received was posted online. The updated guidelines will incorporate new federal and state legislation; add a reference to new reports, plans, and best practices; and integrate feedback from partners.

The California Transportation Plan Guidelines were adopted by the Commission in June 2023, and the Regional Transportation Plan Guidelines are expected to be adopted in January 2024.

The Comprehensive Multimodal Corridor Plan Guidelines are anticipated to be updated in 2024.



FINANCING

Road Charge

Senate Bill 1077 (DeSaulnier, Chapter 835, Statutes of 2014) tasked the Chair of the Commission, in consultation with the California State Transportation Agency, to convene a 15-member Road Charge Technical Advisory Committee to study road usage charge alternatives to the gas tax, make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, and recommend criteria to be used to evaluate the pilot program. In 2015, the Chair of the Commission established the Technical Advisory Committee, which includes membership that represents technical and public interest areas. The pilot program called for under Senate Bill 1077 concluded in 2017, having enrolled 5,000 vehicles to test a variety of mileage tracking methods while using mock invoices and payments.

More recently, the need for a road charge has been heightened due to the issuance of Executive Order N-79-20, in September 2020, which requires a complete transition for new passenger vehicle sales to a fully zero-emission vehicle market by 2035. With zero-emission vehicles making up more than 25 percent of vehicle sales through the third quarter of 2023, the need to move toward a different way of collecting transportation taxes that are not based on traditional fuel taxes is increasingly critical.

Recognizing this need, the Governor signed Senate Bill 339 (Wiener, Chapter 308, Statutes of 2021), which implements a legislative recommendation from the Commission's 2020 Annual Report to authorize a new road charge pilot program to test revenue collection. Senate Bill 339 required the Technical Advisory Committee to provide recommendations on the design of the pilot to the California State Transportation Agency, including fee structures to be used in the pilot.

In June of 2023, the Technical Advisory Committee submitted the pilot design recommendations. The report includes design recommendations in the main topic areas of organizational design, pilot participant design, rate setting, revenue collection, and privacy and data security, as well as the per-mile rate recommendations.

The Technical Advisory Committee's pilot design recommendations can be found at this link: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-committees/road-charge/sb-339-road-charge-pilot-design-recommendations-report-a11y.pdf>

GARVEE Bond Financing

Federal Grant Anticipation Revenue Vehicle (GARVEE) bonds may be used to finance projects in the State Transportation Improvement Program and the State Highway Operation and Protection Program. GARVEE bonds are tax-exempt anticipation notes backed by annual federal appropriations for federal aid transportation projects. They generally are used to finance large projects that would otherwise be unaffordable with available funding. Although this allows strategic projects to be delivered earlier than otherwise, the debt service limits future flexibility. The Commission has approved the issuance of GARVEE notes twice: once for State Transportation Improvement Program projects in 2004 and once for State Highway Operation and Protection Program projects in 2008. Both bonds have been repaid and all projects funded with the bond proceeds have been completed.

Government Code Section 14553.10 requires the Commission report, on or before October 1 each year, to the Governor, the Chairs of the Senate and Assembly Transportation Committees, the Department of Finance, and the Legislative Analyst on the amount of GARVEE bonds the Commission intends to issue for the subsequent fiscal year. In October 2023, the Commission notified these parties that it did not anticipate requesting issuance of GARVEE bonds in Fiscal Year 2024-25, which was based on an assessment of funding levels available for the two programs, as identified in the 2022 Fund Estimate adopted by the Commission on August 16, 2023. In its notification, the Commission also reported that neither the California Department of Transportation nor regional transportation agencies had requested the issuance of GARVEE bonds in the upcoming fiscal year to deliver their programs.

Toll Facilities

Assembly Bill 194 (Frazier, Chapter 687, 2015), authorizes the Commission to approve tolling of transportation facilities in California. Under this legislation, regional transportation agencies or Caltrans may apply to the Commission to develop and operate high-occupancy toll lanes or other toll facilities, including a value pricing program and exclusive or preferential lane facilities for public transit or freight. The legislation includes specific eligibility criteria for approving a facility, including that the facility will improve the corridor's performance such as increasing passenger throughput or reducing delays for freight shipments and travelers. The Commission also has established additional required information for applicants to submit in its Toll Facility Guidelines.

The Commission has received and approved four tolling applications under this legislation. Assembly Bill 194 requires the Commission to summarize the progress of the development and operation of the toll facilities it approves in its Annual Report to the Legislature, in cooperation with the Legislative Analyst's Office. Approved facilities and their progress are as follows:

Interstate 405 High-Occupancy Toll Facility in Orange County

In May 2016, the Commission approved an application from the Orange County Transportation Authority to develop and operate a high-occupancy toll facility on Interstate 405 between State Route 73 and Interstate 605 in Orange County. The Orange County Transportation Authority reports that the following additional milestones were accomplished as of the end of fiscal year 2022-23:

- Approaching 95% completion of design-build project from time and earned value perspective.
- Completion of 14 bridge replacements with all remaining bridges under construction.
- Approximately 95% completion of necessary walls, ramp reconstructions and paving operations.
- Completed the tenant improvements to the traffic operations center (TOC) and turned the TOC over to the toll lanes system integrator.
- The toll lanes system integrator completed their system design and factory acceptance testing and began installation of the in-lane equipment.
- Completed the tenant improvements to the customer service and operations center and turned the site over to the back-office system and customer service operator.
- The back-office system and customer service operator completed the equipment procurement and a majority of the software demonstration and system design.
- An agreement was executed with a traffic and revenue consultant to provide traffic and revenue services.
- The original baseline project budget was approximately \$1.9 billion and the current budget to complete the project is approximately \$2.16 billion. Additionally, the baseline schedule was anticipated to achieve substantial completion in January 2023 and the current schedule is to achieve substantial completion on October 31, 2023. These changes were the result of mitigating a multitude of challenges that were encountered during the five plus years of construction of the project.
- The facility is expected to opened in early December 2023.

San Mateo County U.S. 101 Express Lanes Project

In August 2019, the Commission approved an application from the San Mateo County Express Lanes Joint Powers Authority, a joint venture between the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, to develop and operate a 22-mile high-occupancy toll facility on U.S. 101 in San Mateo County between the Santa Clara County line to the south and Interstate 380 to the north. The San Mateo County Express Lanes Joint Powers Authority reports that the following milestones were accomplished in FY 2022-23:

- In March 2023, construction of the 16-mile northern project segment of the project between Whipple Avenue and Interstate 380 was completed, adding to the 6 miles of

the southern segment opened the year before. With the achievement of this milestone, 44 miles of Express Lanes (22-miles in each direction) was officially opened to the public on March 3, 2023.

- Both the Civil Construction and Toll System Integration Phases were completed on schedule and within budget. Project closeout for both phases are currently ongoing.
- Caltrans recently accepted bids for the construction of the Highway Landscaping Phase, which is the final phase for the project. Construction is expected to begin by early 2024.
- The Total Project Baseline budget is approximately \$581 million while the project has expended approximately \$552 million as of September 30, 2023.
- Effective on July 1, 2023, together with other Express Lane operators in the Bay Area, the San Mateo County Express Lanes JPA is offering a payment plan for certain qualified individuals with income less than or equal to two hundred percent of the federal poverty guidelines to pay tolls. In addition, the JPA is providing those individuals a one-time payment waiver for all toll violation penalties.
- The first quarterly operations performance report for the full 44 miles of Express Lanes was prepared for the 4th Quarter FY 2022-2023. It indicated that the toll facility was performing as expected, helping to manage the congestion along US 101. The Express Lanes continue to provide additional capacity along the corridor and improved speeds for more reliable travel times. Express Lanes speeds were mostly above 45 mph with an estimated travel time savings of up to 10 minutes compared to general purpose lanes.
- In April 2023, the US 101 Express Lanes Community Transportation Benefits Program, which is the first express lanes funded choice-based equity program in the nation, completed its initial pilot year. The program provided benefits to nearly 2,000 eligible community members in San Mateo County in the form of preloaded FasTrak® toll transponders or transit Clipper Cards with the value of \$100. An evaluation of the program's pilot year was conducted in September 2023 with results demonstrating satisfaction among participants and success in the initial program design. Recommendations were made to further improve impact and reach.

Interstate 105 High Occupancy Toll Facility in Los Angeles County

In October 2019, the Commission approved an application from the Los Angeles County Metropolitan Transportation Authority to develop and operate a high-occupancy toll facility along Interstate 105 between Interstate 405 and Interstate 605. The Los Angeles County Metropolitan Transportation Authority reports that the following milestones were accomplished in fiscal year 2022-23:

- Design for Package 1 (I-405 to Central Avenue), Package 2 (Central Avenue to I-710), and Package 3 (I-710 to Studebaker Road) have been submitted to Caltrans for review; Package 1 Construction is expected to commence in fiscal year 2024-2025.
- This project will be delivered using the Construction Manager/General Contractor delivery method.
- The project's baseline budget is \$780 million, and the current cost estimate is \$780 million to \$1 billion for the project.
- The Los Angeles County Metropolitan Transportation Authority is coordinating with rail operators to reduce potential impacts and disruption to the Metro C Line and project

construction, and with the West Santa Ana Branch project that will construct a new C line station in the median of I-105 and light rail tracks over I-105.

State Route 37 Toll Facility

In May 2023, the Commission approved an application from the Bay Area Infrastructure Financing Authority (BAIFA) to develop and operate a toll facility on State Route 37 as part of the Sears Point to Mare Island Improvement Project. The toll facility will be located along State Route 37 in Solano and Sonoma Counties. The project will be delivered by an integrated team consisting of the Metropolitan Transportation Commission and Caltrans along with its North Bay Transportation Authority partners. BAIFA reports on behalf of the partnership that the project has accomplished the following milestones in FY 2022-2023:

- February 2023: Completed Project Approval and Environmental Document (PAED).
- July 2023: Kicked off regional income/means-based discount review of MTC/ Association of Bay Area Government discount programs to inform potential expansion and improved discount programs.
- August 2023: Began Plans, Specifications & Estimates (PS&E) phase.
- September 2023: Selected contractor to evaluate traffic and revenue and equity analysis to help inform the toll program.
- October 2023: Begin collecting additional origin-destination/corridor traveler data for State Route 37.

California Transportation Financing Authority

Assembly Bill 798 (Nava, Chapter 474, Statutes of 2009) created the California Transportation Financing Authority (Financing Authority). Assembly Bill 798 provides that a project sponsor, as defined in Government Code section 64102(g), may apply to the Financing Authority for bond financing or refinancing of a transportation project that Caltrans and the Commission have approved for construction. The Financing Authority and the Commission are required to develop an approval process that results in project approval by the Commission and financing approval by the Financing Authority in a cooperative manner that is not sequential, so that both approvals may be delivered to a project at approximately the same time.

Beginning in June 2011, and annually thereafter, the Financing Authority is required to present to the Commission a summary of actions taken in the previous calendar year, including the number of project sponsors that sought financing through the Financing Authority, a description of each project, a summary of the sources of funding used to finance or refinance the project, and any recommendations the Financing Authority may have to improve the financing of transportation infrastructure. This information is to be included in the Commission's Annual Report to the Legislature. Since enactment of this legislation, the Financing Authority has not received a formal request to finance or refinance a project.



PROJECT DELIVERY

Advance Mitigation

Advance mitigation for transportation projects can address potential future environmental compensatory mitigation needs in a way that provides better ecological, economic, and overall project delivery outcomes. Senate Bill 1, The Road Repair and Accountability Act of 2017, required that commencing with fiscal year 2017-18, and over a four-year period, a total of \$30 million dollars would be set aside each year. This set aside would provide Caltrans a total of \$120 million dollars to conduct an Advance Mitigation Program, with the intent for it to become self-sustaining.

California Streets and Highways Code section 800.7 requires Caltrans to submit an annual report on the program to the Commission. These reports are intended to provide the Commission with information on the financial activity in the Advance Mitigation

Account, the transportation projects that have purchased mitigation credits from the Advance Mitigation Program, and the amount, type and location of mitigation credits that the Advance Mitigation Program has made available to transportation projects. Caltrans staff has also provided an update each year at a Commission meeting.

In the 2022-2023 fiscal year, the Advance Mitigation Program developed enough Regional Advance Mitigation Needs Assessments to begin nominating and scoping advance mitigation projects statewide. The number of advance mitigation projects being proposed and approved for funding dramatically increased, from 2 funded projects to 9 at the end of the reporting period. Roughly 64 percent of the funds in the Advance Mitigation Account had been approved for funding advance mitigation

projects. In Fall 2022 the Advance Mitigation Program staff met with all Districts to plan their potential need for Regional Advance Mitigation Needs Assessments, Project Initiation Proposals and Project Initiation Documents for the 2023-2024 fiscal year. The Advance Mitigation Program identified up to eight new Advance Mitigation Program-funded projects and up to three additional Regional Advance Mitigation Needs Assessments.

Design-Build

Design-build is a project delivery system used in the construction industry in which the design and construction services are contracted by a single entity. Assembly Bill 401 (Daly, Chapter 586, Statutes of 2013) superseded prior design-build legislation, Senate Bill X2-4 (Cogdill, Chapter 2, Statutes of 2009), to provide Caltrans and local transportation entities the authority to use the design-build project delivery method. Assembly Bill 401 authorized 10 design-build projects for Caltrans over a 10-year period from 2014 to 2024 and granted unlimited design-build authority on projects on the State Highway System sponsored by local transportation entities. Assembly Bill 1499 (Daly, Chapter 212, Statutes of 2021) extended the 10-year period authorization period for Caltrans through 2034 and also requires Caltrans to submit a report to the Legislature on or before January 1, 2033, on its experience with the use of the design-build method of procurement, including relative costs and time to complete projects.

As of June 2023, Caltrans has six projects in its design-build program authorized by Assembly Bill 401. These six projects are listed in Table 5. Local transportation agencies have also continued to utilize their unlimited design-build authority to deliver projects on the State Highway System.

Table 5: Design-Build Projects Authorized under Assembly Bill 401

| Project | Scope | Construction Cost* (in millions) | Status |
|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|---------------------------------------------|-----------------|
| US 50 Multimodal Corridor Enhancement and Rehabilitation Project | Construct HOV lanes and rehabilitate US 50 in Sacramento | \$388 | In construction |
| Riv-10 Pavement Rehabilitation | Pavement rehabilitation | \$188 | In construction |
| I-405 Improvement Project | Pavement rehabilitation and operational improvements | \$216 | In construction |
| District 4 Replace Traffic Management System Devices | Replace traffic management system devices throughout District 4 | \$47 | In procurement |
| Construct/Upgrade Pedestrian Facilities (Americans with Disabilities Act Compliance) | Improve pedestrian accessibility and Americans with Disabilities Act compliance at various locations | \$24 | In construction |
| District 8 Maintenance Building | Maintenance building | \$22 | In construction |

*Construction cost for projects in construction are the awarded amount to Design-Build contractor.

Construction Manager General Contractor

The Construction Manager General Contractor contracting method is a two-step process in which an agency enters into a pre-construction services agreement with a contractor but remains the engineer of record and utilizes the contractor as a construction manager during the design process to leverage the contractor’s construction expertise, means, and methods to optimize project cost and schedule. The incorporation of the construction manager on the project delivery team, especially during constructability reviews, is a tool for identifying and mitigating project risks prior to entering the construction phase of a project. At a mutually agreed point in the design phase, the agency and the construction manager negotiate the price to construct the project, and an independent estimating team confirms this price is reasonable. After an agreement has been reached, the two parties enter into a construction agreement, the construction contract is awarded, and the construction manager becomes the general contractor for the project. If they cannot reach agreement on the price, the Construction Manager General Contractor is relieved of their duties and the standard design-bid-build contracting process commences.

Assembly Bill 2498 (Gordon, Chapter 752, Statutes of 2012) authorized Caltrans to use the Construction Manager General Contractor project delivery tool for six projects as a pilot program, and the Commission subsequently incorporated provisions specific

to the contracting method in its program guidelines. As of June 2023, all six projects authorized as a pilot program under the Assembly Bill 2498 legislation have either been completed or are currently in construction. The status of these projects is outlined in Table 6.

Table 6: Construction Manager General Contractor Projects Authorized Under Assembly Bill 2498

| Project | Scope | Construction Cost* (in millions) | Status |
|----------------------------------------------------------|-------------------------------------------------------|---------------------------------------------|---------------------------------|
| Interstate 5 North Coast Corridor | HOV lanes and rail | \$753 | Construction (Work Packages) |
| Mariposa State Route 140 – Ferguson Slide Restoration | Slide restoration | \$269 | Construction (Work Packages) |
| Bay Bridge Demolition | Bridge demolition | \$186 | Complete |
| State Route 58 Kramer Junction Widening and Realignment | Widening and realignment | \$182 | Complete |
| Fresno State Route 99 Realignment | Realign State Route 99 to accommodate high-speed rail | \$162 | Complete |
| Interstate 215 at Barton Road Interchange Reconstruction | Interchange reconstruction | \$49 | Complete |

*Construction cost for completed projects is the final construction amount paid to the contractor. For projects still in construction, construction cost is an estimate to complete construction.

More recent legislation expanded Caltrans’ authority for Construction Manager General Contractor project delivery. Assembly Bill 2126 (Mullin, Chapter 750, Statutes of 2016) authorized Caltrans to use Construction Manager General Contractor on up to six additional projects, and Assembly Bill 115 (Committee on Budget, Chapter 20, Statutes of 2017) authorized Caltrans to use the project delivery method on up to ten additional projects. Senate Bill 1262 (Beall, Chapter 465, Statutes of 2018) removed the limit on the number of authorized Construction Manager General Contractor projects for Caltrans, while also requiring interim and final reports that comprehensively assess the effectiveness of the project delivery method relative to project cost and time savings. Projects authorized under Assembly Bill 2126, Assembly Bill 115, and Senate Bill 1262 are listed in Table 7.

Table 7: Construction Manager General Contractor Projects Authorized Under Assembly Bill 2126, Assembly Bill 115, and Senate Bill 1262

| Project | Scope | Construction Cost* (in millions) | Status |
|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|---------------------------------------------|------------------------------|
| Mendocino 1 Albion River Bridge Replacement | Replacement and rehabilitation of bridges | \$52 | Pre-Construction |
| Yreka Rehabilitation | Pavement rehabilitation and accessibility improvements | \$64 | Construction |
| Sacramento River Bridge Deck Replacement and Dunsmuir Gap | Rehabilitate Sacramento River Bridge and Overhead and rehabilitate pavement on Northbound Interstate 5 | \$141 | Construction |
| Sacramento State Route 99 Cosumnes River Bridges | Replacement and rehabilitation of bridges | \$150 | Complete |
| Yuba State Route 70 Binney Junction Roadway Rehabilitation and Complete Streets | Roadway rehabilitation and operational improvements | \$101 | Construction (Work Packages) |
| Sacramento State Route 51 American River Bridge Rehab | Replace bridge deck | \$201 | Construction |
| Nevada Interstate 80 Acid Flat Bridge Replacement | Replace bridge | \$50 | Pre-Construction |
| Interstate 80/Interstate 680/State Route 12 Interchange Package 2A | Interchange connection | \$60 | Complete |
| State Route 101 Managed Lanes | High Occupancy Toll lanes | \$385 | Complete |
| Westbound Interstate 80 Cordelia Truck Scales | Replace the existing Cordelia Commercial Vehicle Enforcement Facility | \$155 | Pre-Construction |
| SM-82/El Camino Real Roadway Rehab/Sidewalk ADA Upgrade Project | Pavement rehabilitation and accessibility improvements | \$95 | Pre-Construction |
| SF-80 & SF 101 Bridge Rehabilitation of Central and Bayshore Viaducts | Rehabilitation of viaducts | \$34 | Pre-Construction |
| Saratoga Creek Bridge Rehabilitation | Bridge rehabilitation | \$12 | Construction |

| Project | Scope | Construction Cost* (in millions) | Status |
|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|---------------------------------------------|---------------------------------|
| Scofield Retrofit | Retrofit Scofield Ave undercrossing | \$16 | Complete |
| Alameda Interstate 80 University Avenue | Increase vertical clearance | \$160 | Pre-Construction |
| Open Road Tolling Gantries and Toll Plaza Reconfiguration | Convert toll operations to ORT system | \$73 | Pre-Construction |
| Santa Barbara US 101 High Occupancy Vehicle Lanes | High Occupancy Vehicle lanes | \$706 | Construction (Work Packages) |
| San Luis Obispo State Route 46 Corridor Improvements | Construct a 4-lane divided expressway | \$568 | Construction (Work Packages) |
| Fresno 99 Rehabilitation | State Route 99 Rehabilitation from El Dorado Street to Clinton Avenue Project | \$257 | Pre-Construction |
| Ventura State Route 1 Slope Restoration | Permanent slope restoration | \$43 | Construction |
| Los Angeles Interstate 405 San Gabriel River Bridge Scour Mitigation | Bridge scour mitigation | \$19 | Pre-Construction |
| Los Angeles Interstate 210 Hinge Replacement | Reconstruct hinge diaphragms | \$17 | Construction |
| Interstate 405 Active Transportation Management and Integrated Corridor Management | Rehabilitate and upgrade transportation management systems | \$30 | Pre-Construction |
| Stockton Channel Viaduct Bridge Rehabilitation | Bridge rehabilitation | \$482 | Pre-Construction |
| San Dieguito Lagoon Restoration | Restore wetlands of adjacent San Dieguito Lagoon | \$66 | Construction |
| San Diego Interstate 5 State Highway Operation and Protection Program Asset Management | Roadway rehabilitation and corridor improvements | \$76 | Pre-Construction |

*Construction cost for completed projects is the final construction amount paid to the contractor. For all other projects listed, the cost is an estimate at this point in time for the respective phase of project delivery.

Appendix

Solutions for Congested Corridors Program Project Status

| # | Project Segment | Programmed (\$000s) | Allocation (Date) | Allocated (\$000s) | Expended (\$000s) | Milestones Completed (FY 2022-23) | Milestones Upcoming (FY 2023-24) |
|-------------------------------|-----------------------------------------------------------------------------------|---------------------|-------------------|--------------------|-------------------|-----------------------------------|----------------------------------|
| 2018 PROGRAM (CYCLE 1) | | | | | | | |
| 1 | US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes (I-5 to Watt Ave) | 90,000 | Mar-19 | 90,000 | 62,926 | | |
| 2 | Gold Line Light Rail Improvements - Construct track siding | 20,300 | Oct-21 | 20,300 | 0 | Begin Construction | |
| 3 | Franklin Boulevard Cycle Track Phase 1 | 200 | Jun-19 | 200 | 0 | End Construction | |
| 4 | Sac 5 Corridor Enhancement Project | 14,800 | May-18 | 14,800 | 14,390 | | |
| 5 | Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure | 84,791 | Mar-19 | 84,791 | 84,856 | | End Construction |
| 6 | US 101 Managed Lanes Project - Northern Segment - Express Lanes | 125,190 | Oct-19 | 125,190 | 124,196 | End Construction | |
| 7 | US 101 Managed Lanes project -Northern Segment - Tolling System Integration | 0 | | | | | |
| 8 | US 101 Managed Lanes project -Northern Segment -Landscaping | 0 | | | | | |
| 9 | US 101 Managed Lanes Project - Southern Segment | 74,810 | Dec-18 | 74,810 | 74,465 | End Construction | |
| 10 | Silicon Valley Express Lanes Program - Phase 3 | 33,200 | Aug-18 | 33,200 | 33,200 | End Construction | |
| 11 | North Padero Lane Coastal Access Improvements | 583 | Aug-22 | 583 | 0 | Allocation | Begin Construction |
| 12 | Summerland Area Coastal Access Improvements | 8,320 | Mar-23 | 8,320 | 0 | Allocation | Begin Construction |
| 13 | Santa Claus Lane Class I Bikeway | 8,017 | Aug-22 | 8,017 | 6,904 | Allocation | Begin Construction |

| # | Project Segment | Programmed (\$000s) | Allocation (Date) | Allocated (\$000s) | Expended (\$000s) | Milestones Completed (FY 2022-23) | Milestones Upcoming (FY 2023-24) |
|----|----------------------------------------------------------------------------------------|---------------------|-------------------|--------------------|-------------------|-----------------------------------|----------------------------------|
| 14 | Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing | 7,040 | Mar-23 | 7,040 | 0 | Allocation | Begin Construction |
| 15 | Santa Monica Road and Via Real Intersection Improvements | 1,476 | Aug-21 | 1,476 | 0 | End Construction | |
| 16 | South Coast 101 HOV Lanes - Carpinteria (Segment 4A) | 0 | | | | | |
| 17 | South Coast 101 HOV-Padaro (Segment 4B) | 63,310 | May-21 | 63,310 | 36,161 | | |
| 18 | South Coast 101 HOV-Summerland (Segment 4C) | 44,040 | Oct-20 | 44,040 | 36,799 | | |
| 19 | Airport Metro Connector 96th Street Transit Station | 150,000 | Jun-20 | 150,000 | 0 | | |
| 20 | Redlands Passenger Rail Project | 65,000 | Oct-18 | 65,000 | 0 | | End Construction |
| 21 | I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV | 195,000 | Aug-18 | 195,000 | 185,004 | | End Construction |
| 22 | I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV | 0 | | | | | |
| 23 | Orange County Central Corridor - Bravo! Main Street Rapid Bus | 4,331 | Jun-20 | 4,331 | 0 | | End Construction |
| 24 | Orange County Central Corridor - Traffic Light Synchronization - Warner Avenue | 4,092 | Jun-20 | 4,092 | 0 | | |
| 25 | Orange County Central Corridor Traffic Light Synchronization MacArthur Boulevard | 2,951 | Jun-20 | 2,951 | 0 | | |
| 26 | Orange County Central Corridor - Traffic Light Synchronization - Edinger Avenue | 4,957 | Jun-20 | 4,957 | 0 | | |
| 27 | Santa Clara Bicycle and Pedestrian Improvements | 3,243 | May-22 | 3,243 | 0 | Begin Construction | |

| # | Project Segment | Programmed (\$000s) | Allocation (Date) | Allocated (\$000s) | Expended (\$000s) | Milestones Completed (FY 2022-23) | Milestones Upcoming (FY 2023-24) |
|-------------------------------|---------------------------------------------------------------------------------------------------|---------------------|-------------------|--------------------|-------------------|-----------------------------------|----------------------------------|
| 28 | Route 53/553 (Bravo!Main St) - Bus Stop Improvements - Signage and Real Time Displays | 230 | Jun-21 | 230 | 0 | | |
| 29 | Route 53/553 (Bravo!Main St) -Bus Stop Improvements - Shelters | 114 | Mar-23 | 114 | 0 | Allocation | |
| Cycle 1 Total | | 1,005,995 | | 1,005,995 | 658,901 | | |
| 2020 PROGRAM (CYCLE 2) | | | | | | | |
| 30 | Train Control Modernization Program - Switch Machine Cabling BART Labor | 41,800 | Dec-21 | 41,800 | 0 | | |
| 31 | Train Control Modernization Program - Switch Machine Cabling Procurement of Non-Revenue Equipment | 3,350 | Dec-21 | 3,350 | 0 | | |
| 32 | Train Control Modernization Program - Downtown Oakland Interlock Upgrade | 14,850 | May-23 | 14,850 | 0 | Allocation | Begin Construction |
| 33 | Train Control Modernization Program - Communications-based Train Control | 0 | | | | | |
| 34 | Soscol Junction Project | 19,341 | Jun-21 | 19,341 | 7,693 | Begin Construction | |
| 35 | West Valley Connector Bus Rapid Transit - Mainline Improvements | 65,000 | Jan-23 | 65,000 | 0 | Allocation | Begin Construction |
| 36 | West Valley Connector Bus Rapid Transit - Maintenance Facility | 0 | | | | | |
| 37 | West Valley Connector Bus Rapid Transit - Vehicle Acquisition | 0 | | | | | |
| 38 | Placer-Sacramento Gateway - Auburn Boulevard Ramp Meter | 500 | Oct-21 | 500 | 364 | | |
| 39 | Placer-Sacramento Gateway - Auburn Boulevard Complete Streets | 2,860 | Jun-23 | 2,860 | 0 | Allocation | Begin Construction |
| 40 | Placer-Sacramento Gateway - Dry Creek Greenway | 6,239 | Mar-23 | 6,239 | 0 | Allocation | Begin Construction |

| # | Project Segment | Programmed (\$000s) | Allocation (Date) | Allocated (\$000s) | Expended (\$000s) | Milestones Completed (FY 2022-23) | Milestones Upcoming (FY 2023-24) |
|----------------------|--------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------|--------------------|-------------------|-----------------------------------|----------------------------------|
| 41 | Placer-Sacramento Gateway - Watt Avenue Complete Streets | 8,100 | | | | | Allocation |
| 42 | Placer-Sacramento Gateway - Watt/I-80 Light Rail Station | 7,937 | Jun-23 | 7,937 | 0 | Allocation | Begin Construction |
| 43 | Placer-Sacramento Gateway - Light Rail Modernization - Stations | 2,942 | Jun-23 | 2,942 | 0 | Allocation | Begin Construction |
| 44 | Placer-Sacramento Gateway - I-80 Transit Reliability | 9,503 | Jun-22 | 9,503 | 1 | Begin Construction | |
| 45 | Placer-Sacramento Gateway - South Placer Transit - Five Electric Buses | 4,705 | May-22 | 4,705 | 0 | Begin Construction | |
| 46 | Placer-Sacramento Gateway - South Placer Transit - Five Chargers | 1,295 | Jun-23 | 1,295 | 0 | Allocation | Begin Construction |
| 47 | Placer-Sacramento Gateway - Light Rail Modernization - Light Rail Vehicles | 22,994 | Jun-23 | 22,994 | 0 | Allocation | Begin Construction |
| 48 | Marin Sonoma Narrows - Contract B7 | 40,118 | Aug-21 | 40,118 | 10,718 | | |
| 49 | I-105 Express Lanes - Construction | 150,000 | | | | | Allocation |
| 50 | I-105 Express Lanes - Roadside Toll Collection System | 0 | | | | | |
| 51 | Watsonville - Santa Cruz Multimodal Corridor Program - 41st Avenue to Soquel Avenue Auxiliary Lanes | 23,507 | Jun-21 | 23,507 | 1,862 | | |
| 52 | Watsonville - Santa Cruz Multimodal Corridor Program - State Park to Bay/Porter Auxiliary Lanes | 52,837 | Jan-23 | 52,837 | 0 | Allocation | Begin Construction |
| 53 | Watsonville - Santa Cruz Multimodal Corridor Program - Soquel Drive Buffered Bike Lane and Congestion Mitigation Project | 16,463 | Mar-23 | 16,463 | 0 | Allocation | Begin Construction |
| Cycle 2 Total | | 494,341 | | 336,241 | 20,638 | | |
| Program Total | | 1,500,336 | | 1,342,236 | 679,539 | | |

NOTE: The Solutions for Congested Corridors Program only funds the construction phase of a project. Projects beginning construction normally take about 36 months to complete construction.

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The Honorable Laura Friedman, Member of the California Assembly

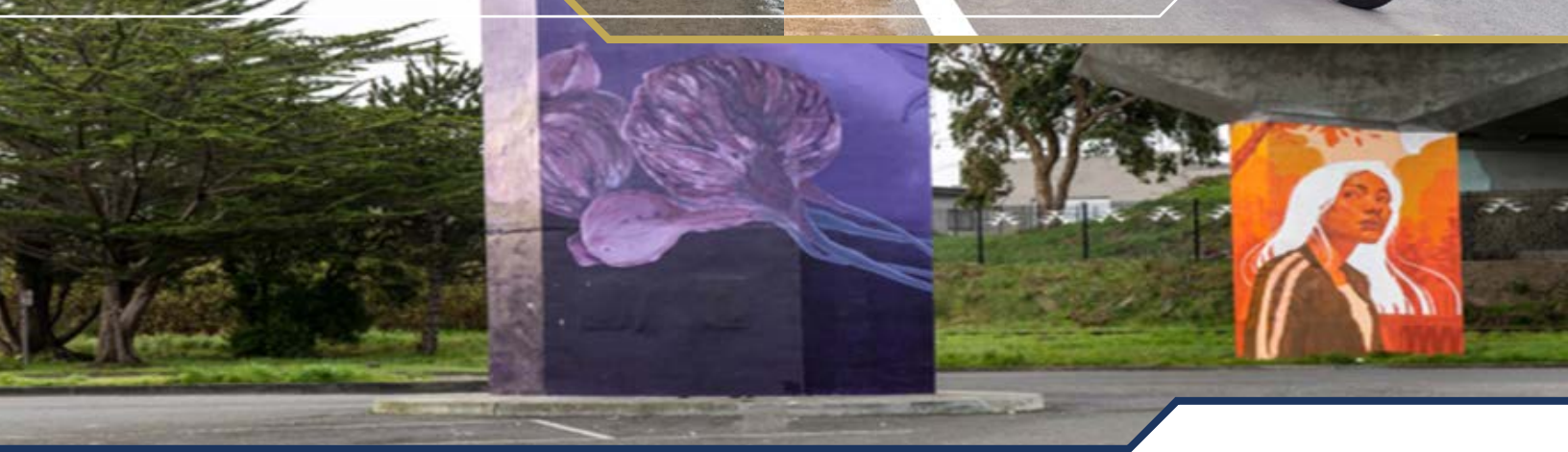
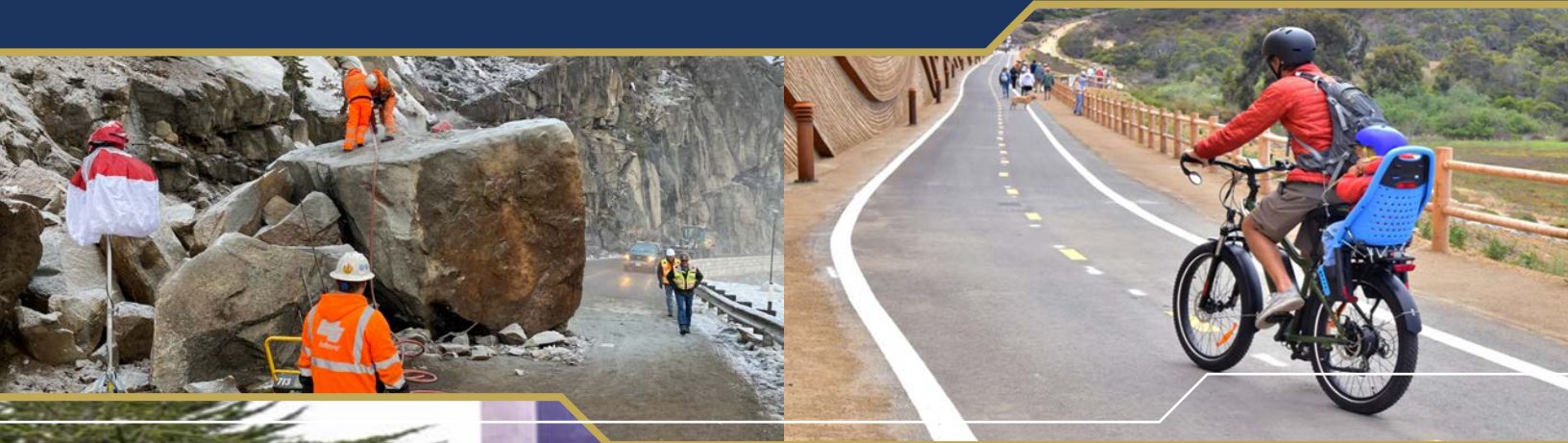
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Paul Golaszewski, Chief Deputy Director
Justin Behrens, Deputy Director
Teresa Favila, Deputy Director
KC Handren, Deputy Director
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Tim Sobelman, Chief Engineer
Matthew Yosgott, Deputy Director

Celeste Almanza
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2023 ANNUAL REPORT

TO THE CALIFORNIA LEGISLATURE

RECOMMENDATIONS & ACCOMPLISHMENTS

California Transportation Commission
1120 N. Street, MS-52
Sacramento, California 95814
Tel: 916.654.4245
Fax: 916.653.2134
www.catc.ca.gov