

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 9, 2019

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.12, Information Item

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SB 1 Program Manager

Subject: **QUARTERLY REPORT – SENATE BILL 1 PROGRAM – FOURTH QUARTER**

SUMMARY:

As required by the Senate Bill (SB 1) Accountability and Transparency Guidelines (Guidelines) adopted by the California Transportation Commission (Commission) on March 21, 2018, and amended on August 15, 2018, the California Department of Transportation (Department) will present its SB 1 Quarterly Program Progress Report.

This quarterly report covers the period of April 1, 2019, through June 30, 2019, for the following programs:

- Solutions for Congested Corridors Program
- Trade Corridor Enhancement Program
- Local Partnership Program – Competitive Program
- State Highway Operation and Protection Program
- Active Transportation Program

BACKGROUND:

SB 1 increased the Commission's oversight role in several existing programs and created new programs for the Commission to oversee. The Guidelines require that the Department prepare and submit to the Commission progress reports for each SB 1 program at specified timelines. The progress report includes a summary of the five programs and individual program reports with an assessment of each program's current status in cost, schedule, scope and benefits.

As required by the Guidelines, the first progress report was presented to the Commission at its October 2018 meeting and covered the period of March 2018 through August 2018. The Guidelines require that subsequent reports are presented to the commission on a quarterly basis in December, March, June and October. The attached report includes program information for the fourth quarter of Fiscal Year 2018-19.

Attachment

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

SENATE BILL 1

Quarterly Report to the California Transportation Commission

For the period: April 1, 2019–June 30, 2019



October 9, 2019



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Section 1 - Senate Bill 1 Program Progress Report

Overall Program Summary - April 1, 2019 – June 30, 2019

Purpose

Senate Bill 1 (SB 1) increased the California Transportation Commission's (Commission) oversight responsibilities to ensure the California Department of Transportation (Caltrans) and local governments are held accountable for the efficient investment of public funds through performance goals that are tracked and reported. The Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018, and amended on May 16, 2018, and August 15, 2018, to require Caltrans to prepare and submit to the Commission progress reports for each SB 1 Program at specified timelines. Progress reports will include information appropriate to assess the current state of the overall program.



The 2018 SB 1 Programs

The Commission developed the Accountability and Transparency guidelines outlining the requirements for reporting progress on projects' approved scope, cost, schedule and benefits. The guidelines apply to the following programs: Solutions for Congested Corridors Program (SCCP), the Trade Corridor Enhancement Program (TCEP), the Local Partnership Program – Competitive (LPP-C), Local Partnership Program Formulaic (LPP-F), the State Highway Operation & Protection Program (SHOPP), and the Active Transportation Program (ATP).

Programs at a Glance:	SCCP	TCEP	LPP-C	LPP-F	SHOPP	ATP
Total programmed funds	\$1.0 B	\$1.37 B ¹	\$309 M	\$265.8 M	\$9.2 B ²	\$391.8 M
Number of programmed projects/ segments	29	38	34	103	481	250
Total cost of all programmed projects ³	\$3.2 B	\$4.29 B	\$1.7 B	\$6.8 B	\$9.5 B ³	\$1,090 M
Number of projects/ segments allocated	8	19	15	72	399	265
Total dollars allocated	\$557.8 M	\$464.8 M	\$90.4 M	\$184.5 M	\$2.8 B ²	\$117.6 M
Number of awarded projects	5	5	11	30	25	43
Total dollars of awarded projects	\$382.8 M	\$304.7 M	\$82.6 M	\$79.5 M	\$0.7 B	\$48 M
Remaining funds available for programming or allocation	\$0	(\$30.5) M	(\$9) M	\$54.2 M	\$6.4 B	\$8.2 M

M = Million B = Billion

¹Includes funds from SB 1, the National Hwy Freight Program and the 2015 Budget Act.

This program had two projects with three segments removed. The amount programmed was reduced accordingly.

²This amount represents 2018 SHOPP projects with SB 1 funds only, it is not the entire 2018 SHOPP.

³Total programmed dollars includes projects funded by multiple programs, in addition to federal, state and local funds.

Section 1 - Senate Bill 1 Program Progress Report

Overall Program Summary - April 1, 2019 – June 30, 2019

Major Activities and Accomplishments

Baseline Agreements

	Quarter 4	Approved to Date	Future	Total
SCCP	0	8	1	9
TCEP	0	26	0	26
LPP-C	0	9	3	12
SHOPP	1	33	27	61
ATP	1	2	12	15
Total	2	78	43	123

Note: The SHOPP guidelines were adopted at the June 2019 Commission meeting which changed the requirement for baseline agreements. Based on the adopted SHOPP guidelines, a baseline agreement is only required for projects with a total project cost of \$40 million or greater. All baseline agreements previously approved with a total project cost less than \$40 million are now void. As a result, the number of approved baseline agreements is lower for the fourth quarter.

In addition, last quarter we reported that one TCEP baseline agreement was still needed. The baseline agreement is no longer needed because the project was cancelled.

Construction Contract Awards

	Quarter 4	To Date
SCCP	3	5
TCEP	1	5
LPP-C	3	11
SHOPP	10	25
ATP	13	43
Total	30	89

Program Benefits

Infrastructure benefits for each program are highlighted in each program report, along with the status of benefits achieved to date. Some projects are funded by multiple programs; therefore, those project benefits will be shown under multiple programs.

Section 1 - Senate Bill 1 Program Progress Report

Overall Program Summary - April 1, 2019 – June 30, 2019

Completion Reports

As of June 30, 2019, one ATP project was completed but the completion reports is not yet due. Completion reports are due six months from the date the project is open to the public.

ATP - Contra Costa County's Pacheco Blvd Sidewalk Gap Closure project.

SHOPP – The prior quarterly report had five SHOPP projects as being completed. The five projects are not 2018 SHOPP projects; therefore, we will not be reporting on those projects.

Final Delivery Reports

As of June 30, 2019, no final delivery reports were due.

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

The following projects are being highlighted due to the identification of substantial issues that may impact the delivery of the currently approved cost and/or schedule. A full listing of projects is included in each program's report as an attachment.

SCCP - There are no risks identified for SCCP projects this quarter.

TCEP - Rice Avenue Fifth Street Grade Separation Project

This project is at risk for a schedule delay and a substantial cost increase due to Right of Way acquisition activities and utility relocations. A project scope alternative was selected based on feasibility of delivery, cost benefit, and schedule impacts. A corrective action plan is being developed and will be presented in the near future.

LPP-C - Metro Orange Line Project – Transit Improvements

This project is at risk for scope and schedule. As a result of the environmental document, the transit agency is requesting a significant scope change to provide a cost effective design for the elevated rail section of the project. The scope change will impact the current delivery schedule and an amendment will be reviewed at the December 2019 meeting.

SHOPP - There are no risks identified for SHOPP SB 1 funded projects this quarter.

ATP - There are no risks identified for ATP SB 1 funded projects this quarter.

Project Lists are located under each respective program on the SB 1 Portal.

Solutions for Congested Corridors Program (SCCP)



The SCCP was established by SB 1 to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. The SCCP is a statewide, competitive program for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

The 2018 SCCP Program

The 2018 SCCP is a four-year program with \$1 Billion in funding for 2017-18 to 2020-21. The California Transportation Commission (Commission) adopted the SCCP in May 2018, consisting of 9 projects with 29 segments, valued at more than \$3 billion, and leveraging more than \$2 billion in other federal, state and local funds. The selected projects are part of a comprehensive corridor plan that will reduce congestion in highly traveled corridors, including the state highway system, local streets and roads, public transit facilities, bicycle and pedestrian facilities or required mitigation and/or restoration projects.

2018 SCCP at a Glance:	
Total programmed SCCP funds (4-year period)	\$1.0 Billion
Total number of programmed project segments within the 9 approved projects	29
Total cost of all programmed projects	\$3.2 Billion ¹
Number of project segments allocated	8
SCCP dollars allocated	\$557.8 Million
Number of awarded project segments	5
SCCP dollars awarded	\$382.8 Million
Remaining SCCP funds available for programming	\$0

¹ Total cost of all programmed projects includes SCCP funds, as well as other federal, state and local funds.

Program Status

The first funding cycle of SCCP included four years of project programming for 2017-18 to 2020-21. The program consists of 29 programmed project segments. Thirteen of the programmed SCCP project segments are multi-funded and are leveraging funds from other SB 1 programs. As reported last quarter, seven project segments received construction allocations totaling \$557.6 million in SCCP funding. This quarter, another project segment received an allocation of \$200,000 in SCCP funding. In total, the eight projects have received \$557.8 million in SCCP funding, leveraging over \$928.8 million in other state and local construction funding.

Program Infrastructure Benefits

Expected infrastructure benefits (outputs) for the nine programmed SCCP projects are as follows³:

Category of Benefits	Planned as Adopted Into Program		Delivered and Ready for Construction at Allocation		Completed and Open to Traffic	
	Miles	Each	Miles	Each	Miles	Each
High Occupancy Vehicle lanes constructed	141	-	90.3	-	-	-
Auxiliary lanes constructed	3	-	0.6	-	-	-
Operational improvements	-	22	-	13	-	-
Modified/Reconstructed bridges	-	16	-	5	-	-
Pedestrian/Bicycle facilities constructed	18	-	9.6	-	-	-
Sound walls constructed	7.6	-	5.0	-	-	-
New track	11	-	9	-	-	-
Purchase rail cars/transit vehicles	-	5	-	-	-	-
Station Improvements	-	6	-	5	-	-
Traffic Light Synchronization	35	-	-	-	-	-
Zero Emission buses	-	5	-	-	--	

³This chart has been updated from previous reports. Instead of showing the same benefits in separate line items under local and state, they were combined. Additionally, new outputs were added for clarification.

Baseline Agreements

All nine programmed SCCP projects require baseline agreements. As of June 30, 2019, eight project baseline agreements have been executed. The remaining

baseline agreement (Orange County Central Corridor Improvement Project) is expected to be executed in fiscal year 2019-20.

- 9 baseline agreements are required
- 8 baseline agreements have been approved

Construction Contract Awards

As of June 30, 2019, five of the eight allocated projects have awarded construction contracts. The remaining three construction contracts are planned for award in the next 1-6 months.

The following five construction contracts have been awarded and are expected to be completed as follows:

- I-5 North Coast Corridor HOV lanes – Encinitas – Fall 2022
- Route 101/85 Silicon Valley Express Lanes Program – Phase 3 – Fall 2021
- I-5 Sacramento Corridor Enhancement Project – Winter 2022
- Santa Clara County Route 101 Managed Lanes – South Segment – Winter 2020
- Redlands Passenger Rail Project – Winter 2021

Completion Reports

No completion reports were required this quarter.

Final Delivery Reports

No final delivery reports were required this quarter.

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

Last quarter, two projects were listed with scope, cost or schedule risks. As of June 30, 2019, one project was corrected for cost, but now has a minor delay in schedule and one project will be corrected at the time of construction allocation planned in October 2019. One additional project was added to the list. The attached corrective action plan lists the three projects.

Attachments:

1. SCCP Project List is located on the SB 1 Portal at <https://dot.ca.gov/-/media/dot-media/programs/sb1/documents/sccp-q4-attachment-1-all.pdf>
2. SCCP corrective action plan for cost, scope and schedule variances

Solutions for Congested Corridors Program (SCCP) Corrective Action Plans

<u>No.</u>	<u>Dist-PPNO</u> <u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
1	03-6254 (03-3301) SAC-50	Sac 50 Design-Build		The project is using the Design-Build method of project delivery. A time extension for award (7 months) will be requested at the October 2019 CTC Meeting. Due to additional time required to develop the Request For Proposal (RFP) for advertising and provide a sufficient advertising period for proposers to develop quality proposals, contract award is anticipated to be delayed 7 months beyond the 6 month deadline. Construction is still on target to begin before July 2020, per the Baseline Agreement schedule.		
1	03-1787 SAC	Sac 50 - Gold Line Light Rail Improvements between Sunrise Boulevard and Downtown Folsom		The local agency is proposing to improve the cost effectiveness of the project through a more streamlined track design, while maintaining the same benefits. The Department is working closely with the local agency to ensure the project remains deliverable and complies with program guidelines. A detailed plan is forthcoming.	The local agency is proposing to improve the cost effectiveness of the project through a more streamlined track design, while maintaining the same benefits. The Department is working closely with the local agency to ensure the project remains deliverable and complies with program guidelines. A detailed plan is forthcoming.	The local agency is proposing to improve the cost effectiveness of the project through a more streamlined track design, while maintaining the same benefits. The Department is working closely with the local agency to ensure the project remains deliverable and complies with program guidelines. A detailed plan is forthcoming.
2	04-0658D SM-101	US 101 Managed Lanes Project - Northern Segment			The construction cost estimate has been increased by \$14.5 million due to the re-alignment of the centerline, resulting in additional quantities of non-standard (size and shape) barrier. A total of approximately 31,000 feet of median barrier has been impacted by these changes. This funding shortfall will be covered by anticipated savings in STIP Right of Way Capital and Construction Support at the time of construction allocation in October 2019.	

Solutions for Congested Corridors Program (SCCP) Corrective Action Plans

<u>No.</u>	<u>Dist-PPNO</u> <u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
3	08-1230 SBD-Rail	Redlands Passenger Rail Project		The End of Construction date has been delayed by 6 months, from 5/31/2021 to 11/30/2021 due to challenges in Right-of-Way acquisition, relocating impacted utilities (Southern California Edison), and final design modifications.		

Trade Corridor Enhancement Program (TCEP)



The TCEP was established by SB 1 to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The TCEP will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. TCEP is a statewide, competitive program that will provide approximately \$300 million per year in state funding and approximately \$535 million in National Highway Freight Program funds.

The 2018 TCEP Program

The 2018 TCEP is a three-year program which includes funds from the National Highway Freight Program, the Trade Corridor Enhancement Account, and a one-time appropriation from the Budget Act of 2015. The California Transportation Commission (Commission) adopted the 2018 Program in May 2018 consisting of 28 projects with 41 segments, valued at more than \$4 billion and leveraging other federal, state and local funds. Subsequently, two projects with three segments were removed from the program, reducing the total to 26 projects with 38 segments and reducing the amount of programmed funds. The selected projects include improvements to goods movement on corridors with high volumes of freight, improvements to safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking.

TCEP at a Glance:	
Total programmed TCEP funds (3-year period)	\$1.372 Billion ¹
Total cost of all programmed projects	\$4.286 Billion ²
Number of programmed project segments within the 26 approved projects	38
Number of project segments allocated	19
TCEP dollars allocated	\$464.8 Million
Number of awarded construction project segments	5
TCEP construction dollars awarded	\$304.7 Million
TCEP funds programmed over the established target	(\$30.5) Million ³

¹The Commission funded this program with SB 1 funds, the National Highway Freight Program and a one-time appropriation from the Budget Act of 2015. This amount represents the total funds programmed for TCEP.
²This amount represents the total cost of all programmed projects, SB1 funds and other federal, state and local funds.
³At the time of program adoption, the approved funding for TCEP programming exceeded the target by \$53.6 million. This amount was reduced to \$30.5 million due to various reasons. Two projects were removed from the program, three projects came in below the allocated amount, and there was one supplemental award.

**Section 2 - Trade Corridor Enhancement Program
Progress Report: April 1, 2019 – June 30, 2019**

Program Status

The first funding cycle of TCEP included three years of project programming for 2017-18 to 2019-20 and included 28 projects with 41 segments. Two projects have been removed from the program (one previously reported and one this quarter), leaving the program with 26 projects and 38 programmed segments. The 38 programmed segments include 46 project phases. Of the 38 programmed segments, 19 segments with 24 project phases received \$464.8 million in allocated funds. Five project segments in TCEP are multi-funded, leveraging funds from other SB 1 programs. In the fourth quarter, the National City Marine Terminal Rail Track Extension project in San Diego was removed from the program, resulting in \$585 million unprogrammed funds.

Program Infrastructure Benefits

Expected infrastructure benefits (outputs) for the 26 programmed TCEP projects are as follows:⁴

Category of Benefits	Planned as Adopted Into Program		Delivered and Ready for Construction		Completed and Open to Traffic	
	Miles	Each	Miles	Each	Miles	Each
Grade Separation/Rail Crossing Improvements	-	9	-	-	-	-
Miles of new track	10.6	-	1.7	-	-	-
Intersections modified		21		8	-	-
Lane-miles rehabilitated	1.67	-	1.2	-	-	-
Operational improvements	-	38	-	23	-	-
New bridge structure	-	9	-	2	-	-
Modified/ reconstructed bridges	-	36		11		
Truck climbing lanes constructed	7	-	-	-	-	-
Auxiliary lane miles constructed	8.45	-	3.2	-	-	-
High Occupancy Vehicle/ High Occupancy Toll lane miles constructed	89.4	-	41.4	-	-	-
Intelligent Transportation Systems	-	166	-	-	-	-
Mixed flow lane miles constructed	50.95	-	42.05	-	-	-

⁴ This chart has been updated from previous reports. Instead of showing the same benefits in separate line items under local and state, they were combined. Additionally, new outputs were added for clarification.

Baseline Agreements

As of June 30, 2019, all 26 baseline agreements have been approved. One baseline agreement was reported as outstanding last quarter. The project was removed from the program; therefore, no additional baseline agreements are required.

Construction Contract Awards

As of June 30, 2019, five construction contracts were awarded.

- 1 contract was awarded this quarter and is expected to be completed in 2023.
 - Route 57/ Lambert Rd. Interchange Improvement
- 4 previously awarded contracts are expected to be completed in 2021 and 2024.
 - Route 395 Widening from State Route 18 to Chamberlain Way
 - Route 58/99, Bakersfield Freeway Connector
 - Route 10, Express Lanes-San Antonio Ave. to Route 15 (Contract 1)
 - Route 5, Redding to Anderson Six Lane – Phase 1 and 2

Completion Reports

As of June 30, 2019, no completion reports were required.

Final Delivery Reports

As of June 30, 2019, no final delivery reports were required.

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

As of June 30, 2019, there are seven projects with a Corrective Action Plan as listed on Attachment 2, but only one is considered high risk. The following project is being highlighted due to substantial issues that may impact the delivery of the currently approved cost and schedule.

- Rice Avenue/Fifth Street Grade Separation Project – This project is at risk for a schedule delay and a substantial cost increase due to Right of Way acquisition activities and utility relocations. A project scope alternative was selected based on feasibility of delivery, cost benefit, and schedule impacts. A corrective action plan is being developed that will seek approval for cost increases, schedule changes and an extension for right of way expenditures.

Attachments:

1. TCEP Project List is located on the SB 1 Portal at <https://dot.ca.gov/-/media/dot-media/programs/sb1/documents/tcep-q4-attachment-1-all.pdf>
2. TCEP Corrective Action Plan

Trade Corridor Enhancement Program - (TCEP)

<u>No.</u>	<u>Dist-PPNO Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
1	75-4961 VEN-	Rice Avenue/Fifth Street/UPRR Grade Separation Project	A project scope alternative was selected based on feasibility of delivery, cost benefit, and schedule impacts. A corrective action plan is being developed that will seek approval for cost increases, schedule changes and an extension for right of way expenditures. Additionally, an amended Project Report will be required due to the selected alternative.	A project scope alternative was selected based on feasibility of delivery, cost benefit, and schedule impacts. A corrective action plan is being developed that will seek approval for cost increases, schedule changes and an extension for right of way expenditures. Additionally, an amended Project Report will be required due to the selected alternative.	A project scope alternative was selected based on feasibility of delivery, cost benefit, and schedule impacts. A corrective action plan is being developed that will seek approval for cost increases, schedule changes and an extension for right of way expenditures. Additionally, an amended Project Report will be required due to the selected alternative.	
2	75-T0004 ALA	Quite Zone Safety Engineering Measures		At the June 2019 CTC meeting, an extension was granted for the allocation of the Construction phase until June 2020.		
3	75-T0013 SD	Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancement Project	It has been determined that the shore power portion of the project is infeasible due to increased costs associated with this element. The Agency does not intend to pursue funding allocation for shore power (approximately \$600,000 in TCEP funds). The remaining project elements continue. Project scope alternatives are currently being assessed. An amendment application to reduce the scope and budget for the project is anticipated to be presented at the December 2019 CTC meeting.		Project to be modified and cost reduced and benefits adjusted.	Benefits will be verified and updated when scope and cost are modified.
4	08-3010T RIV-60	Route 60 Truck Safety and Efficiency Project - Phase 1A		The initial environmental documents were completed in 2007 resulting in the need to revalidate approximately 20 reports and studies with varying levels of technical requirements. Some of the revalidation efforts required additional time to complete causing delays to the project schedule and may result in a time extension for Construction allocation.		

Trade Corridor Enhancement Program - (TCEP)

<u>No.</u>	<u>Dist-PPNO Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
5	75-2002A	Rosecrans/ Marquardt Grade Separation		Right of way was delayed due to the delay in processing of a funding agreement between Caltrans, High Speed Rail and LA Metro. RW is due to be completed June 2020. LA Metro will seek an extension for CON allocation if necessary.		
6	11-0999E	Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility - Segment 2B		The RTL milestone will be delayed three months due to active construction on an adjacent project. Delaying the RTL and subsequent milestones of this project, reduces the construction overlap by three to six months. This coupled with an order of work contract should alleviate the risk of overlap in work. When the schedule was established for this TCEP project, the prior overlapping segment was scheduled to begin construction in the spring of 2018, which would not have presented a conflict.		
7	11-1335_	Calexico East Port of Entry Truck Crossing Improvement	Anticipate requesting reassignment of the implementation agency for PS&E and Construction from Caltrans to ICTC.	Delays in PA&ED may result in cascading delays for subsequent project phases. This is an off-system bridge widening project on a structure owned by the Federal General Services Administration (GSA) and operated by Federal Customs and Border Protection. Once PAED work began it became clear that information that Caltrans typically has available for this type of project such as as-builts, hydrology, and geotechnical data was not readily available from GSA. Additional time was needed to research and gather this information. This along with a three-month delay in allocating the PAED funds from the time expected in the application schedule has caused PAED to be delayed a year.		

Trade Corridor Enhancement Program - (TCEP)

<u>No.</u>	<u>Dist-PPNO</u> <u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
8	07-3189_	I-5 Golden State Chokepoint Relief			Possible project cost increase due to a Federal Highway Administration Cost Estimate Review that requests risk estimates be quantified and added to the project budget. Any additional project increases will come from local funds.	

Local Partnership Program (LPP)



The LPP was established to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account established by SB 1.

The LPP provides funding for local and regional agencies to improve aging infrastructure, road conditions, active transportation, and health and safety. The initial programming cycle for fiscal years 2017-18 to 2019-20, will distribute 50 percent of the funds through a competitive process (LPP-C) and 50 percent via formula (LPP-F.)

The LPP Formulaic Program (LPP-F)

The Commission established the Formulaic Program as a two-year, \$200 million program covering 2017-18 and 2018-19, with annual programming cycles thereafter. Jurisdictions with voter approved taxes, tolls and fees will be eligible for a formulaic distribution of funds if the taxes, tolls or fees are dedicated solely for transportation.

LPP-F Program Status

LPP-F Cycle 1 was adopted by the Commission in January 2018, and Cycle 2 was adopted in October 2018. There are currently 103 projects programmed using \$265.8 million of LPP-F funds. As of June 30, 2019, 72 projects have received allocations of LPP-F funds totaling \$184.5M and 30 projects have been awarded construction contracts, using \$79.5M LPP-F construction funds.

LPP Formula at a Glance:	
Total programmed LPP-F funds	\$265.8 Million
Number of programmed projects	103
Number of projects allocated	72
Total LPP-F dollars allocated	\$184.5 Million
Number of awarded projects	30
Total LPP-F dollars awarded	\$79.5 Million
Remaining LPP-F funds available for programming	\$54.2 Million ¹

¹ Includes \$20 Million for incentive funding

The LPP Competitive Program (LPP-C)

LPP-C is a three-year program, with nearly \$309 million in funding for 2017-18 to 2019-20. The California Transportation Commission (Commission) adopted the 2018 Program in May 2018, consisting of 27 projects, with 34 segments, valued at more than \$1.7 billion, and leveraging more than \$1.3 billion in other funding. The selected projects provide multimodal improvements in localities across the state, including new transit stations, tracks for passenger rail, high occupancy vehicle and express lanes, active transportation improvements, traffic light synchronization, bus purchases, and local road improvements and rehabilitation. Projects not selected for funding in the current cycle will have the opportunity to apply for funding in subsequent cycles.

LPP-C Program Status

Cycle 1 of LPP-C funding included programming for 3 years. Cycle 2 is expected to be programmed in 2019-20 and will include projects to be funded in 2020-21 and 2021-22. Six projects in LPP-C Cycle 1 are also funded with other SB 1 funding sources such as the Active Transportation Program (ATP), Local Partnership Program Formula (LPP-F), Solutions for Congested Corridors (SCCP) and the State Highway Operation and Protection Program (SHOPP). 15 projects have received allocations of LPP-C funds totaling \$90.4 million with a total project cost of \$532.3 million leveraged with other state and local funds.

LPP Competitive at a Glance:	
Total programmed LPP-C funds (3-year period)	\$309 Million
Number of programmed project segments within the 27 approved projects	34
Total cost of all programmed projects	\$1.7 Billion ²
Number of project segments allocated	15
Total LPP-C dollars allocated	\$90.4 Million
Number of awarded project segments	11
Total LPP-C dollars awarded	\$82.6 Million
Remaining LPP-C funds available for programming	(\$9 Million)

² Total project cost includes funding from various sources, including LPP-C, LPP-F, ATP, SCCP, SHOPP, and local funds.

Section 2 - Local Partnership Program
Progress Report: April 1, 2019 – June 30, 2019

Program Infrastructure Benefits

Expected benefits (Outputs) for the LPP-C projects are as follows³:

Outputs	Planned as Adopted into Program		Delivered and Ready for Construction		Completed and Open to Traffic	
	Miles	Each	Miles	Each	Miles	Each
New Roadway Lane	13.1	-	.9	-	-	-
Intersections Modified	-	39	-	14	-	-
Bicycle Lane Miles	17	-	7	-	-	-
Local Road Operational Improvements (miles)	53.3	-	51.2	-	-	-
Local Road Lane Miles Rehab	11.4	-	6	-	-	-
Sidewalk	4.4	-	1.9	-	-	-
Pedestrian Bicycle Facilities	19.8	-	10	-	-	-
Signs, Lights, Greenway & Other Safety Beautification	-	50	-	50	-	-
Mixed Flow Lane	9.4	-	7.8	-	-	-
New Bridge	-	4	-	-	-	-
Operational Improvements (each)	-	47	-	1	-	-
Intersections Constructed New	-	3	-	-	-	-
Turn Pockets Constructed	1	-	-	-	-	-
Transit Vehicles	-	59	-	-	-	-
Grade Separation / Rail Crossing Improvements	-	2	-	-	-	-
Station Improvements	-	2	-	1	-	-
New Track	10	-	9	-	-	-
Modified Reconstructed Bridges	-	5	-	5	-	-
New Stations	-	4	-	4	-	-
Modified Improved Interchanges	-	7	-	5	-	-
HOV / HOT Lane Miles Constructed	30.4	-	2	-	-	-
Auxiliary Lane Miles Constructed	3	-	-	-	-	-
Sound Wall Constructed	1	-	-	-	-	-

³ This chart has been updated from previous reports. Instead of showing the same benefit in separate line items under local and state, they were combined. Additionally, new outputs were added for clarification.

Baseline Agreements

There are 12 LPP-C projects that require baseline agreements. Three of the 12 are also funded with SB 1 SCCP funds. Two baseline agreements were approved at the August 2018 Commission meeting and seven were approved at the October 2018 meeting. The remaining three baseline agreements will be approved in future



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Commission meetings. There are 15 LPP-C projects that do not require baseline agreements due to the dollar threshold. Baseline agreements are required for projects with total project cost of \$25 million or greater or a total programmed amount of \$10 million or greater.

- 9 baseline agreements have been approved
- 3 baseline agreements will be approved in a future Commission meeting

Construction Contract Awards

As of June 30, 2019, 11 out of the 15 allocated projects have awarded construction contracts. The following three contracts were awarded this quarter:

1. SBCTA's Redlands Passenger Rail, expected to be completed Winter 2021.
2. OCTA's Traffic Light Synchronization project on Main Street from Taft to Culver, expected to be completed Summer 2020.
3. OCTA's Traffic Light Synchronization project on Katella Ave/ Villa Park/ Santiago Canyon from I-605 to Lemon Street, expected to be completed Summer 2020.

Completion Reports

As of June 30, 2019, no completion reports were required.

Final Delivery Reports:

As of June 30, 2019, no final delivery reports were required.

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

As of June 30, 2019, there are 11 projects with a Corrective Action Plan as listed on Attachment 2, but only one is considered high risk.

1. LA Metro Orange Line Project – Transit Improvement. As a result of the environmental document, the transit agency is requesting a significant scope change to provide a more cost effective design for the elevated rail section of the project. The scope change will impact the current delivery schedule. Amendment will be reviewed at the December 2019 CTC meeting.

Attachment:

1. LPP-C Project List is located on the SB 1 Portal at <https://dot.ca.gov/-/media/dot-media/programs/sb1/documents/lpp-q4-attachment-1-a11y.pdf>
2. LPP-C Corrective Action Plan

Local Partnership Program - Competitive (LPP-C) Corrective Action Plans

<u>No.</u>	<u>Dist-PPNO</u> <u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
1	03-1784 SAC	Capital Southeast Connector-Seg B2		The R/W acquisition process has been delayed due to unforeseen circumstances relating to property owner negotiations taking longer than anticipated. R/W expected to be completed 5/2020. This won't affect the Con allocation.	Budget amounts have been adjusted based on detailed construction and R/W estimates as the design has progressed	
2	03-3336 ED-50	Western Placerville Interchanges Phase 2		A time extension for the period of project allocation was approved during the June 2019 CTC meeting. This was due to the additional time it will take for the project to move through the project approval/environmental approval phase and final design. New allocation date is June 30, 2020.		
3	04-2320B ALA	Purchase Hybrid Buses	A scope change has been submitted and is waiting approval. Caltrans and CTC are working with agency.	A time extension for the period of project allocation was approved during the June 2019 CTC meeting. New allocation date is June 30, 2020.		
4	04-9098M SF	Jefferson St Improvements Phase II		A time extension for the period of project allocation was approved during the June 2019 CTC meeting. New allocation date is June 30, 2020.		
5	06-6968 MAD	Oakhurst Midtown Connector		A time extension for the period of project allocation was approved during the June 2019 CTC meeting. New allocation date is June 30, 2020.		
6	07-5503 LA	Vista Canyon Metrolink Station		R/W is taking longer than anticipated due to requirements for Metro to obtain slope easements and construction easements to install slopes. Agency anticipates award of construction contract by June 2020.		
7	07-5504 LA	Metro Orange Line Bus Rapid Transit Improvements	Caltrans has recommended to proceed with the project scope change for the Dec 2019 CTC meeting. Agency is working on additional information requested by Caltrans & CTC for the scope change.			

Local Partnership Program - Competitive (LPP-C) Corrective Action Plans

<u>No.</u>	<u>Dist-PPNO</u> <u>Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
8	08-1230 SBD	Redlands Passenger Rail Project		The End of Construction date has been delayed by 6 months, from 5/31/2021 to 11/30/2021, due to challenges in Right-of-Way acquisition, relocating impacted utilities (Southern California Edison), and final design modifications.		
9	08-1244 SBD	Ranchero Road Widening Project		A time extension for the period of project allocation was approved during the June 2019 CTC meeting. New allocation date is June 30, 2020.		
10	08-1247 RIV	County Line Road Transportation Corridor Project		A time extension for the period of project allocation was approved during the June 2019 CTC meeting. The schedule slid due to environmental compliance, RW acquisition and utility coordination issues. New allocation date is June 30, 2020.		
11	08-1248 SBD	3rd Street/ 5th Street Corridor Improvements			PS&E costs came in higher than expected and will be funded with local and federal funds.	

State Highway Operation and Protection Program (SHOPP)

The SHOPP is a four-year portfolio of projects adopted by the California Transportation Commission (Commission). Projects included in the SHOPP are limited to improvements relative to the maintenance, safety, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.



The 2018 SHOPP Program

The SHOPP is funded with a mixture of federal and state funds, including funds from the Road Maintenance and Rehabilitation Account (RMRA) created by Senate Bill 1 (SB 1.) The 2018 SHOPP was adopted in March 2018 for \$18 billion and included 1,033 projects for the four-year period ending in fiscal year 2021-22. At the time of adoption, the 2018 SHOPP included 475 projects that were expected to have SB 1 funds. Since then, the number of programmed projects with SB 1 funds has increased to 481. In general, only projects that improve the condition of pavement, bridges, culverts and Transportation Management System (TMS) elements will receive SB 1 funding.

SB 1 requires that the Department measure the degree to which progress is made annually toward achieving the following performance targets by 2027:

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

2018 SHOPP Projects with SB 1 Funding at a Glance:	
Total cost of all programmed projects (all funds)	\$9.5 Billion ¹
Number of projects programmed	481
Total programmed SHOPP funds	\$9.2 Billion ²
Number of projects allocated (any phase)	399
Total dollars allocated (all phases)	\$2.8 Billion ^{2,3}
Number of awarded projects	25
Total dollars awarded	\$0.7 Billion ²
Remaining SHOPP funds available for allocation	\$6.4 Billion



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

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

³The \$2.8 billion in total SHOPP dollars allocated includes \$900 million in RMRA (SB 1) dollars.

Overview

The Commission does not program SHOPP SB 1 funds. Instead, SHOPP SB 1 funding is determined at the time of allocation of each project phase. This progress report focuses on 2018 SHOPP projects that have received or are likely to receive SB 1 funds. Prior progress reports included projects from the 2014 and 2016 SHOPP.

Program Status

A total of 481 SHOPP projects that are eligible for SB 1 funding have been programmed for a total of \$9.5 billion which includes various fund sources, including funds from the competitive programs. 399 projects have received allocations for certain phases of the project totaling \$2.8 billion. There is a total of \$6.4 billion of SHOPP funding remaining to be allocated to other phases of the projects. 25 construction contracts have been awarded totaling \$0.7 billion.

Program Infrastructure Benefits

Expected benefits (outputs) for the SB 1 funded 2018 SHOPP projects are as follows:

Category of Benefits	Planned (as of 6/30/19)		Delivered and Ready for Construction		Completed and Open to Traffic	
	Quantity	Unit of Measure	Quantity	Unit of Measure	Quantity	Unit of Measure
Pavement	5,634	Lane-miles	1,065	Lane-miles	-	Lane-miles
Bridges	515	Bridges	73	Bridges	-	Bridges
Culverts	1,669	Culverts	216	Culverts	-	Culverts
Fiber Optic Cable	81	Miles	0	Miles	-	Miles
TMS Elements	5,048	Elements	560	Elements	-	Elements
Bridge Rail	57,933	Linear Feet	5,129	Linear Feet	-	Linear Feet

Baseline Agreements

As of June 30, 2019, 33 project baseline agreements have been approved for 2018 SHOPP projects with RMRA funding. The remaining projects do not require baseline agreements because the PA&ED milestone has not been achieved. Only projects with total project cost of \$40 million or greater require a baseline agreement.



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- 1 baseline agreement was approved this quarter.
- 33 baseline agreements have been approved as of June 30, 2019.
- 27 baseline agreements will be approved in a future Commission meeting.

Construction Contract Awards

As of June 30, 2019, 25 construction contracts have been awarded to date.

- 10 construction contracts were awarded this quarter and are expected to be completed between October 2019 and June 2023.
- 15 previously awarded contracts are expected to be completed between December 2019 and March 2023.

Completion Reports

As of June 30, 2019, no completion reports were required this quarter. Last quarter, we reported five projects that were completed and open to traffic. The five projects were not part of the 2018 SHOPP; therefore, we will not be reporting on these five projects since this report is focused on 2018 SHOPP projects only.

Final Delivery Reports

As of June 30, 2019, no final delivery reports were required this quarter.

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

Attachments 2 and 4 contain corrective action plans for projects with potential risks in scope, schedule, cost or benefits.

Attachments

1. SHOPP Project List is located on the SB 1 Portal at <https://dot.ca.gov/-/media/dot-media/programs/sb1/documents/shopp-attachment-1-q4-a11y.pdf>.
2. SHOPP Corrective Action Plan for SB 1 funded projects.
3. SHOPP Project List for projects with baseline agreements, but not SB 1 funded.
4. SHOPP Corrective Action Plan for projects with a baseline agreement but not SB 1 funded.

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans - SB 1 Funded (RMRA) projects

No.	Dist-PPNO Co-Route	Title	Schedule	Cost	Benefits
1	03-6254 SAC-50	Sac 50 Design-Build	Time extension for award (7 months) to be submitted to October CTC Meeting due to the time required to develop the Request For Proposal (RFP) for advertising and provide a sufficient advertising period for proposers to develop quality proposals.		
2	03-6924 SAC-99	RHMA Overlay-ADA ramps/sw	Unable to advertise early due to utility conflicts that were not in the initial design and had to be resolved with the City of Sacramento. Due to bidder questions and comments, bid opening was delayed, which triggered two addenda to quantities, plans, and specifications. New bid opening target is 8/1/19. Approve Contract target is 9/18/19.		
3	03-9579 YUB-20	Browns Valley Rehab		Due to changes in site condition from an adjacent project 03-2F590 with similar project scope, more rock excavation is now anticipated during construction. A revised geotechnical report confirmed that roadway excavation will require rock blasting. Roadway excavation cost associated with blasting would increase. Increase in drainage quantities as the drainage design was refined during design phase and temporary drainage facilities are needed during stage constructions. Current market conditions also contributed to the cost increase. Greater than 120% allocation request was submitted to August 2019 CTC meeting.	
4	03-9812 YUB-70	Simmerly Slough (SHOPP)	Waiting on determination as to whether contractor meets DBE goal or shows a Good Faith Effort.		
5	04-0084B ALA-84	NILES CANYON ALAMEDA CREEK BRIDGE REPLACEMENT PROJECT	14-month allocation time extension was approved at June 2019 CTC meeting. Planned allocation date is August 2020 CTC meeting.	EAC has been adjusted to stay within budget.	
6	04-0587D SF-101	Alemanya Circle UC Deck Replacement		The Capital Cost has increased to \$42,659K because of increase in contractor incentive cost, TMP, use of local traffic control officers, and Transportation Demand Management cost. Greater Than 120% allocation request was approved at the August 2019 CTC meeting.	
7	07-4688 VEN-23	VEN-23 REHAB			Outputs were reduced because the initial lane-mile calculation included shoulders and structures that should have been omitted.
8	07-4817 LA-134	LA-134 Pavement Preservation		Right of Way Capital estimate has been revised to stay within budget.	
9	07-5013 LA-5	I-5 Pavement Rehab	The project will be divided into two projects due to extensive underlying structural problems that need to be addressed as the first phase of this work to prepare for the pavement CAPM work. An amendment request will be prepared to split the project.		

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans - SB 1 Funded (RMRA) projects

No.	Dist-PPNO Co-Route	Title	Schedule	Cost	Benefits
10	08-0046J RIV-60	SR60 Truck Climbing/ Descending Lanes		Project is currently on budget when complete. Several change orders are in process that will save additional capital funds. Amendment to Construction cooperative agreement between Caltrans and RCTC is required to match RCTC's budget for the project. Total project funding for Construction Capital and Support is sufficient.	
11	10-3146 SJ-205	SR205 SMART CORRIDOR - PHASE 2	Programming year change was approved at March 2019 CTC meeting.	No action is required at this time. Changes in EAC are being evaluated.	
12	10-5431 MER-99	MER-99 PAVEMENT REHABILITATION		Construction Capital allocation of \$68,148k was approved at the August 2019 CTC meeting.	Outputs were reduced when the CTC approved the Construction Capital allocation in August 2019.

State Highway Operation and Protection Program (SHOPP) Project List**
April 1 - June 30, 2019

No.	District PPNO County Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SHOPP Budget (\$1,000s)	Total Expended (\$1,000s)	SHOPP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)
1	03 3290 ED 50	Camino Safety Project	Near Placerville and Camino, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road. Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing, and construct access to the undercrossing from local roads.	PAED	3,710	3,550	3,694	3,694	3,694	Baseline		10/17/18		0
				PSE	3,500	3,500	2,484	2,484	3,500	PAED	06/29/18	06/29/18		
				RW Sup	1,200	1,200	607	607	871	RW Cert	04/20/19		03/02/20	
				Con Sup	5,800	5,800	0	0	5,323	RTL	05/04/19		03/16/20	
				RW Cap	3,950	3,000	51	49	1,666	Begin Const	09/01/19		08/10/20	
				Con Cap	32,000	32,000	0	0	32,000	End Const			09/11/23	
				Total	50,160	49,050	6,836	6,834	47,054					
2	03 9590 YUB 20	Timbuctoo	Near Smartsville, from the Yuba River Bridge to 0.1 mile east of Smartville Road. Realign and widen roadway.	PAED	6,000	6,000	5,487	5,487	5,487	Baseline		10/17/18		0
				PSE	3,900	3,900	3,135	3,135	3,934	PAED	09/01/17	09/01/17		
				RW Sup	1,000	1,000	836	836	1,190	RW Cert	04/16/19	05/01/19		
				Con Sup	7,000	7,000	0	0	5,593	RTL	05/01/19	05/06/19		
				RW Cap	2,750	2,750	821	821	2,679	Begin Const	12/01/19		10/31/19	
				Con Cap	54,678	54,678	0	0	54,678	End Const			12/01/21	
				Total	75,328	75,328	10,279	10,279	73,561					
3	03 9819 YUB 70	Yuba 70 Safety Segment 4 & 5 SHOPP	Near Marysville, from Laurellen Road to South Honcut Creek Bridge. Widen shoulders and improve clear recovery zone.	PAED	4,497	4,497	4,470	4,470	4,470	Baseline		06/26/19		0
				PSE	4,884	4,884	0	0	4,257	PAED	03/01/18	06/20/19		
				RW Sup	6,227	6,227	0	0	5,472	RW Cert	05/05/20		05/29/20	
				Con Sup	9,030	9,030	0	0	7,057	RTL	05/20/20		06/15/20	
				RW Cap	15,200	15,200	248	248	15,157	Begin Const	11/20/20		10/20/20	
				Con Cap	70,735	70,735	0	0	71,230	End Const			09/25/22	
				Total	110,573	110,573	4,718	4,718	107,643					
4	04 0738 SON 121	SON-121 WIDENING, RUMBLE STRIPS, & CURVE CORRECTION	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, extend two-way left turn lane, and install rumble strips.	PAED	3,000	3,000	2,825	2,825	2,825	Baseline		03/14/19		0
				PSE	4,313	4,313	280	280	1,597	PAED	06/30/18	12/19/18		
				RW Sup	1,800	1,800	47	47	743	RW Cert	06/01/20		05/15/20	
				Con Sup	5,000	5,000	0	0	4,799	RTL	06/15/20		05/15/20	
				RW Cap	7,892	7,892	17	17	7,892	Begin Const	12/01/20		12/01/20	
				Con Cap	30,089	30,089	0	0	23,300	End Const			10/03/22	
				Total	52,094	52,094	3,169	3,169	41,156					
5	07 4709 LA 101	Median Barrier Replacement	In the city of Los Angeles, from Highland Avenue to south of Parkway Calabasas. Upgrade median concrete barrier to meet the current standards.	PAED	1,300	1,300	1,293	1,293	1,293	Baseline		10/17/18		0
				PSE	4,800	4,800	2,427	2,427	4,670	PAED	12/28/17	12/28/17		
				RW Sup	27	27	3	3	27	RW Cert	05/15/19	05/06/19		
				Con Sup	6,000	6,000	0	0	6,009	RTL	06/14/19	06/13/19		
				RW Cap	27	27	0	0	27	Begin Const	03/10/20		03/10/20	
				Con Cap	35,300	35,300	0	0	34,628	End Const			11/21/23	
				Total	47,454	47,454	3,723	3,723	46,654					
6	08 3003N SBD 060	SBD 60 ADD WB AUX LANE, ADD EB DECELERATION LANE	IN ONTARIO FR 0.2 MI W/O CUCAMONGA CREEK BR TO MILLIKEN AVE. ADD WB AUX LANE, ADD EB DECELERATION LANE, WIDEN I-15 S-W CONNECTOR, WIDEN RAMPS & BRIDGES ADD WB AUX LANE, ADD EB DECELERATION LANE, WIDEN I-15 S-W CONNECTOR, WIDEN RAMPS & BRIDGES	PAED	5,400	5,400	2,694	2,694	2,694	Baseline		06/26/19		0
				PSE	3,850	3,850	0	0	3,332	PAED	11/01/18	05/14/19		
				RW Sup	20	20	0	0	17	RW Cert	05/01/20		04/01/20	
				Con Sup	6,100	6,100	0	0	5,215	RTL	05/15/20		05/01/20	
				RW Cap	20	20	0	0	0	Begin Const	03/01/21		03/01/21	
				Con Cap	29,518	29,518	0	0	29,187	End Const			06/01/22	
				Total	44,908	44,908	2,694	2,694	40,445					
7	12 4218 ORA 74	12-0P030 Rte. 74 Super Elevation Correction.	In the Cleveland National Forest, from 0.9 mile west of San Juan Fire Station to the Orange/Riverside County line. Super elevation corrections, shoulder widening, Open Graded Asphalt Concrete (OGAC) overlay and apply High Friction Surface Treatment (HFST).	PAED	3,339	3,339	2,729	2,729	2,729	Baseline		03/14/19		0
				PSE	4,826	4,826	388	388	4,973	PAED	10/03/18	12/31/18		
				RW Sup	1,018	1,018	11	11	845	RW Cert	06/01/20		06/01/20	
				Con Sup	7,506	7,506	0	0	6,713	RTL	06/02/20		06/02/20	
				RW Cap	1,240	1,240	1	1	1,240	Begin Const	01/04/21		04/04/21	
				Con Cap	34,211	34,211	0	0	34,211	End Const			01/01/26	
				Total	52,140	52,140	3,129	3,129	50,711					

EAC = Estimate at Completion

Approved = Last Commission action

** = Only includes 2018 SHOPP projects without Road Maintenance and Rehabilitation Act (RMRA) funding but with approved baseline agreements.

ATTACHMENT 4

State Highway Operation and Protection Program (SHOPP) Corrective Action Plans for Projects with a Baseline Agreement but not SB1 Funded

<u>No.</u>	<u>Dist-PPNO Co-Route</u>	<u>Title</u>	<u>Schedule</u>
1	03-3290 ED-50	Camino Safety Project	A SHOPP Allocation Time Extension was approved for Construction Capital and Construction Support at the June 2019 CTC Meeting. Due to project impacts to the local community, efforts to provide a clear scope and design that meets the purpose and need, improves safety, was acceptable to the public, and within the current programmed budget, PA&ED was delayed 14 months. This resulted in delays to PS&E and Right of Way activities. Risks: 1. If condemnation is necessary, Caltrans will pursue a Right of Way Certification with a workaround that will allow construction to begin on schedule. 2. New parcels may be needed due to utility relocations.

Active Transportation Program (ATP)



The ATP was established in 2013 to encourage increased use of active modes of transportation, such as biking and walking. After the passage of SB 1, the California Transportation Commission (Commission) adopted an amendment to the 2017 ATP Guidelines for the augmentation of projects to the 2017 ATP (Cycle 3A) utilizing SB 1 funds for fiscal years 2017-18 and 2018-19. SB 1 provides the ATP an additional \$100 million annually, of which \$4 million is directed to the California Conservation Corps (CCC) over a five-year period 2017-18 to 2021-22 for active transportation projects to be developed and implemented by the CCC and certified Local Community Conservation Corps. The 2019 ATP (Cycle 4) programmed a total of \$199.3 million in SB 1 funding over a two-year period 2019-20 to 2020-21. Projects receiving SB 1 funds may also receive federal funds, it should not be presumed that they are state only funded.

SB 1 ATP Cycles 3A & 4 at a Glance:	
Total programmed SB 1 ATP funds (4-year period)	\$391.8 Million ^{1,4}
Number of programmed ATP projects with SB 1 funds	250
Total cost of all programmed projects	\$1,090 Million ^{1,2}
Number of project phases allocated	265
Total SB 1 ATP dollars allocated	\$117.6 Million
Number of awarded SB 1 ATP projects	43
Total SB 1 ATP dollars awarded	\$48 Million
Remaining SB 1 ATP funds available for programming	\$8.2 Million ^{1,3}

¹Adjusted to account for the three canceled projects totaling \$4.2 Million (see Program Status).

²Includes all funding sources.

³Includes remaining \$4 Million directed to the CCC.

⁴Includes funding directed to the CCC.

Program Status

In May 2019, the Commission adopted 52 SB 1 funded projects into the Metropolitan Planning Organization (MPO) component for cycle 4. The 52 projects represent \$238.6 million in total project costs and \$79.2 million in SB 1 funds. In June, the Commission adopted a portion of the CCC projects with \$4 million in cycle 4 funding remaining. Cycle 5 is expected to begin solicitation in Spring of 2020, programming a

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total of \$200 million in SB 1 funding over a two-year period for fiscal years 2021-22 to 2022-23.

Projects in the ATP can have multiple SB 1 funded phases in multiple fiscal years. In total, 265 project phases have received allocations totaling \$117.6 million in SB 1 funding. As of last quarter, 167 project phases had been allocated totaling \$80.9 million and this quarter an additional 98 project phases received allocations totaling \$36.7 million.

As of June 30, 2019, three SB 1 ATP projects were canceled by the applicant totaling \$4.2 million. Prior to this quarter, Mono County canceled their Complete Streets project worth \$434k and the Office of Exposition Park Management canceled their Planning worth \$200k project. This quarter, Orange County canceled their Hazard Ave Bikeway Project worth \$3.5 million.

Program Outputs and Outcomes Status

Outputs are categorized into infrastructure outputs and non-infrastructure outcomes. Infrastructure outputs for 210 projects that include capital improvements are summarized in the table below.

INFRASTRUCTURE OUTPUTS						
Benefits Category - Outputs	Planned as Adopted into Program		Delivered and Ready for Construction		Complete and Open	
	Miles	Each	Miles	Each	Miles	Each
Bike Lanes - Class 1	52.5	-	1.5	-	-	-
Bike Lanes - Class 2	129	-	17.5	-	-	-
Bike Lanes - Class 3	51.8	-	1.6	-	-	-
Bike Lanes - Class 4	35	-	-	-	-	-
Sidewalks - < 8 feet wide	34.9	-	7.5	-	-	-
Sidewalks - Widen Existing	9.3	-	0.9			
Multi-Use Trails	33	-	3	-	-	-
Crosswalks	-	232	-	29	-	-

Non-infrastructure outcomes include programs to deliver education, encouragement, or enforcement activities that further the goals of the ATP. The non-infrastructure outcomes also include developing plans for community wide bicycle, pedestrian, safe routes to school and active transportation. The following table represents the number of non-infrastructure outcomes expected when the 53 projects including non-infrastructure elements are completed.

NON-INFRASTRUCTURE OUTCOMES		
Category	Each	Delivered
Programs	58	-
Plans	44	-

Baseline Agreements Status

Fifteen of the 250 SB 1 ATP programmed projects require a baseline agreement due to the dollar threshold. Baseline agreements are required for projects with a total project cost of \$25 million or greater or a total programmed amount of \$10 million or greater adopted in the 2017 ATP Augmentation and subsequent cycles. As of June 30, 2019, three baseline agreements have been approved, and the remaining twelve are anticipated to be approved at a future Commission meeting.

Construction and Consultant Contract Awards

As of June 30, 2019, 43 construction and consultant contracts have been awarded.

- 13 contract awards were reported this quarter:
 1. Sonoma-Marin Area Rail Transit District's SMART Pathway - Petaluma (Payran to Southpoint), expected completion in Fall of 2020
 2. Tulare County's Woodville Sidewalk Improvements along Road 168, expected completion in Fall of 2019
 3. City of National City's Euclid Avenue Bicycle and Pedestrian Enhancements, expected completion in Fall of 2020
 4. El Dorado County's El Dorado Trail - Missouri Flat Road to El Dorado Project, expected completion in Winter of 2019
 5. El Dorado County's El Dorado Trail - Missouri Flat Road to El Dorado Program, expected completion in Winter of 2019
 6. Town of Woodside's Woodside Elementary School Student Pathway Project Phase III, expected completion in Winter of 2019
 7. City of Tehachapi's Cherry Lane Southside Sidewalk Project, expected completion in Fall of 2019
 8. City of Desert Hot Springs's Palm Drive Bicycle and Pedestrian Improvement Project, expected in Winter of 2019
 9. City of La Quinta's La Quinta Village Complete Streets - A Road Diet, expected completion in Fall of 2020
 10. City of Patterson's Ninth Street Improvements, expected completion in Fall of 2010
 11. City of Pasadena - PUSD SRTS Education Encouragement Program, expected completion in Winter of 2022

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12. City of Imperial Beach's Improvement Project and Safe Routes to Schools, expected completion in Fall of 2019
 13. Fresno PARCS - Fresno Pedestrian and Bike Safety Education Program, expected completion in Summer of 2020
- 31 contract awards were reported as awarded prior to this quarter but one was not SB 1 funded; therefore, only 30 contracts were awarded with SB 1 funds. One project was completed in the prior quarter, and the remaining 29 projects are expected to be completed as follows: 15 in 2019; 8 in 2020, and 6 in 2021.

Completion Reports

As of June 30, 2019, one project was completed as reported last quarter. Phase 3 of the Contra Costa County's Pacheco Blvd Sidewalk Gap Closure project was completed and the Completion Report is expected in the Fall of 2019.

Final Delivery Reports

As of June 30, 2019, no Final Delivery Reports were required.

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

There are no SB 1 ATP projects with identified risks this quarter.

Attachment:

1. ATP Project List is located on the SB 1 Portal at <https://dot.ca.gov/-/media/dot-media/programs/sb1/documents/atp-attachment-1-q4-a11y.pdf>

Active Transportation Program (ATP) Corrective Action Plans - SB 1 Funded (RMRA) projects

No.	Dist-PPNO	Title	Scope	Schedule	Cost	Benefits
1	08-1207 SBD-N/A	Apple Valley South - Safe Routes to School Project		<p>The Town of Apple Valley has experienced unexpected delays in utility relocations along the project limits. The Town has met with the utility company and both parties have developed a course of action to resolve the issue.</p> <p>A time extension for construction award will be requested at the October 2019 CTC meeting. The Town is requesting the construction award be extended 7 months from November 2019 to June 2020..</p>		
2	06-6902 FRE-N/A	Downtown Fresno Courthouse Park Interconnectivity Project		<p>The City of Fresno has experienced unexpected encroachment conflicts. The City will revise the PS&E package to resolve the conflict without impacting anticipated project benefits. The City is committed to covering any additional costs with local funds.</p> <p>A time extension for construction award will be requested at the October 2019 meeting. The City is requesting the construction award be extended 12 months from December 2019 to December 2020.</p>		