

Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023

District 03

No.	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs					
					Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount						
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)											
1	03 1526 PLA	PSGC Phase 1 - Dry Creek Greenway	In Placer County. The project area extends along Dry, Cirby and Linda Creeks from Riverside Avenue to Rocky Ridge Drive in south Roseville and includes undercrossings of I- 80 and Sunrise Avenue as it traverses the older Cherry Glen, Hillcrest, Cirby Side, Meadow Oaks and Sierra Gardens neighborhoods. The project begins at the existing Saugstad Park trail at Darling Way and extends to the existing Maidu Park Trail at Rocky Ridge Drive, closing trail gaps, removing active transportation barriers and resulting in an interconnected trail system more than 10 miles long. The project includes: 2 miles of Class I paved multi-use trail, 3 new bicycle/pedestrian bridges, 3 new roadway undercrossings at I-80, Darling Way and Sunrise Avenue; a trailhead parking area; and the installation of safety features and trail amenities, including bike racks, benches, lighting and video surveillance.	PAED	1,467	0	1,467	0	1,467	Baseline					4,750					
				PSE	2,371	0	4,733	0	4,733	PAED	12/31/20	3/20/19								
				RW Sup	0	0	0	0	0	RW Cert	8/23/21	3/1/23								
				Con Sup	0	0	0	0	0	RTL	10/25/21	8/29/23								
				RW Cap	910	0	184	0	184	Begin	3/31/22	9/28/23								
				Con Cap	11,746	6,239	0	0	11,746	End Const	3/31/24			12/31/25						
				Total	16,494	6,239	6,384	0	18,130											
				<p>EAC = Estimate at Completion CAP = Corrective Action Plan Bold Phase allocated Yellow 3 to 6 months behind schedule</p> <p>Approved = Last Commission Blue 6+ months behind schedule or delayed beyond fiscal year or EAC</p>																
				2	03 1531 SAC	PSGC Phase 1 - Auburn Boulevard Complete Streets	In the city of Citrus Heights, on Auburn Boulevard between Oak Grove Avenue north to Orlando Avenue (City of Roseville), connection to the Louis-Orlando Transit Station. This project will reconstruct 4,400LF of this aging, vehicle-oriented corridor. Project will construct new curb, gutter, sidewalk, bicycle lanes, transit stop access and amenity upgrades, traffic signal upgrades, decorative streets lights, landscaped raised medians, drainage improvements, landscaping improvements and a new gateway traffic signal near the north City limit.	PAED	0	0	0	0	0	Baseline		6/24/21			0	
								PSE	1,528	0	1,017	0	2,545	PAED	12/7/15	12/7/15				
RW Sup	0	0	0					0	0	RW Cert	9/30/21	4/28/23								
Con Sup	0	0	0					0	0	RTL	8/30/21	10/23/23								
RW Cap	2,990	0	0					0	1,973	Begin	12/8/22			2/22/24						
Con Cap	21,867	2,860	5,958					0	31,772	End Const	1/23/25			1/31/27						
Total	26,385	2,860	6,975					0	36,290											

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Bold Phase allocated

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Blue 6+ months behind schedule or delayed beyond fiscal year or EAC

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3	03 1532A SAC	PSGC Phase 1 – Light Rail Modernization Stations Phase 2	City of Sacramento and Sacramento Count.	Light Rail Vehicle Station Conversions to accommodate low floor light rail vehicles (LRVs). Funds will be used for full build station conversions on the northeastern corridor of the Blue light rail lines. Other funding sources (not part of this project) will be used for conversions on the Gold Line. Station Conversions include raising the platform up at least 8 inches above the top of the rail in order to allow for automatic passenger ramp deployment. Without the conversion of the stations low-floor vehicles will not be able to provide service on the Blue Line NEC.	PAED	0	0	0	0	0	Baseline		6/23/21		2,942	
					PSE	0	0	0	0	0	PAED	7/31/19	7/31/19			
					RW Sup	0	0	0	0	0	RW Cert	10/26/21	10/26/21			
					Con Sup	0	0	0	0	0	RTL	4/1/22	10/16/23			
					RW Cap	0	0	0	0	0	Begin	6/30/22	12/29/23			
					Con Cap	6,040	2,942	0	0	6,040	End Const	7/1/24	9/30/24			
					Total	6,040	2,942	0	0	6,040						
4	03 1533 SAC	PSGC Phase 1 - Watt Avenue Complete Streets	In Sacramento County, on Watt Avenue, from I-80 westbound ramps to Roseville Rd Between Orange Grove Avenue and Roseville Rd, construct buffered bike lanes, separated pedestrian-friendly sidewalks, landscaped medians, improved transit facilities for pedestrians including bus turnouts, improve street lighting, improve signalized intersections, and other streetscape amenities to encourage mobility by active modes of transportation and provide community identity.	Between Orange Grove Avenue to I-80 westbound ramps, extend class 2 bike lane and sidewalk improvements.	PAED	144	0	144	0	144	Baseline		6/23/21		0	
					PSE	1,540	0	1,622	0	2,190	PAED	7/21/20	7/21/20			
					RW Sup	0	0	0	0	0	RW Cert	10/31/22	1/29/24			
					Con Sup	0	0	0	0	0	RTL	12/31/22	6/15/24			
					RW Cap	1,216	0	2,013	0	2,898	Begin	4/3/23	8/15/24			
					Con Cap	12,840	8,100	0	0	12,117	End Const	12/31/24	9/15/25			
					Total	15,740	8,100	3,779	0	17,349						

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5	03 1534 SAC	PSGC Phase 1 – Watt/I-80 Light Rail Station		In northeast Sacramento County, in North Highlands just before the Interstate 80, Business 80 interchange. The focus of the project is to improve bicycle, pedestrian and bus access from the Watt Ave Station Plaza (on the west side of Watt Ave) to the Watt/I-80 Light Rail Station. Improvement include expanding the Watt Ave Station Plaza, including a new stairway connecting to the light rail platform, new pedestrian lighting, removing concrete barriers, adding wayfinding signage and adding passenger amenities such as seating, shade/rain shelters and landscape buffers (with guardrail) between the plaza and vehicular traffic. The project will also increasing pedestrian amenities on the west side of Watt Ave, including wider sidewalks, pedestrian-level lighting, landscape buffers and new ornamental metal security fencing along the overcrossing.	PAED	0	0	0	0	0	Baseline		6/23/21		7,936	
					PSE	0	0	0	0	0	PAED	6/1/21	1/18/22			
					RW Sup	0	0	0	0	0	RW Cert	10/26/21	6/30/22			
					Con Sup	0	0	0	0	0	RTL	1/1/22	6/30/23			
					RW Cap	0	0	0	0	0	Begin	5/1/22	3/29/24			
					Con Cap	9,846	7,937	0	0	9,846	End Const	6/30/23	1/31/25			
					Total	9,846	7,937	0	0	9,846						
6	03 1535A PLA	PSGC Phase 1 - South Placer Transit - Five Electric Buses		In Placer and Sacramento counties. The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm. The service will be provided using five (5) new 40' battery electric buses (4 buses and 1 spare).	PAED	10	0	10	0	10	Baseline				140	
					PSE	50	0	151	0	151	PAED	6/24/20	3/17/22			
					RW Sup	0	0	0	0	0	RW Cert	12/31/20	3/18/22			
					Con Sup	0	0	0	0	0	RTL	4/2/21	3/18/22			
					RW Cap	0	0	0	0	0	Begin	6/1/22	5/25/22			
					Con Cap	10,045	4,705	10,087	0	10,087	End Const	6/30/23	9/1/24			
					Total	10,105	4,705	10,248	0	10,248						

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7	03 1535B PLA		PSGC Phase 1 - South Placer Transit - Five Chargers	In Placer and Sacramento counties. The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm. The service will be provided using five (5) new chargers (3 depot chargers and 2 on-route chargers) to support the battery-electric buses being purchased as part of the parent project.	PAED	0	0	0	0	0	Baseline				0		
					PSE	137	0	130	0	130	PAED	6/24/20	6/24/20				
					RW Sup	0	0	0	0	0	RW Cert	12/31/20	12/31/22				Schedule
					Con Sup	0	0	0	0	0	RTL	4/2/21	4/30/23				
					RW Cap	0	0	0	0	0	Begin	3/23/23		3/15/24			
					Con Cap	1,295	1,295	1,295	0	1,295	End Const	9/28/23		10/1/24			
					Total	1,432	1,295	1,425	0	1,425							
8	03 1787A SAC		US 50 Multimodal Corridor Enhancement Project/Gold Line Light Rail Improvements Between Sunrise Blvd to Downtown Folsom	In Sacramento County, from Sacramento Valley Station to the Downtown Folsom Station. This project will enhance the light rail capacity on the Gold Line. The project consists of the construction of track sidings to allow trains to pass in the section of single tracks on the Gold Line between the Sunrise Station and Historic Folsom Station. This will permit trains to operate with 15-minute frequencies between those stations, where they currently operate with 30-minute frequencies. The additional frequencies will increase ridership and reduce vehicle miles traveled on US-50. This will also help improve traffic signal phasing for all roadway intersection along Folsom Blvd in Folsom, thus improving roadway traffic flow. This project is a co-applicant with the Caltrans Sacramento US 50 HOV Project from I-5 to Watt Ave for the SB1 Solutions for Congested Corridor Program funds.	PAED	1,041	0	1,041	0	1,041	Baseline				20,300		
					PSE	8,866	0	8,866	0	8,866	PAED	4/1/20	4/1/20				
					RW Sup	0	0	0	0	0	RW Cert	10/31/20	10/31/20				
					Con Sup	0	0	0	0	0	RTL	3/31/21	1/14/22				
					RW Cap	1,540	0	46	0	1,540	Begin	4/1/21	4/12/22				
					Con Cap	20,653	20,300	4,991	0	20,653	End Const	3/31/23		10/14/24			
					Total	32,100	20,300	14,944	0	32,100							

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9	03 1787B SAC		Accelerating Rail Modernization and Expansion in the Capital Regional - Purchase Light Rail Vehicle	In the City and County of Sacramento, City of Rancho Cordova, City of Folsom. SacRTs Accelerating Rail Modernization and Expansion in the Capital Region Project-purchase seven (7) new expansion and thirteen (13) new replacement low-floor light rail vehicles (LRVs).	PAED	0	0	0	0	0	Baseline				64,100	
					PSE	0	0	0	0	0	PAED					
					RW Sup	0	0	0	0	0	RW Cert					
					Con Sup	0	0	0	0	0	RTL	2/22/19	2/22/19			
					RW Cap	0	0	0	0	0	Begin	3/27/20	3/27/20			
					Con Cap	117,902	0	87,095	0	117,902	End Const	2/12/26	2/12/26			
					Total	117,902	0	87,095	0	117,902						
10	03 1787C SAC		Accelerating Rail Modernization and Expansion in the Capital Region - Station Improvements	In the City and County of Sacramento, City of Rancho Cordova, City of Folsom. SacRTs Accelerating Rail Modernization and Expansion in the Capital Region Project-Gold Line platform conversions to enable level boarding on new low floor LRVs.	PAED	0	0	0	0	0	Baseline				4,515	
					PSE	1,864	0	1,864	0	1,864	PAED	7/31/19	7/31/19			
					RW Sup	0	0	0	0	0	RW Cert					
					Con Sup	0	0	0	0	0	RTL	3/31/20	1/10/22			
					RW Cap	0	0	0	0	0	Begin	4/1/20	9/16/22			
					Con Cap	9,030	0	6,519	0	9,030	End Const	6/30/21	6/30/24			
					Total	10,894	0	8,383	0	10,894						
11	03 2201 SAC		PSGC Phase 1 – Light Rail Modernization LRVs	Light Rail Vehicles will operate on the Blue Lines North East Corridor (NEC) which includes stations within the City of Sacramento and Sacramento County. Purchase eight (8) Low-Floor Light Rail Vehicles (LRV) to replace eight (8) high floor LRVs which are past their useful life. SacRT has entered into a contract with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor LRVs. SacRT has identified funding for the first 20 vehicles and has issued Siemens a Notice to Proceed with the manufacturing of those LRV. The contract includes options for the remaining 56 vehicles that will need to be exercised within the next 7 years. The S700 low-floor LRVs will have low-level boarding at every doorway, a spacious seating design, and larger windows for better light and views. They will feature improved accessibility with wider aisles, built-in storage space for luggage and areas for bicycles.	PAED	0	0	0	0	0	Baseline		6/23/21		22,994	
					PSE	0	0	0	0	0	PAED	7/17/19	7/18/18			
					RW Sup	0	0	0	0	0	RW Cert	1/25/19	1/25/19			
					Con Sup	0	0	0	0	0	RTL	2/22/19	2/22/19			
					RW Cap	0	0	0	0	0	Begin	6/30/22	9/29/23			
					Con Cap	48,643	22,994	9,627	0	47,206	End Const	7/1/26	7/1/26			
					Total	48,643	22,994	9,627	0	47,206						

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12	03 5101C PLA 080	Pla-80 EB Aux Lane and WB 5th Lane	In Placer County, in Roseville and Rocklin, between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.	PAED	755	0	0	0	277	Baseline				40,715	
				PSE	1,773	0	0	0		PAED					
				RW Sup	242	0	0	0	10	RW Cert					
				Con Sup	5,085	1,015	1,066	226	4,726	RTL		4/29/22			
				RW Cap	281	0	0	0	0	Begin		6/16/23			
				Con Cap	<u>33,593</u>	<u>8,488</u>	<u>6,909</u>	<u>0</u>	<u>40,715</u>	End Const			7/19/24		
				Total	41,729	9,503	7,975	226	45,728						
13	03 5147 PLA 80	PSGC Phase 1 – I-80 Auburn Boulevard Ramp Meter	In Placer County. This project will install ramp metering for eastbound I-80 at the Auburn Slip onramp. This project will allow for responsive control of traffic at a key entrance point onto the corridor.	PAED	50	0	72	0	72	Baseline		6/23/21		350	
				PSE	100	0	78	0	78	PAED	4/20/21	4/20/21			
				RW Sup	5	0	3	0	4	RW Cert	7/19/21	7/19/21			
				Con Sup	150	150	135	135	146	RTL	8/2/21	8/2/21			
				RW Cap	5	0	0	0	0	Begin	1/15/22	1/24/22			
				Con Cap	350	<u>350</u>	<u>260</u>	<u>260</u>	<u>350</u>	End Const	10/3/22	10/19/23			
				Total	660	500	548	395	650						
14	03 5854A SAC 005	Sac 5 Corridor Enhancement Project	In Sacramento, from 1.1 miles south of Elk Grove Blvd Overcrossing to Route 50 at American River Br (Br#24-68). Roadway rehabilitation, construct HOV lanes, and install fiber optic cable	PAED	9,765	0	5,594	0	5,594	Baseline				299,785	
				PSE	16,970	0	18,492	0	18,492	PAED	6/23/16				
				RW Sup	3,300	0	1,820	0	2,781	RW Cert	4/24/17				
				Con Sup	33,070	1,280	36,075	1,320	36,749	RTL	6/30/17				
				RW Cap	2,157	0	1,501	0	788	Begin	10/22/18	5/31/19			
				Con Cap	<u>289,690</u>	<u>13,520</u>	<u>290,824</u>	<u>13,087</u>	<u>317,786</u>	End Const	12/15/22	10/24/23			
				Total	354,952	14,800	354,306	14,407	382,190						
15	03 6254 SAC 050	Sac 50 Design-Build	In Sacramento County on Route 50 from I-5 Junction to Watt Ave. Add high occupancy vehicle lane and pavement rehab.	PAED	13,600	0	11,997	0	11,997	Baseline				397,785	
				PSE	13,000	0	10,228	0	10,228	PAED	5/31/17				
				RW Sup	4,300	0	1,802	0	1,803	RW Cert	2/3/20	9/25/19			
				Con Sup	36,800	10,000	28,423	7,930	42,399	RTL	2/14/20	9/26/19			
				RW Cap	5,700	0	1,658	0	0	Begin	7/15/20	6/30/20			
				Con Cap	<u>368,900</u>	<u>80,000</u>	<u>331,821</u>	<u>65,788</u>	<u>402,317</u>	End Const	12/1/24		7/31/25		
				Total	442,300	90,000	385,929	73,718	468,744						

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16	03	Light Rail	Location: In Sacramento CA , just north of the Sacramento Valley Station (SVS) located at west of the intersection of H St and 5th St, in downtown Sacramento.	PAED	779	0	0	0	0	Baseline	12/7/23	25,000
	CP094H	Realignment (Sacramento Valley Light Rail Station Realignment)		PSE	6,029	0	0	0	6,029	PAED	6/13/16	
	SAC			RW Sup	0	0	0	0	0	RW Cert	4/1/25	4/1/25
	OFF			Con Sup	0	0	0	0	0	RTL	4/1/25	4/1/25
				RW Cap	0	0	0	0	0	Begin	12/1/25	12/1/25
				Con Cap	<u>30,144</u>	<u>25,000</u>	<u>0</u>	<u>0</u>	<u>30,144</u>	End Const	6/1/28	6/1/28
			Description: Relocated the Sacramento Regional Transit District Light Rail Tracks and platform along H St west of 5th St, (east-west oriented) to east of the new Pick-up/Drop-off lane and just south of F St (north-south oriented).	Total	36,952	25,000	0	0	36,173			

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17	04	Marin Sonoma	In Sonoma, Highway 101 and 116 connection to 0.3 miles north of Corona Road; Construct HOV lanes and sound walls.	PAED	0	0	0	0	0	Baseline	10/17/18	90,750
	0360Q	Narrows Segment C2 - HOV Lanes Gap Closure		PSE	7,455	0	169	0	169	PAED	10/29/09	10/29/09
	SON			RW Sup	2,500	0	1,813	0	2,114	RW Cert	12/30/18	12/31/18
	101			Con Sup	14,000	12,600	13,172	13,167	13,916	RTL	12/30/18	12/31/18
				RW Cap	6,970	0	6,583	0	6,807	Begin	8/21/19	9/17/19
			CONSTRUCT HOV LANES INCLUDING SOUND WALLS, BRIDGES, MEDIAN AND RAMP WIDENING	Con Cap	91,000	<u>72,191</u>	<u>93,125</u>	<u>71,905</u>	93,850	End Const	8/21/22	12/13/23
				Total	121,925	84,791	114,862	85,072	116,856			
18	04	Marin Sonoma	On Route 101, in Marin County, in and near city of Novato, from just south of the Franklin Avenue Overhead to 0.3 miles south of the Marin/Sonoma County line.	PAED	0	0	0	0	0	Baseline	6/23/21	91,663
	0361M	Narrows (MSN) Contract B7		PSE	14,600	0	519	0	519	PAED	10/29/09	10/29/09
	MRN			RW Sup	357	0	74	0	151	RW Cert	6/25/21	6/10/21
	101			Con Sup	19,050	14,850	6,257	6,257	14,893	RTL	6/25/21	6/28/21
				RW Cap	10,615	0	132	0	3,748	Begin	12/31/21	5/13/22
			The Project will widen Route 101 to construct a southbound HOV lane from 0.3 miles south of the Marin/Sonoma County line to just south of the Franklin Avenue Overhead (0.3 miles), and a northbound HOV lane from 0.7 miles north of the Anteroon Avenue Overcrossing to 0.3 miles south of the Marin/Sonoma County line (0.3 miles). The Project includes roadway and bridge widening for HOV lanes and standard shoulders. The Project will also upgrade the horizontal and vertical roadway alignment (for a 70 mph design speed), modify the Redwood Landfill interchange ramps to conform with the new alignment, and resurface a heritage road (Redwood Boulevard) for Class II bike lanes in Novato.	Con Cap	114,896	<u>25,268</u>	<u>39,450</u>	<u>9,671</u>	<u>91,663</u>	End Const	12/30/25	7/31/27
				Total	159,518	40,118	46,432	15,928	110,974			

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs	
19	04 0376 NAP 221,29		Soscol Junction (SR 29/221/Soscol Ferry Road)	In Napa County. The project is an operational improvement located at the intersection of SR 29/SR 221/Soscol Ferry Road. The project will reconfigure the existing signalized intersection and build a new roundabout interchange with an elevated structure on SR 29 and roundabouts below grade, one north of SR 29, and one south of SR 29. The project will also construct a class I multiuse path on the north side of the intersection allowing bicycles and pedestrians to navigate the intersection.	PAED	6,100	0	6,909	0	6,909	Baseline		6/23/21			36,784	Schedule
					PSE	5,045	0	6,306	0	6,306	PAED	2/13/20	2/13/20				
					RW Sup	200	0	72	0	85	RW Cert	5/1/21	8/25/21				
					Con Sup	5,739	0	4,591	0	7,131	RTL	6/30/21	8/26/21				
					RW Cap	100	0	52	0	100	Begin	11/15/21	5/13/22				
					Con Cap	36,785	19,341	24,609	12,937	36,784	End Const	11/15/23	9/12/25				
					Total	53,969	19,341	42,539	12,937	57,315							
20	04 0658J SCL,SM 101		US 101 Managed Lanes Project - Highway Planting Replacement	This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, Redwood City, Palo Alto, and East Palo Alto in both Santa Clara and San Mateo County on U.S.101, from 2 miles South of the Santa Clara County line to 0.3 mile south of Grand Avenue Interchange. Establish follow-up highway landscape planting.	PAED	0	0	0	0	0	Baseline				6,891	Schedule	
					PSE	0	0	0	0	0	PAED	10/31/18	10/31/18				
					RW Sup	0	0	0	0	0	RW Cert		6/30/22				
					Con Sup	500	0	0	0	489	RTL		3/27/23				
					RW Cap	0	0	0	0	0	Begin	2/1/22	11/30/23				
					Con Cap	4,305	0	0	0	6,891	End Const	2/1/26	12/1/27				
					Total	4,805	0	0	0	7,380							

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21	ALA,CC,S F	04 2010E	BART- Switch Machine Cabling Project - BART Labor	In Contra Costa, Alameda and San Francisco counties. BART labor needed to support Switch Machine Cabling project during installation and for material transport. This includes replacement of Switch Power Supply Cabinets; Entrance Cabinets; Switchboards, Panelboards and Circuit Breakers; Raceways; and Cables along the wayside and in Train Control Rooms. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor. The Switch Machine Cabling will include upgrading raceway, power and communication cables at 21 train control rooms and 26 wayside interlocks and associated switches, including the power cable from the Station House Power to the Train Control Rooms in 22 locations.	PAED	0	0	0	0	0	Baseline		5/12/21		41,800	Schedule
					PSE	0	0	0	0		PAED	9/1/17	9/1/17			
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			
					Con Sup	0	0	0	0	0	RTL	7/1/20	3/19/21			
					RW Cap	0	0	0	0	0	Begin	2/1/22	2/1/22			
					Con Cap	41,800	41,800	0	0	41,800	End Const	8/1/26	8/1/26			
					Total	41,800	41,800	0	0	41,800						
22	ALA,CC,S F	04 2010F	BART Train Control Modernization Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract	The MacArthur/Downtown Oakland Interlock Upgrade Contract will be implemented at MacArthur and Downtown Oakland BART stations, and will affect service through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Alameda and San Francisco counties. The MacArthur/Downtown Oakland Interlock Upgrade Contract includes installation of new surface mounted train control raceways and associated cables to new Switch Power Supply Cabinets (SPSC) and associated interlock switches will be designed along the K Line from MacArthur Train Control Room to Interlocking K23, K25 or K35. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	PAED	0	0	0	0	0	Baseline		5/12/21		14,850	
					PSE	0	0	0	0		PAED	9/1/17	9/1/17			
					RW Sup	0	0	0	0	0	RW Cert	1/1/21	1/1/21			
					Con Sup	0	0	0	0	0	RTL	1/1/21	4/28/23			
					RW Cap	0	0	0	0	0	Begin	2/1/22	12/8/23			
					Con Cap	14,850	14,850	0	0	14,850	End Const	6/1/24	6/27/26			
					Total	14,850	14,850	0	0	14,850						

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23	ALA,CC,S F	04	BART Train Control 2010G Modernization Program - Communication Based Train Control (CBTC) Contract	In Alameda and San Francisco counties. The CBTC Contract will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is located in Alameda and San Francisco counties. The CBTC Contract will replace the existing train control system with a new communications-based train control system, allowing BART to achieve the shorter headways needed to operate more regularly scheduled trains through the Transbay Corridor. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 12,129 0 0 0 <u>1,065,871</u> 1,078,000	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 <u>1,065,871</u> 1,065,871	Baseline PAED RW Cert RTL Begin End Const	 9/1/17 9/1/17 9/1/17 8/1/20 9/16/20 8/1/31	 5/12/21 9/1/17 9/1/17 9/1/17 9/16/20 8/1/31	 8/1/31	1,065,871	
24	Alameda County	04	BART - Switch 2010H Machine Cabling Project - Procurement of Non-Revenue Equipment	In Contra Costa, Alameda and San Francisco counties. Procurement of on-rail equipment (5 Hi-Railers, 1 Vac truck, 2 Boom Lifts and 2 Scissor Lifts) needed to support construction crews on Switch Machine Cabling project during installation and for material transport. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor. The Switch Machine Cabling will include upgrading raceway, power and communication cables at 21 train control rooms and 26 wayside interlocks and associated switches, including the power cable from the Station House Power to the Train Control Rooms in 22 locations.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 3,350 3,350	0 0 0 0 0 <u>3,350</u> 3,350	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 <u>3,350</u> 3,350	Baseline PAED RW Cert RTL Begin End Const	 9/1/17 7/1/20 7/1/20 5/1/22 8/1/26	 9/1/17 7/1/20 7/1/20 5/12/22 8/1/26	 8/1/26	4,002	

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25	ALA,CC,S F	04 2010J	BART - Switch Machine Cabling Project - Procurement of Material	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				12,500	
					PSE	0	0	0	0		PAED	9/1/17	9/1/17			
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			
					Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20			
					RW Cap	0	0	0	0	0	Begin	5/1/22	4/7/22			
					Con Cap	<u>12,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>12,500</u>	End Const	8/1/26	8/1/26			
					Total	12,500	0	0	0	12,500						
					Procurement of all materials needed to support construction crews on Switch Machine Cabling project during installation and for material transport. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.											
26	ALA,CC,S F	04 2010K	BART - Switch Machine Cabling Project - Services	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				2,724	
					PSE	0	0	0	0		PAED	9/1/17	9/1/17			
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			
					Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20			
					RW Cap	0	0	0	0	0	Begin	5/1/22	5/1/22			
					Con Cap	<u>2,724</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,724</u>	End Const	8/1/26	8/1/26			
					Total	2,724	0	0	0	2,724						
					Procurement of Services needed to support construction crews on Switch Machine Cabling project during installation and for material transport. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.											

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29	05 0073C SCR 1	State Route 1 - State Park to Bay/Porter Auxiliary Lanes	Near Capitola and Aptos, State Route 1 from State Park Drive to Bay/Porter Interchanges. Construct auxiliary lanes between interchanges. Includes reconstruction of the Capitola Avenue overcrossing to accommodate new lanes on State Route 1 and improve bicycle and pedestrian facilities; hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles); bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; additional project elements: add emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought-tolerant landscaping SCCP/LPP Title: Watsonville-Santa Cruz Multimodal Improvements –Bay Ave/Porter St to State Park Dr - Contract #2.	PAED	2,635	0	1,830	0	1,830	Baseline		6/23/21		78,656	
				PSE	3,060	0	979	0	979	PAED	5/10/21	5/11/21			
				RW Sup	0	0	0	0	0	RW Cert	8/1/22	12/2/22			Schedule
				Con Sup	8,760	8,760	216	216	8,678	RTL	10/1/22	12/5/22			
				RW Cap	1,100	0	581	0	0	Begin	4/1/23	7/24/23			
				Con Cap	73,400	44,077	239	134	78,656	End Const	4/1/27		9/25/28		
				Total	88,955	52,837	3,845	350	90,143						
30	05 2893 SB	North Padaro Lane Coastal Access Improvements	In the County of Santa Barbara, south of community of Summerland along North Padaro Lane on the coast side of Highway 101. Construct 0.2 miles of sidewalk to complete gap in California Coastal Trail between Highway 101 and Loon Point Beach Parking area where coastal access exists. Add coastal trail signage along North Padaro Lane and for vertical access to beach. NULL	PAED	60	0	53	0	53	Baseline		10/17/18		470	
				PSE	208	0	210	0	210	PAED	3/1/19	7/10/19			
				RW Sup	0	0	0	0	0	RW Cert	3/31/20	6/16/22			
				Con Sup	0	0	0	0	0	RTL	7/31/20	8/1/22			
				RW Cap	140	0	35	0	140	Begin	4/1/21	12/13/22			
				Con Cap	583	583	1,061	0	583	End Const	12/31/22	8/31/23			
				Total	991	583	1,359	0	986						

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31	05 2894 SB		Summerland Area Coastal Access Improvements	In the County of Santa Barbara, in and near the community of Summerland, on Via Real, Wallace Avenue and Finney Road on both the inland and coastal side of Highway 101. Construct 0.4 miles of sidewalk and add coastal access parking along Wallace Avenue. Along Via Real, construction 0.4 miles of sidewalk to complete gap in California Coastal Trail between Greenwell Drive and North Padaro Lane and add a Class I multi purpose path.	PAED	300	0	300	0	300	Baseline		10/17/18			0		
					PSE	680	0	687	0	687	PAED	4/30/19	10/1/19					
					RW Sup	0	0	0	0	0	RW Cert	10/31/20	3/3/23					
					Con Sup	0	0	0	0	0	RTL	10/31/20	3/6/23					
					RW Cap	374	0	89	0	228	Begin	7/1/22	8/23/24					
					Con Cap	8,320	8,320	0	0	8,320	End Const	6/30/23	12/31/25					
					Total	9,674	8,320	1,076	0	9,535								
					NULL													
32	05 2896 SB 101		Santa Claus Lane Class I Bikeway	In City of Carpinteria through Summerland between Carpinteria Avenue and Santa Claus Lane. Construct 0.6 miles Class I bikeway to close a gap in the California Coastal Trail (CCT).	PAED	500	0	302	0	302	Baseline		10/17/18			12,331		
					PSE	500	0	1,162	0	1,162	PAED	2/1/19	2/18/20					
					RW Sup	0	0	0	0	0	RW Cert	1/1/20	7/27/22					
					Con Sup	750	750	1,017	725	750	RTL	1/1/20	8/17/22					
					RW Cap	320	0	320	0	629	Begin	7/1/20	10/6/22					
					Con Cap	8,767	7,267	11,935	7,033	12,466	End Const	3/31/21	11/6/23					
					Total	10,837	8,017	14,736	7,758	15,309								
					NULL													
33	05 2897 SB		Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	Construct Class I bikeway along Santa Claus Lane (County of Santa Barbara) from Sandpoint Drive to South Padaro Lane to close a gap in the California Coastal Trail (CCT). To construct coastal access parking and improved and safe beach access across railroad tracks of UPRR.	PAED	0	0	39	0	39	Baseline		10/17/18			0		
					PSE	800	0	1,644	0	1,644	PAED	9/30/18	9/25/19					
					RW Sup	0	0	0	0	0	RW Cert	3/31/20	3/21/23					
					Con Sup	0	0	0	0	0	RTL	3/31/20	3/21/23					
					RW Cap	200	0	200	0	200	Begin	10/1/20	9/21/24					
					Con Cap	7,040	7,040	0	0	7,040	End Const	6/30/21	5/1/26					
					Total	8,040	7,040	1,883	0	11,788								
					NULL													
34	05 2985 SB 101		Santa Monica Road and Via Real Intersection Improvements	At the intersection of Santa Monica Road, Via Real and the Santa Monica NB on and off ramp from Highway 101. Construct intersection improvements to address forecast operational deficiencies at this all-way stop intersection.	PAED	750	0	300	0	300	Baseline					1,216		
					PSE	619	0	548	0	548	PAED	8/1/19	1/6/20					
					RW Sup	300	0	102	0	102	RW Cert	1/1/21	4/13/21					
					Con Sup	260	260	260	260	260	RTL	3/1/21	6/11/21					
					RW Cap	508	0	46	0	132	Begin	9/1/21	9/1/21					
					Con Cap	1,216	1,216	1,068	1,068	1,216	End Const	9/1/23	3/30/22					
					Total	3,653	1,476	2,324	1,328	2,558								
					NULL													

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35	05 3197 SB	Contactless Card Readers on VCTC Coastal Express Commuter Buses	This project includes procurement of forty-one (41) contactless card readers and associated system equipment for the Ventura County Transportation Commission (VCTC) commuter bus fleet.	VCTC operates the popular Coastal Express commuter line, which since 2001 has been jointly funded by SBCAG and VCTC, with VCTC as the service provider. The Coastal Express line travels between residential communities in Ventura County, such as in the cities of Oxnard and Ventura, to education, leisure, and work sites in Santa Barbara County, including to Santa Barbara, Goleta and UCSB. Bus stops in Ventura County include locations within, or immediately adjacent to, designated Disadvantage Communities.	PAED	0	0	0	0	0	Baseline				0				
					PSE	0	0	0	0	0	0	0	PAED	10/1/23	10/26/23				
					RW Sup	0	0	0	0	0	0	0	0	RW Cert	10/1/23		2/1/24		
					Con Sup	0	0	0	0	0	0	0	0	RTL	10/1/23		3/1/24		
					RW Cap	0	0	0	0	0	0	0	0	Begin	10/1/23		3/31/24		
					Con Cap	500	400	0	0	500	0	0	0	End Const	6/30/24		6/30/24		
					Total	500	400	0	0	500	0	0	0						
36	05 3198 SB	Electric Transit Bus Replacement	The project is located within the Santa Barbara Metropolitan Transit District boundaries, which closely corresponds to the South Coast of Santa Barbara County.	Install electrical infrastructure for charging of electric buses. Procure six (6) replacement 40-ft. electric buses & six (6) associated chargers to replace renewable diesel buses that are beyond their FTA useful life benchmark.	PAED	0	0	0	0	0	Baseline				0				
					PSE	0	0	0	0	0	0	0	PAED	3/31/24	11/14/23				
					RW Sup	0	0	0	0	0	0	0	0	RW Cert	3/31/24		3/31/24		
					Con Sup	0	0	0	0	0	0	0	0	RTL	3/31/24		3/31/24		
					RW Cap	0	0	0	0	0	0	0	0	Begin	3/31/24		3/31/24		
					Con Cap	8,456	5,000	0	0	8,456	0	0	0	End Const	1/31/25		1/31/25		
					Total	8,456	5,000	0	0	8,456	0	0	0						
37	05 3199 SB	Sheffield Drive to Ortega Hill Pedestrian and Bicycle Connector	The project will complete a gap closure in the California Coastal Trail and Pacific Bike Route in Summerland/Montecito to improve accessibility and safety.	Existing bicycle and pedestrian facilities along North Jameson Lane in Montecito will be connected to an existing Class 1 facility over Ortega Hill into the community of Summerland through construction of an approximately 500' multi-purpose path connection.	PAED	40	0	40	0	40	Baseline				0				
					PSE	120	0	0	0	120	0	0	PAED	9/1/23	10/17/23				
					RW Sup	0	0	0	0	0	0	0	0	RW Cert	10/1/23		3/31/24		
					Con Sup	0	0	0	0	0	0	0	0	RTL	4/1/24		4/30/24		
					RW Cap	0	0	0	0	0	0	0	0	Begin	10/1/24		12/1/24		
					Con Cap	1,000	1,000	0	0	1,000	0	0	0	End Const	2/1/25		6/30/25		
					Total	1,160	1,000	40	0	1,160	0	0	0						

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38	05 3202 SB	Zero Emission Vehicle Infrastructure: City of Santa Barbara	The project will install Zero Emission Vehicle chargers in the City of Santa Barbara at two locations. Four DC Fast Chargers (DCFC) will be installed at the Harbor West parking lot, and four DCFC chargers will be installed at the Santa Barbara East Side Library.	PAED	25	0	25	0	25	Baseline				0	
				PSE	60	0	0	0	60	PAED	10/31/23	11/7/23			
				RW Sup	0	0	0	0	0	RW Cert	12/15/23		4/1/24		
				Con Sup	0	0	0	0	0	RTL	12/15/23		4/1/24		
				RW Cap	40	0	0	0	40	Begin	3/15/24		6/1/24		
				Con Cap	675	675	0	0	675	End Const	12/30/24		6/1/25		
				Total	800	675	25	0	800						
39	05 3203 SB	Zero Emission Vehicle Infrastructure: County of Santa Barbara	This project will install Zero Emission Vehicle chargers at two existing charging locations and one new location in Santa Barbara County. Two chargers will be installed at the following two locations: Summerland Lookout Park and Rincon Park, where existing chargers will be upgraded. At least one of the two chargers at each of these locations will be a DC Fast Charger. At Santa Claus Lane, four chargers will be installed, and these will be new installations. At least one of the four chargers at Santa Claus Lane will be a DC Fast Charger.	PAED	10	0	10	0	10	Baseline				375	Scope
				PSE	40	0	0	0	40	PAED	10/31/23	10/16/23			
				RW Sup	0	0	0	0	0	RW Cert	12/15/23		3/1/24		
				Con Sup	0	0	0	0	0	RTL	12/15/23		5/1/24		
				RW Cap	0	0	0	0	0	Begin	3/15/22		6/1/24		
				Con Cap	325	325	0	0	325	End Const	12/30/24		11/1/27		
				Total	375	325	10	0	375						
40	05 7101F SB 101	Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4D South - Three Creeks	IN SANTA BARBARA COUNTY AT MONTECITO FROM 0.2 MILE NORTH OF SHEFFIELD DRIVE UNDERCROSSING TO 0.1 MILE NORTH OF SAN YSIDRO ROAD OVERCROSSING. CONSTRUCT HOV LANES. THIS IS A CMGC PROJECT.	PAED	0	0	0	0	0	Baseline				0	
				PSE	0	0	0	0	0	PAED	8/26/14	8/26/14			
				RW Sup	0	0	0	0	0	RW Cert	5/11/23	12/20/23			
				Con Sup	12,565	12,565	0	0	0	RTL	6/12/23	1/5/24			
				RW Cap	0	0	0	0	0	Begin	9/3/23		5/24/24		
				Con Cap	77,435	52,435	0	0	52,920	End Const	10/30/26		8/9/27		
				Total	90,000	65,000	0	0	52,920						
41	05 7101G SB 101	Santa Barbara U.S. 101 Multimodal Corridor Project - 4E South -City of Santa Barbara	IN SANTA BARBARA COUNTY IN AND NEAR SANTA BARBARA FROM 0.1 MILE SOUTH OF OLIVE MILL ROAD OVERCROSSING TO 0.3 MILE SOUTH OF CABRILLO BOULEVARD UNDERCROSSING. CONSTRUCT HOV LANES. THIS IS A CMGC PROJECT.	PAED	0	0	0	0	0	Baseline				0	
				PSE	0	0	0	0	0	PAED	8/26/14	8/26/14			
				RW Sup	0	0	0	0	0	RW Cert	10/2/23		2/15/24		
				Con Sup	12,360	12,360	0	0	11,667	RTL	11/1/23		3/6/24		
				RW Cap	0	0	0	0	0	Begin	2/1/24		7/10/24		
				Con Cap	68,644	47,640	0	0	68,644	End Const	6/4/27		5/26/27		
				Total	81,004	60,000	0	0	80,311						

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42	05 7101L SB 101	Carpinteria to Santa Barbara Widening – 4A Carpinteria Mitigation Pltg	In Santa Barbara County In Carpinteria From 0.2 Mile South of Bailard Avenue Overcrossing To 0.7 Mile South of South Padaro Lane	PAED	0	0	0	0		Baseline				3,536		
				PSE	250	0	500	0	500	PAED		12/18/20				
				RW Sup	0	0	0	0	0	RW Cert		5/14/21				
				Con Sup	500	0	524	0	1,003	RTL		6/24/21				
				RW Cap	0	0	0	0	0	Begin		5/27/22				
				Con Cap	1,768	0	2,680	0	3,537	End Const			6/1/27			
				Total	2,518	0	3,704	0	5,040							
				Install mitigation planting												
43	05 7101R SB 101	Padaro - (Segment 4B) Combined	In Santa Barbara County, in and near Carpinteria and at Summerland from 0.9 mile south of South Padaro Lane Undercrossing to 0.6 mile north of Padaro Lane Overcrossing	PAED	2,725	0	6,535	0	6,535	Baseline				162,317		
				PSE	14,395	0	15,900	0	15,900	PAED	8/26/14	6/4/18				
				RW Sup	1,010	0	466	0	466	RW Cert	11/1/20	2/5/21				
				Con Sup	31,315	12,250	16,005	6,261	24,190	RTL	1/1/21	3/19/21				
				RW Cap	10,900	0	118	0	0	Begin	7/15/21	5/26/21				
				Con Cap	164,567	51,060	127,204	40,158	162,317	End Const	12/15/25		1/24/25			
				Total	224,912	63,310	166,228	46,419	209,408							
				Construct HOV Lanes and rehabilitate roadway.												
44	05 7101S SB 101	Carpinteria to Santa Barbara Widening Project - Segment 4C Combined	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge.	PAED	2,380	0	4,674	0	4,674	Baseline				107,672		
				PSE	7,080	0	2,742	0	2,742	PAED	8/26/14	9/29/17				
				RW Sup	520	0	7	0	40	RW Cert	11/1/20	6/22/20				
				Con Sup	18,430	7,940	13,362	5,756	15,388	RTL	1/1/21	6/24/20				
				RW Cap	3,930	0	37	0	0	Begin	7/15/21	10/23/20				
				Con Cap	108,761	36,100	102,038	34,217	107,672	End Const	12/15/25		5/17/24			
				Total	141,101	44,040	122,860	39,973	130,516							
				Construct HOV Lanes and rehabilitate roadway.												
45	05 7101X SB 101	South Coast 101 HOV Lanes - Carpinteria (Segment 4A) Mitigation	In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S Padaro Lane.	PAED	0	0	0	0	0	Baseline				1		
				PSE	0	0	0	0	0	PAED						
				RW Sup	0	0	0	0	0	RW Cert		7/5/22				
				Con Sup	33	0	0	0	35	RTL		8/14/23				
				RW Cap	7	0	0	0	7	Begin		9/5/23				
				Con Cap	0	0	0	0	0	End Const			8/24/29			
				Total	40	0	0	0	42							
Construct HOV lanes. This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).																
46	05 7103L SB 101	Carpinteria to Santa Barbara Widening – 4C Summerland Mitigation Plant	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge.	PAED	0	0	0	0		Baseline				3,734		
				PSE	200	0	59	0	59	PAED		1/5/22				
				RW Sup	0	0	0	0	0	RW Cert		1/5/23				
				Con Sup	476	0	118	0	986	RTL		3/6/23				
				RW Cap	0	0	0	0	0	Begin		8/2/23				
				Con Cap	2,531	0	26	0	3,734	End Const			7/7/27			
				Total	3,207	0	203	0	4,779							
				Install mitigation planting												

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
47		05	South Coast 101	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge.	PAED	0	0	0	0		Baseline					1
		7103X	HOV-Summerland (Segment 4C)		PSE	0	0	0	0	0	PAED	8/26/14				
		SB	Mitigation Monitoring		RW Sup	0	0	0	0	0	RW Cert	11/1/20				
		101			Con Sup	40	0	1	0	38	RTL	1/1/21				
				Mitigation monitoring for 05-0N703.	RW Cap	0	0	0	0	0	Begin	7/15/21	7/5/23			
					Con Cap	0	0	0	0	0	End Const	12/15/25		3/30/29		
					Total	40	0	1	0	38						

District 07

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
48		07	I-105 Express Lanes - Construction	In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street.	PAED	13,121	0	13,121	0	13,121	Baseline		10/13/21			0
		4858			PSE	46,883	0	43,943	0	46,883	PAED	5/21/21	5/21/21			
		LA			RW Sup	0	0	73	0	0	RW Cert	3/31/23		2/28/24		Schedule
		105,110			Con Sup	0	0	0	0	0	RTL	5/31/23		3/1/24		
				The proposed project will construct 16.1 miles of Express Lanes along the 18.1 mile I-105 Corridor in each direction between I-405 and Studebaker Road and result in two Express Lanes in each direction. The scope of work will include construction of sign structures, pavement restriping, bridge widenings, new/rebuilt retaining walls, new/rebuilt soundwalls, new auxiliary lanes, and new ramp meters. This project is 16.1 centerline miles and 58.4 lane miles in length. A break down of the lane miles is provided in the additional information section.	RW Cap	3,081	0	0	0	3,081	Begin	6/1/23		6/1/24		
					Con Cap	546,036	150,000	0	0	546,036	End Const	12/1/27		4/30/28		
					Total	609,121	150,000	57,137	0	609,121						

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49	07 4858A LA 105,110	I-105 Express Lanes - Roadside Toll Collection System (RTCS)	Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 80,000 80,000	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 80,000 80,000	Baseline PAED RW Cert RTL Begin End Const		10/13/21 5/21/21 12/1/24 12/1/24 1/1/25 12/1/27		0		
				This project will construct the Roadside Toll Collection System (RTCS) needed to operate the I-105 Express Lanes. The scope of work includes the purchase and installation of dynamic message signs to display toll rates and travel time information, toll gantries to read vehicle transponders, enforcement beacons, closed circuit television cameras, pavement detection equipment, fiber optic wiring, and other associated equipment. Once the toll equipment is installed, systems testing and integration will be required.												
50	07 5497 LA	Airport Metro Connector 96th Street Transit Station	In Los Angeles near Aviation Boulevard / 96th Street. Construct new multi-modal transit station for the Metro Crenshaw / Los Angeles International (LAX) Line that will also add a stop to the Metro Green Line.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	15,750 29,250 0 0 76,200 404,000 525,200	0 0 0 0 0 150,000 150,000	15,177 29,772 0 0 97,978 272,601 415,528	0 0 0 0 0 0 0	15,177 29,772 0 0 97,978 696,508 839,435	Baseline PAED RW Cert RTL Begin End Const		10/18/18 5/2/17 7/30/19 6/30/19 12/31/19 6/1/23		470,627	Cost	
				Multi-modal transit station will include Light Rail Station, transit station/terminal building, bus plaza, bicycle hub, pedestrian improvements and passenger pickup/drop-off area.												
51	07 6194 VEN	Santa Paula Trail, East Ventura Station to e/o Wells Road	Environmental, design and construction for a Class I trail in the City of Ventura and unincorporated Ventura County providing an improved east-west bicycle and pedestrian route between East Ventura Metrolink Station and east of Wells Road (SR-118) along the Santa Paula Rail Line, in the City of Ventura (San Buenaventura) and unincorporated Ventura County.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 8,876 0 0 4,556 20,417 33,849	0 0 0 0 0 20,417 20,417	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 4,438 0 0 2,278 20,417 27,133	Baseline PAED RW Cert RTL Begin End Const		12/15/23 12/15/23 5/15/25 5/15/25 10/1/25 8/27/27		0		
				NULL												

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52	07 6202 LA	North San Fernando Valley Battery Electric Bus Project (Buses)	In the City of Los Angeles, Metro will acquire 75 new Battery Electric Buses (BEBs) that are needed to operate the North San Fernando Valley Transit Corridor Bus Enhanced Network Project (Measure M Major Capital Program). This PPR is specific to the BEB purchase. It fulfills Metro's commitment to transform bus service by introducing zero emission vehicles together with enhanced high frequency transit corridor infrastructure to improve speed, reliability and safety in high-priority corridors that serve some of the most disadvantaged communities in LA County. The new buses would replace and augment the existing fleet of Compressed Natural Gas (CNG) vehicles on four Metro transit lines running in the NSFV; Bus Lines 152, 162, 166 and 240.	PAED	0	0	0	0	0	0	Baseline				0			
				PSE	0	0	0	0	0	0	0	PAED	12/2/22	1/8/21			Cost	
				RW Sup	0	0	0	0	0	0	0	0	RW Cert	5/31/23	5/31/23			Schedule
				Con Sup	0	0	0	0	0	0	0	0	RTL	6/1/23		1/31/24		
				RW Cap	0	0	0	0	0	0	0	0	Begin	7/1/24		1/31/25		
				Con Cap	75,000	25,507	0	0	115,246	End Const	6/1/28		1/31/30					
				Total	75,000	25,507	0	0	115,246									
			The primary streets for the planned set of network improvements for the North San Fernando Valley include Roscoe Boulevard, Lankershim Boulevard, and Nordhoff Street.															
53	07 6203 LA	Venice Blvd. Bus Speed and Reliability (Bus Boarding Islands and Bus Pads)	In the city of Los Angeles, Metro will construct boarding islands on a Tier 1 NextGen Corridor (Venice Blvd) in the Mar Vista/ Palms neighborhoods between Inglewood Blvd and Fairfax Avenue. The Project fulfills Metro's commitment to transform bus service by complementing enhanced high frequency transit with supportive corridor infrastructure using boarding islands to improve speed, reliability and safety along a high-priority corridor that serve the city of LA. This PPR is specific to the design and construction of boarding islands as well as the necessary bus pads that are required at bus stops. Enhanced bus stops with boarding islands allow transit vehicles to board and alight passengers without pulling out of the travel lane, provide more level access, provide additional waiting space for shelters and other stop amenities and make bus stops more accessible.	PAED	0	0	0	0	0	0	Baseline				0			
				PSE	928	0	0	0	928	PAED	3/1/21	12/28/23						
				RW Sup	0	0	0	0	0	0	0	0	RW Cert	10/31/24		10/31/24		Schedule
				Con Sup	0	0	0	0	0	0	0	0	RTL	11/1/24		6/30/25		
				RW Cap	0	0	0	0	0	0	0	0	Begin	6/1/25		1/31/26		
				Con Cap	7,600	5,320	0	0	7,600	End Const	6/1/28		6/1/28					
				Total	8,528	5,320	0	0	8,528									
							NULL											

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54	07 6204 LA	Venice Blvd Bus Speed and Reliability- (Real-Time Passenger Info and Bus Shelters)	In the City of Los Angeles along Venice Blvd, between Inglewood Blvd and Fairfax Ave Metro will purchase and install bus shelters equipped with real-time passenger information displays (ePaper). The Project fulfills Metro's commitment to transform bus service by introducing high frequency transit as well as transit supportive corridor infrastructure using real-time passenger information to improve speed, reliability, safety and customer experience. This PPR is specific to the bus shelters and real-time passenger information. Bus shelters will provide additional space for riders to be comfortable under and be protected from elements such as rain. They will also be equipped with lighting and real-time passenger information to allow riders to feel safe and know real-time bus arrival information while waiting for the bus. These improvements are being targeted for Venice Blvd, a Tier 1 NextGen Corridor that serves line 33, which is within Metros top ten highest ridership lines.	PAED	0	0	0	0	0	Baseline				0			
				PSE	0	0	0	0	0	0	PAED	5/12/21	12/28/23				
				RW Sup	0	0	0	0	0	0	RW Cert	10/31/24		10/31/24		Schedule	
				Con Sup	0	0	0	0	0	0	RTL	11/1/24		6/30/25			
				RW Cap	0	0	0	0	0	0	Begin	6/1/25		1/31/26			
				Con Cap	1,620	1,173	0	0	1,620	End Const	6/1/28		6/1/28				
				Total	1,620	1,173	0	0	1,620								
55	07 6205 VAR	The Inglewood Mobility and Congestion Relief Program Bicycle Lane	The Inglewood Mobility and Congestion Relief Program Bicycle Lanes include a Class II bike lane along West Arbor Vitae Street, as well as Class III bike lanes along La Brea and Hardy St These additional access points will provide connectivity between Hardy Street station and the Airport Metro Connector at Aviation/96th Street, a regionally significant intermodal station, integrating Metro light rail, municipal bus service for five of the County's largest operators, and a new automated people mover to all of Los Angeles International Airport's passenger terminals. These bike lanes will increase rider and pedestrian safety as well as cyclist commuter confidence, and will further reduce congestion within the City and along the I-405 and I-105 corridors by increasing throughput along existing arterials without adding new roadway capacity.	PAED	0	0	0	0	0	Baseline				0			
				PSE	0	0	0	0	0	0	PAED	7/1/23		3/1/24			
				RW Sup	0	0	0	0	0	0	RW Cert	3/1/24		3/1/24			
				Con Sup	0	0	0	0	0	0	RTL	3/1/24		3/1/24			
				RW Cap	0	0	0	0	0	0	Begin	7/1/24		7/1/24			
				Con Cap	2,600	2,600	0	0	0	End Const	4/1/25		4/1/25				
				Total	2,600	2,600	0	0	0								

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56	07 6206 VAR	The Inglewood Mobility and Congestion Relief Program ITS Elements	The Inglewood Mobility and Congestion Relief Program ITS Elements consist of a package of Intelligent Transportation System improvements along Florence Ave, Manchester Blvd, and La Brea Ave in the City that connect to the I-405.	PAED	0	0	0	0	0	Baseline				0			
				PSE	0	0	0	0		PAED	12/31/23	12/31/23					
				RW Sup	0	0	0	0	0	RW Cert	3/1/25		3/1/25				
				Con Sup	0	0	0	0	0	RTL	3/1/25		3/1/25				
				RW Cap	0	0	0	0	0	Begin	7/1/25		7/1/25				
				Con Cap	18,700	3,740	2,700	0	16,160	End Const	4/1/26		4/1/26				
				Total	18,700	3,740	2,700	0	16,160								
			These investments aim to enhance the communication infrastructure, upgrade video detection and CCTV cameras, replace traffic signal equipment, and provide clear directions to the public through technologies such as Blank-Out Signs and Changeable Message Signs (CMS), to enhance mobility and efficiency by improving signal timing and directional wayfinding to respond to ongoing traffic. ITS Improvements will reduce congestion and improve the flow of vehicular traffic throughout the City. These benefits will address environmental and community impacts on mobility, congestion, GHG emissions and safety.														
57	07 6209 LA	Los Angeles Metro CORE Capacity & System Integration Project (Platform Extension and Station Improvements)	Located in the South Bay Cities Subregion of Los Angeles County.	PAED	0	0	0	0	0	Baseline				0			
				PSE	10,835	0	0	0	7,835	PAED	12/1/23	12/18/23					
				RW Sup	0	0	0	0	0	RW Cert	12/31/24		12/27/24				
				Con Sup	0	0	0	0	0	RTL	1/15/24		12/27/24				
				RW Cap	0	0	0	0	0	Begin	1/1/25		9/15/25				
				Con Cap	78,004	0	0	0	80,767	End Const	12/1/27		8/20/27				
				Total	88,839	0	0	0	88,602								
			The proposed CORE project includes multiple components. This component includes platform extension and station improvements are located at the Aviation/LAX C (Green) Line station. This platform extension accommodates Metros updated standard of three-car trains. Additionally, Station area improvements are being made to improve accessibility and comfort. Upgrading accessibility features to current standards by constructing boarding platform edge warning strips (ADA truncated dome yellow pavers and pre-warning strips) Adding a new elevator to expand the accessibility of the station Improving communication systems Adding new lighting systems and wayfinding, especially for people walking, biking, or rolling to the station at night Retrofitting features for seismic protection Replacing smoke detectors Adding emergency management panels.														

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58	07 6210 LA	Los Angeles Metro CORE Capacity & System Integration Project (TPSS)	Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes the installation of two new Traction Power Substations (TPSS) on the Metro K Line in the cities of Inglewood and Los Angeles, and replaces four existing TPSS located at Aviation, El Segundo, Douglas and Hawthorne Yard, on the C Line. The four replacement and two new TPSS units provide additional traction power needed to move three-car trains reliably throughout the system.	PAED	0	0	0	0	0	Baseline				20,000	Cost Schedule	
				PSE	13,608	0	0	0	10,608	PAED	12/30/11	12/18/23				
				RW Sup	0	0	0	0	0	RW Cert	11/30/23		4/12/24			
				Con Sup	0	0	0	0	0	RTL	5/31/23		4/12/24			
				RW Cap	0	0	0	0	0	Begin	12/1/23		10/14/24			
				Con Cap	100,992	20,000	0	0	94,842	End Const	12/31/25		10/30/26			
				Total	114,600	20,000	0	0	105,450							
59	07 6211 LA	Los Angeles Metro CORE Capacity & System Integration Project (Overhead Catenary System Replacement))	Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes the replacement of the Overhead Catenary System (OCS) along 6.5 miles of the existing C (Green) Line, from the Redondo Beach station to the Crenshaw station, in the cities of Redondo Beach, Manhattan Beach, El Segundo, Hawthorne, and Los Angeles. The OCS Replacement allows the reliable transmission of the higher traction power afforded by the two additional TPSS (proposed as another component of the project). Both project elements are required to enable three-car trains throughout the entirety of the network, and reduces maintenance-related service disruptions, resulting in improved system reliability and services.	PAED	0	0	0	0	0	Baseline				0		
				PSE	2,740	0	0	0	2,740	PAED	12/1/22	12/18/23				
				RW Sup	0	0	0	0	0	RW Cert	12/1/22	1/8/24				
				Con Sup	0	0	0	0	0	RTL	12/1/22	1/8/24				
				RW Cap	0	0	0	0	0	Begin	1/30/23		4/15/24			
				Con Cap	33,843	0	0	0	33,843	End Const	12/31/25		3/27/26			
				Total	36,583	0	0	0	36,583							

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Bold Phase allocated

 3 to 6 months behind schedule

 6+ months behind schedule or delayed beyond fiscal year or EAC

**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs		
60	07 6212 LA	Los Angeles Metro CORE Capacity & System Integration Project (Track Ties and Fastener Replacement))	Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes the replacement of worn track, ties, and fasteners along 6.5 miles of the existing C (Green) Line, from the Redondo Beach station to the Crenshaw station, in the cities of Redondo Beach, Manhattan Beach, El Segundo, Hawthorne, and Los Angeles. This replacement is needed to address the wear-and-tear of wooden ties at crossover locations, and rail fasteners along aerial structures, bridges and stations.	PAED	0	0	0	0	0	0	Baseline				0			
				PSE	756	0	0	0	0	756	PAED	12/1/22	12/18/23					
				RW Sup	0	0	0	0	0	0	0	RW Cert	5/31/23		3/28/25			
				Con Sup	0	0	0	0	0	0	0	RTL	5/31/23		3/28/25			
				RW Cap	0	0	0	0	0	0	0	Begin	10/1/23		8/4/25			
				Con Cap	9,341	0	0	0	0	9,341	0	End Const	4/30/25		2/26/27			
				Total	10,097	0	0	0	0	10,097								
61	07 6213 LA	Venice Blvd Bus Speed and Reliability- (Lighting)	In the City of Los Angeles along Venice Blvd, between Inglewood Blvd and Fairfax Ave The larger project is implementing a suite of transit improvements that include boarding islands, bus shelters equipped with real-time passenger information displays, and lighting. The Project fulfills Metro's commitment to transform bus service by introducing high frequency transit as well as transit supportive corridor infrastructure using real-time passenger information to improve speed, reliability, safety and customer experience. This PPR is specific to the lighting component. Lighting will be installed at all of the bus boarding islands to enhance safety. These improvements are being targeted for Venice Blvd, a Tier 1 NextGen Corridor that serves line 33, which is within Metros top ten highest ridership lines.	PAED	0	0	0	0	0	0	Baseline				0			
				PSE	0	0	0	0	0	0	0	PAED	3/1/21	12/28/23				
				RW Sup	0	0	0	0	0	0	0	RW Cert	2/1/25		2/1/25		Schedule	
				Con Sup	0	0	0	0	0	0	0	RTL	11/1/24		6/30/25			
				RW Cap	0	0	0	0	0	0	0	Begin	6/1/25		1/31/26			
				Con Cap	55	0	0	0	0	55	0	End Const	6/1/28		6/1/28			
				Total	55	0	0	0	0	55								

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
62		07	Inglewood Transit Connector	The ITC Project is a three-station, 1.6-mile fully automated, elevated, fixed-guideway transit system in the City of Inglewood, California, one of the fastest-growing cities in Los Angeles County. The Project will complete a critical first/last mile gap between the City's new housing and employment centers and sports and entertainment venues and the Countywide Metro Rail system via a direct transit connection to the Metro K Lines Downtown Inglewood Station. The Project includes the construction of new pedestrian bridges and right-of-way acquisitions required for the Prairie Avenue / Manchester Boulevard and Prairie Avenue / Hardy Street stations, new multimodal groundfloor uses at the Prairie Avenue / Hardy Street station, new streetscape improvements at each station area and along the entire Project alignment, reconfiguration of the Project's Maintenance and Storage Facility, and new contactless payment technology and real-time General Transit Feed Specification system improvements.	PAED	0	0	0	0		Baseline				0	
		6214	VAR		PSE	0	0	0	0		PAED	12/15/22	12/15/22			
					RW Sup	0	0	0	0	0	RW Cert	9/20/24		9/20/24		
					Con Sup	0	0	0	0	0	RTL	12/23/23	12/23/23			
					RW Cap	0	0	0	0	0	Begin	10/5/23		8/13/24		
					Con Cap	0	0	0	0	0	End Const	8/11/27		3/31/29		
					Total	0	0	0	0	0						

District 08

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs			
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
						Date	Date	Date	Date	Date									
63	08 1232 SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Mainline Improvements	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the SB County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	6,704	0	6,228	0	6,228	Baseline			6/24/21			0			
				PSE	20,440	0	9,284	0	9,284	PAED	5/12/20	5/12/20							
				RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/22							
				Con Sup	0	0	0	0	0	RTL	7/30/21	7/29/22							
				RW Cap	92,311	0	51,154	0	92,311	Begin	10/24/22	10/3/23							
				Con Cap	116,932	65,000	1,082	0	128,564	End Const	10/25/24		3/18/26						
				Total	236,387	65,000	67,748	0	236,387										
				<p>The project includes the construction of 21 stations between Pomona and Rancho Cucamonga. The project will also provide level boarding, transit signal priority, off-board fare options, optimized operating plans, branded shelters/canopies in the aforementioned stations, security cameras, and variable message signs.</p>															
64	08 1232B SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Maintenance Facility (D/B Contract)	In San Bernardino County, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	0	0	0	0	0	Baseline						0			
				PSE	0	0	0	0	0	PAED	5/12/20	5/12/20							
				RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/23							
				Con Sup	0	0	0	0	0	RTL	10/1/21	10/13/23							
				RW Cap	0	0	0	0	0	Begin	10/24/22		2/1/24						
				Con Cap	3,500	0	0	0	10,800	End Const	5/14/24		2/14/26						
				Total	3,500	0	0	0	10,800										
				<p>The project includes modifications to an existing maintenance facility in order to maintain the additional 18 zero-emission battery-electric buses that are needed to operate the new Bus Rapid Transit service.</p>															

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Cyan 6+ months behind schedule or delayed beyond fiscal year or EAC

**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023**

District	PPNO	County	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs				
65	08	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Vehicles	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	0	0	0	0	Baseline	6/23/21		0				
				PSE	0	0	0	0	PAED	5/12/20	5/12/20					
				RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/22/22		Schedule		
				Con Sup	0	0	0	0	0	RTL	7/30/21	7/22/22				
				RW Cap	0	0	0	0	0	Begin	10/24/22	3/1/23				
				Con Cap	27,160	0	0	0	27,160	End Const	5/14/24		12/30/25			
				Total	27,160	0	0	0	27,160							
				<p>Headways will be 10 min in peak commute period and 15 min off-peak, providing a high level of service to the community. In order to provide the required Bus Rapid Transit (BRT) service, the project includes the procurement of 18 zero-emission battery-electric buses.</p>												

District 11

District	PPNO	County	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs	
66	11	I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road.	PAED	0	0	0	0	Baseline		8/15/18	256,038	
				PSE	0	0	1,330	0	1,330	PAED	8/30/14		
				RW Sup	0	0	0	0	0	RW Cert	6/30/18		
				Con Sup	44,670	32,000	44,171	31,644	44,859	RTL	6/30/18		
				RW Cap	0	0	0	0	0	Begin	10/31/18	11/16/18	
				Con Cap	256,059	163,000	255,315	162,462	256,818	End Const	9/1/22	10/31/23	
				Total	300,729	195,000	300,816	194,106	303,007				
67	11	I-5 NCC CARLSBAD HOV	IN CITY OF CARLSBAD FROM PALOMAR AIRPORT RD TO SR78.	PAED	0	0	207	0	207	Baseline			67,755
				PSE	0	0	12,971	0	12,971	PAED		8/30/14	
				RW Sup	0	0	965	0	965	RW Cert		12/2/20	
				Con Sup	8,001	0	7,110	0	8,006	RTL		12/3/20	
				RW Cap	0	0	20	0	0	Begin		10/5/21	
				Con Cap	67,812	0	61,892	0	67,755	End Const			8/16/24
				Total	75,813	0	83,165	0	89,904				

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023**

District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone		
68	11	I-5 NCC FINAL	IN SD COUNTY AT VARIOUS LOCATIONS FROM LOMAS	PAED	0	0	0	0	0	Baseline		78,283
	0615K	CMGC PACKAGE	SANTA FE DR UC TO 0.2 MILE NORTH OF OCEANSIDE	PSE	0	0	496	0	496	PAED	8/30/14	
	SD		BLVD UC	RW Sup	0	0	1	0	1	RW Cert	5/16/22	
	005			Con Sup	7,031	0	0	0	8,774	RTL	10/14/22	
			CONSTRUCT CHESTNUT COMMUNITY ENHANCEMENT,	RW Cap	0	0	0	0	0	Begin	11/21/23	
			SOUND WALL, AUX LN, ACTIVE TRANS IMP AND ASSET	Con Cap	32,032	0	7,778	0	78,283	End Const		11/16/26
			MANAGEMENT	Total	39,063	0	8,275	0	87,554			

District 12

District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone		
69	12	Route 53/553 (Bravo!	In the cities of Anaheim, Orange, Santa Ana and Irvine in	PAED	0	0	0	0	0	Baseline	6/24/20	230
	1301	Main Street) Bus Stop	Orange County.	PSE	0	0	0	0	0	PAED	4/22/21	4/21/21
	ORA	Improvements -		RW Sup	0	0	0	0	0	RW Cert	5/30/21	5/29/21
		Signage and Real		Con Sup	0	0	0	0	0	RTL	5/30/21	8/26/21
		Time Displays		RW Cap	0	0	0	0	0	Begin	12/15/21	12/22/21
			The project will install real-time display and signage at up to	Con Cap	230	230	0	0	230	End Const	12/15/26	12/15/26
			23 bus stops along the Bravo! Main Street Rapid Bus and	Total	230	230	0	0	230			
			OC Bus Route 53/53X corridor. Additionally, the project									
			includes performance testing and support services for the									
			real-time displays and signage following project									
			implementation. Route 53/53X operates from Anaheim									
			through Orange and Santa Ana to Irvine via Main Street and									
			Bravo! Main Street Rapid Bus (Route 533) operates on Main									
			Street from Anaheim Regional Transportation Intermodal									
			Center to MacArthur Boulevard in Santa Ana.									
70	12	Route 53/553 (Bravo!	In the City of Santa Ana, Orange County.	PAED	0	0	0	0	0	Baseline		114
	1301A	Main Street) Bus Stop		PSE	0	0	0	0	0	PAED	6/30/21	7/8/21
	ORA	Improvements -		RW Sup	0	0	0	0	0	RW Cert	2/15/23	2/15/23
		Shelters		Con Sup	0	0	0	0	0	RTL	2/15/23	2/15/23
			The project will install new bus shelters at up to three bus	RW Cap	0	0	0	0	0	Begin	8/15/23	7/18/23
			stops along the Bravo! Main Street Rapid Bus and OC Bus	Con Cap	114	114	0	0	114	End Const	8/15/24	8/15/24
			Route 53/53X corridor. Route 53/53X operates from	Total	114	114	0	0	114			
			Anaheim through Orange and Santa Ana to Irvine via Main									
			Street and Bravo! Main Street Rapid Bus (Route 533)									
			operates on Main Street from Anaheim Regional									
			Transportation Intermodal Center to MacArthur Boulevard in									
			Santa Ana.									

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July 01 - December 31, 2023**

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71	12 1302 ORA	Orange County Central Corridor - Santa Clara Bicycle and Pedestrian Improvements	In the City of Santa Ana on East Santa Clara Avenue between Lincoln Avenue and Pasadena Street.	The project will construct a new sidewalk, a new intersection pedestrian crossing (at Wright Street) and a bike way facility on East Santa Clara Avenue between Lincoln Avenue and Pasadena Street (approximately 1.3 miles).	PAED	0	0	0	0		Baseline		6/24/20		4,250	
					PSE	0	0	0	0		PAED	8/15/20	4/15/21			
					RW Sup	0	0	0	0	0	RW Cert		2/17/22			
					Con Sup	0	0	0	0	0	RTL	4/15/21	5/19/22			
					RW Cap	0	0	0	0	0	Begin	12/15/21	11/15/22			
					Con Cap	3,669	3,243	2,348	0	4,250	End Const	12/15/24		11/29/24		
					Total	3,669	3,243	2,348	0	4,250						
72	12 2156 ORA	Central Orange County Corridor - Bravo! Main Street Rapid Bus	In Orange County, Anaheim Regional Transportation intermodal Center to South Coast Metro Park and Ride.	Purchase five (5) heavy duty zero-emission battery electric buses.	PAED	0	0	0	0		Baseline		6/24/20		4,331	
					PSE	0	0	0	0		PAED	4/29/20	4/29/20			
					RW Sup	0	0	0	0	0	RW Cert					
					Con Sup	0	0	0	0	0	RTL	5/1/20	10/1/20			
					RW Cap	0	0	0	0	0	Begin	10/31/20	11/11/20			
					Con Cap	5,414	4,331	0	0	5,414	End Const	12/25/23		12/1/24		
					Total	5,414	4,331	0	0	5,414						
73	12 2175 ORA	Central Orange County Corridor - Traffic Light Synchronization - Warner Avenue	Signal Synchronization and required communications Infrastructure on: Warner Avenue Signal Sync (PCH to Pullman Street) approximately 42 Signals - 14.4 miles. Project is a design-build.	NULL	PAED	0	0	0	0		Baseline		6/24/20		4,467	
					PSE	0	0	0	0		PAED	1/24/20	12/24/19			
					RW Sup	0	0	0	0	0	RW Cert		12/25/19			
					Con Sup	0	0	0	0	0	RTL		5/11/20			
					RW Cap	0	0	0	0	0	Begin	12/24/20	11/9/20			
					Con Cap	5,115	4,092	1,765	0	5,115	End Const	12/24/24		11/8/24		
					Total	5,115	4,092	1,765	0	5,115						
74	12 2176 ORA	Central Orange County Corridor - Traffic Light Synchronization - MacArthur Boulevard	Signal Synchronization and required communications Infrastructure on: MacArthur Blvd/Talbert (east of Beach Boulevard to SR-55) approximately 26 signals - 8.2 miles. Project is a design-build.	NULL	PAED	0	0	0	0		Baseline		6/24/20		3,458	
					PSE	0	0	0	0		PAED	1/24/20	12/24/19			
					RW Sup	0	0	0	0	0	RW Cert		12/25/19			
					Con Sup	0	0	0	0	0	RTL		3/23/20			
					RW Cap	0	0	0	0	0	Begin	12/24/20	8/10/20			
					Con Cap	3,689	2,951	823	0	3,689	End Const	12/24/24		8/9/24		
					Total	3,689	2,951	823	0	3,689						
75	12 2177 ORA	Central Orange County Corridor - Traffic Light Synchronization - Edinger Avenue	Signal Synchronization and required communications Infrastructure on three corridors: Edinger Avenue Signal Sync (Bolsa Chica to Auto Mall) - approximately 41 signals - 12.2 miles. Project is a design-build.	NULL	PAED	0	0	0	0		Baseline		6/24/20		5,394	
					PSE	0	0	0	0		PAED	1/24/20	12/24/19			
					RW Sup	0	0	0	0	0	RW Cert		12/25/19			
					Con Sup	0	0	0	0	0	RTL		1/27/20			
					RW Cap	0	0	0	0	0	Begin	12/24/20	7/13/20			
					Con Cap	6,196	4,957	1,395	0	6,196	End Const	12/24/24		7/12/24		
					Total	6,196	4,957	1,395	0	6,196						

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023**

District 75

District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount	CAPs		
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone				
76	75 2090H SON	SMART Windsor Rail System Extension Project	In Sonoma County between Sonoma County Airport SMART Station to the Town of Windsor.	PAED	0	0	0	0		Baseline		34,000		
			The SMART Windsor Rail System Extension Project will complete construction of the remaining scope of work for the Civil portion of just over three-miles of Class IV mainline track, four bridges, one station with amenities, three-miles of Class 1 paved pathway, gauntlet tracks to accommodate freight train passage, a nearly one-mile double track section to accommodate passing maneuvers and a second egress for the Rail Operations Center, five at-grade crossings, broadband facilities and federally mandated Positive Train Control (PTC). The project includes a new passenger rail station at the Town of Windsor, which will be the fourteenth station in the SMART system.	PSE	0	0	0	0		PAED	6/1/08	6/1/08		
				RW Sup	0	0	0	0	0		RW Cert			
				Con Sup	0	0	0	0	0		RTL	9/1/18	9/1/18	
				RW Cap	0	0	0	0	0		Begin	10/18/23	12/20/23	
				Con Cap	34,000	30,000	0	0	34,000		End Const	6/30/25	6/30/25	
				Total	34,000	30,000	0	0	34,000					
77	75 6219 VEN	Camarillo Station Improvements		In Camarillo, construct a pedestrian undercrossing and other station improvements including federally-required ADA upgrades at the Camarillo Station, 30 Lewis Rd, Camarillo in Ventura County on the LOSSAN Rail Corridor.	PAED	700	0	0	0		Baseline		0	Scope
				The station is currently served by ten daily Amtrak intercity passenger trains and six daily Metrolink commuter rail trains.	PSE	1,360	0	0	0		PAED	10/1/23	11/8/23	
			RW Sup		0	0	0	0	0		RW Cert	7/1/24	4/1/25	Schedule
			Con Sup		0	0	0	0	0		RTL	7/1/24	4/1/25	
			RW Cap		400	0	0	0	0		Begin	10/1/24	10/1/25	
			Con Cap		15,540	10,920	0	0	0		End Const	11/1/26	6/30/27	
			Total		18,000	10,920	0	0	0					
78	75 6220 VEN	Rail Stations' EV Chargers	In Ventura County, station improvements at three (3) rail facilities including the Camarillo Station, Oxnard Station, and East Ventura.		PAED	0	0	0	0		Baseline		0	Scope
			Improvements include installation of two (2) EV chargers at each station for a total of six chargers. The Oxnard station currently has one charger while the Camarillo and East Ventura stations each have two.	PSE	0	0	0	0		PAED	10/1/23	12/5/23	Cost	
				RW Sup	0	0	0	0	0		RW Cert	9/15/24	9/15/24	
				Con Sup	0	0	0	0	0		RTL	9/15/24	9/15/24	
				RW Cap	0	0	0	0	0		Begin	10/1/25	10/1/25	
				Con Cap	60	60	0	0	60		End Const	11/1/26	11/1/26	
				Total	60	60	0	0	60					

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Bold Phase allocated

Yellow 3 to 6 months behind schedule

Cyan 6+ months behind schedule or delayed beyond fiscal year or EAC

**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs		
79	75 9879 PLA	Sacramento to Roseville 3rd Mainline Track	The Sacramento to Roseville Third Mainline - Phase One addition of the third main line starts in Sacramento County, near UP Milepost 100.99 at the westernmost limit and extends to approximately UP Milepost 107.74 in the City of Roseville in Placer County.	PAED	3,782	0	0	0	3,782	Baseline					25,000	Scope		
				PSE	13,783	0	0	0	13,783	PAED	11/18/15						Cost	
				RW Sup	0	0	0	0	0	0	RW Cert	4/30/24		5/1/25			Schedule	
				Con Sup	0	0	0	0	0	0	RTL	10/31/24		9/30/25				
				RW Cap	25,264	0	0	0	25,264	Begin	11/1/24		4/1/26					
				Con Cap	152,010	25,000	0	0	152,010	End Const	10/31/28		11/30/29					
				Total	194,839	25,000	0	0	194,839									
							Utility relocations, trackside ditches, new utilities, railroad signals, and earthwork are included to accommodate the new track. The layout of the third mainline reserves flexibility for future construction of a fourth main line by UPRR, should that ever be needed for railroad capacity in the future. Right of way fencing will be provided along portions of the alignment in areas that have residential and commercial adjacency to provide improved protection against unauthorized public access to the tracks provide enhanced safety and security. The project will include one new railroad bridge over Dry Creek. Five private and public grade at-grade crossings are situated along the alignment.											
80	75 9887 VEN LOS	Leesdale Passing Siding	In Oxnard/Camarillo, provide 3 miles of double tracking between the Leesdale Siding (MP408.44) in Camarillo and the Oxnard Yard on Rose Avenue (MP 405.45) in order to connect Leesdale Siding to the continuous double tracking between Oxnard Yard and Oxnard Station for a total of 4.5 miles of continuous double tracking.	PAED	1,000	0	0	0	0	Baseline					0			
				PSE	2,500	0	0	0	4,000	PAED	10/1/23	3/10/23						
				RW Sup	0	0	0	0	0	RW Cert	7/1/24		10/1/24					
				Con Sup	0	0	0	0	0	RTL	7/1/24		12/1/24					
				RW Cap	0	0	0	0	0	Begin	10/1/24		3/1/25					
				Con Cap	66,000	43,500	0	0	65,500	End Const	11/1/26		2/1/27					
				Total	69,500	43,500	0	0	69,500									
							NULL											

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2023**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs	
81	75 9889 SON SMA	75	SMART Windsor Rail Project - PTC and Signal Crossings	In Sonoma County between Sonoma County Airport SMART station to the Town of Windsor. The SMART Windsor Rail Systems Project is part of an overall transportation network extension and the environmental and design phases were completed under the overall corridor extension project.	PAED	0	0	0	0	0	Baseline				10,000		
					PSE	0	0	0	0	0	PAED	6/1/08	6/1/08				
					RW Sup	0	0	0	0	0	RW Cert						
					Con Sup	0	0	0	0	0	RTL	9/1/18	9/1/18				
					RW Cap	0	0	0	0	0	Begin	9/1/22	12/13/23				
					Con Cap	11,750	0	0	0	11,750	End Const	12/31/23		6/30/25			
					Total	11,750	0	0	0	11,750							
				This project will fund the rail systems hardware, software and associated onboard and control center costs for testing and re-launching of revenue rail service for the publicly owned SMART passenger and freight rail system over three-miles between the Sonoma County Airport Station/SMART Rail Operations Center and the Town of Windsor. The project includes federally mandated Positive Train Control (PTC) and all necessary railroad systems and communication hardware and software, and includes a public/private partnership for broadband access for public agencies/schools.													
82	75 SC001 SD	75	Build North Coast Corridor (NCC) Batiqitos	In the Cities of Carlsbad and Encinitas, on the Los Angeles - San Diego - San Luis Obispo Rail Corridor between mileposts 234.5 and 235.1.	PAED	7,088	0	7,088	0	7,088	Baseline				0		
					PSE	4,772	0	0	0	4,772	PAED	7/1/14	7/1/14				
					RW Sup	0	0	0	0	0	RW Cert	12/31/23		3/31/24			
					Con Sup	0	0	0	0	0	RTL	12/31/23	12/31/23				
					RW Cap	0	0	0	0	0	Begin	8/1/24		8/1/24			
					Con Cap	105,940	103,300	0	0	105,940	End Const	8/1/27		8/1/27			
					Total	117,800	103,300	7,088	0	117,800							
									Construct a second track along the LOSSAN rail corridor over Batiqitos Lagoon. Construct 0.6 miles of double-track and a new double track bridge.								
83	75 SC002 RIV	75	Metrolink Double Track Project: Moreno Valley to Perris	In Western Riverside County in the city of Perris: Construct approx. 6 mi of 2nd main track from Moreno Valley/March Field Station to Control Point Nuevo. Includes rehab. of the 2nd track south to CP Nuevo, with the replacement of the existing switch to a higher speed turnout. Includes new concrete ties, other track material, ballast, new signal system, & continuous welded rail. Existing turnouts will be removed & replaced as necessary to maintain freight operations.	PAED	0	0	0	0	0	Baseline				0	Schedule	
					PSE	3,000	0	0	0	3,000	PAED	11/23/23	11/23/23				
					RW Sup	0	0	0	0	0	RW Cert	4/9/24		5/1/25			
					Con Sup	0	0	0	0	0	RTL	4/9/24		5/1/25			
					RW Cap	0	0	0	0	0	Begin	6/26/24		3/2/26			
					Con Cap	31,000	0	0	0	31,000	End Const	1/8/26		12/30/27			
					Total	34,000	0	0	0	34,000							

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