

Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2026

District 03

District PPNO County			Location and Type of Work	Phase	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
No.	Route	Title			(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
1	03 1526 PLA	PSGC Phase 1 - Dry Creek Greenway	In Placer County.	PAED	1,467	0	1,467	0	1,467	Baseline				12,676	
				PSE	2,371	0	2,371	0	2,371	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	192	0	192	Begin Const	3/31/22	9/28/23			
				Con Cap	11,746	6,239	15,422	5,418	11,746	End Const	3/31/24		9/20/26		
				Total	16,494	6,239	19,452	5,418	15,776						
			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.												
2	03 1526A PLA	Dry Creek Greenway Multi-Use Trail Project, Roseville	The project area extends along Dry, Cirby and Linda Creeks from Darling Way 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.	PAED	0	0	1,467	0		Baseline				0	
				PSE	0	0	2,371	0		PAED		3/20/19			
				RW Sup	0	0	0	0	0	RW Cert		3/1/23			
				Con Sup	0	0	0	0	0	RTL		8/29/23			
				RW Cap	0	0	0	0	0	Begin Const		9/28/23			
				Con Cap	0	0	9,435	5,418	9,435	End Const			9/20/26		
				Total	0	0	13,273	5,418	13,273						
			The project would construct 2 miles of Class I trail from the existing Saugstad Park trail at Darling Way 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.												

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Bold Phase allocated

3 to 6 months behind schedule

6+ months behind schedule or delayed beyond fiscal year or
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No.	Route	Title	Location and Type of Work	Phase					Milestone					
3	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	Baseline	6/24/21		35,988		
				PSE	1,528	0	3,145	0	3,145	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	1,660	0	1,660	Begin Const	12/8/22	5/9/24		
				Con Cap	21,867	2,860	8,890	2,162	31,832	End Const	1/23/25	8/31/26		
				Total	26,385	2,860	13,695	2,162	36,637					
4	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 inched 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	Baseline	6/23/21		5,874		
				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 Const	6/30/22	12/29/23		
				Con Cap	6,040	2,942	9,065	0	9,065	End Const	7/1/24	4/30/26		
				Total	6,040	2,942	9,065	0	9,065					
5	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		13,535	
				PSE	1,540	0	390	0	390	PAED	7/21/20	7/21/20		
				RW Sup	0	0	0	0	0	RW Cert	10/31/22	6/5/24		
				Con Sup	0	0	0	0	0	RTL	12/31/22	9/11/24		
				RW Cap	1,216	0	3,300	0	3,300	Begin Const	4/3/23	12/10/24		
				Con Cap	12,840	8,100	15,842	8,100	15,842	End Const	12/31/24	5/15/26		
				Total	15,740	8,100	19,676	8,100	19,676					

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No.	Route	Title	Location and Type of Work	Phase					Milestone					
6	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	Baseline		6/23/21	20,000	Cost	
				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 Const	5/1/22	1/26/24		
				Con Cap	9,846	7,937	19,973	0	24,574	End Const	6/30/23	1/26/27		
				Total	9,846	7,937	19,973	0	24,574					
7	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			4,705	
				PSE	50	0	50	0	50	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 Const	6/1/22	5/25/22		
				Con Cap	10,045	4,705	0	0	5,340	End Const	6/30/23	11/18/26		
				Total	10,105	4,705	60	0	5,400					

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8		03	PSGC Phase 1 -	In Placer and Sacramento counties.	PAED	0	0	0	0	0	Baseline				1,295	
		1535B	South Placer Transit -		PSE	137	0	137	0	137	PAED	6/24/20	6/24/20			Cost
		PLA	Five Chargers		RW Sup	0	0	0	0	0	RW Cert	12/31/20	12/31/22			
					Con Sup	0	0	0	0	0	RTL	4/2/21	4/30/23			
				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.	RW Cap	0	0	0	0	0	Begin Const	3/23/23	12/6/23			
				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	Con Cap	1,295	1,295	1,295	0	1,295	End Const	9/28/23	6/30/26			
				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.	Total	1,432	1,295	1,432	0	1,432						
9		03	US 50 Multimodal	In Sacramento County, from Sacramento Valley Station to the Downtown Folsom Station.	PAED	1,041	0	1,041	0	1,041	Baseline				21,944	
		1787A	Corridor		PSE	8,866	0	3,182	0	3,182	PAED	4/1/20	4/1/20			
		SAC	Enhancement		RW Sup	0	0	0	0	0	RW Cert	10/31/20	10/31/20			
			Project/Gold Line		Con Sup	0	0	0	0	0	RTL	3/31/21	1/14/22			
			Light Rail		RW Cap	1,540	0	1,540	0	1,540	Begin Const	4/1/21	4/12/22			
			Improvements	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.	Con Cap	20,653	20,300	32,100	0	32,100	End Const	3/31/23	4/30/26			
			Between Sunrise Blvd to Downtown Folsom		Total	32,100	20,300	37,863	0	37,863						

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10		03 1804A SAC	Auburn Boulevard Complete Streets – Phase 2	The project is located on Auburn Boulevard in the City of Citrus Heights, extending from the City of Roseville (Orlando Avenue) to Rusch Park (600 linear ft. north Antelope Road). The project is the final phase of a vibrant active, "complete street" project including bike lane installations, min. 6 ft. wide sidewalks, transit enhancements, and landscaping. NI: An education and encouragement program will be provided at two elementary schools to increase walking and bicycling at each school and within the surrounding community.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 8,890 8,890	0 0 0 0 0 2,162 2,162	0 0 0 0 0 31,832 31,832	Baseline PAED RW Cert RTL Begin Const End Const		12/7/15 4/28/23 5/2/23 5/9/24	9/30/26	28,919	
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 entering into a contact 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 PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 49,936 49,936	0 0 0 0 0 22,994 22,994	0 0 0 0 0 36,642 36,642	0 0 0 0 0 0 0	0 0 0 0 0 47,206 47,206	Baseline PAED RW Cert RTL Begin Const End Const		6/23/21 7/18/18 1/25/19 2/22/19 9/29/23	3/31/27	46,136	
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 PSE RW Sup Con Sup RW Cap Con Cap Total	755 1,773 242 5,345 281 43,610 52,006	0 0 0 1,015 0 8,488 9,503	0 0 0 3,991 0 39,480 43,471	0 0 0 851 0 7,535 8,386	277 0 20 4,445 0 40,715 45,457	Baseline PAED RW Cert RTL Begin Const End Const		4/29/22 6/16/23 6/12/26		40,715	

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13	03	Sac 50	Design-Build	In Sacramento County on Route 50 from I-5 Junction to Watt Ave.	PAED	13,617	0	11,997	0	11,997	Baseline				397,785	
	6254				PSE	10,243	0	10,228	0	10,228	PAED	5/31/17				
	SAC				RW Sup	3,075	0	2,268	0	2,268	RW Cert	2/3/20	9/25/19			
	050			Add high occupancy vehicle lane and pavement rehab.	Con Sup	53,800	10,000	47,494	10,000	52,982	RTL	2/14/20	9/26/19			
					RW Cap	2,640	0	2,360	0	0	Begin Const	7/15/20	6/30/20			
					Con Cap	485,915	80,000	472,264	79,892	480,372	End Const	12/1/24		4/30/27		
					Total	569,290	90,000	546,611	89,892	557,847						
14	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	0	0	0	0	0	Baseline		8/16/24		0	
	CP094H	Realignment			PSE	0	0	0	0	6,029	PAED	6/13/16	6/13/16			
	SAC	(Sacramento Valley			RW Sup	0	0	0	0	0	RW Cert	4/1/25				
	OFF	Light Rail Station			Con Sup	0	0	0	0	0	RTL	4/1/25				
		Realignment)			RW Cap	0	0	0	0	0	Begin Const	12/1/25				
				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).	Con Cap	0	0	0	0	0	End Const	6/1/28				
					Total	0	0	0	0	6,029						

District 04

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15		04 0361M MRN 101	Marin Sonoma Narrows (MSN) Contract B7	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. 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 (6.0 miles), and a northbound HOV lane from 1.7 miles north of the Atherton Avenue Overcrossing to 0.3 miles south of the Marin/Sonoma County line (3.5 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 restripe a frontage road (Redwood Boulevard) for Class II bike lanes in Novato.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 14,600 357 19,050 10,615 114,896 159,518	0 0 0 14,850 0 <u>25,268</u> 40,118	0 519 78 15,135 3,548 <u>90,034</u> 109,314	0 0 0 15,135 0 <u>21,739</u> 36,874	0 519 90 18,528 7,295 <u>95,663</u> 122,095	Baseline PAED RW Cert RTL Begin Const End Const	 10/29/09 6/25/21 6/25/21 12/31/21 12/30/25	6/23/21 10/29/09 6/10/21 6/28/21 5/13/22	 12/31/26	91,663	
16		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 PSE RW Sup Con Sup RW Cap Con Cap Total	6,100 5,045 200 7,339 100 36,785 55,569	0 0 0 0 0 <u>19,341</u> 19,341	6,909 6,306 77 6,828 52 <u>36,340</u> 56,512	0 0 0 0 0 <u>19,104</u> 19,104	6,909 6,306 327 6,831 100 <u>36,784</u> 57,257	Baseline PAED RW Cert RTL Begin Const End Const	 2/13/20 5/1/21 6/30/21 11/15/21 11/15/23	6/23/21 2/13/20 8/25/21 8/26/21 5/13/22	 11/30/26	36,784	
17		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 PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 500 0 4,305 4,805	0 0 0 0 0 <u>0</u> 0	0 0 0 543 0 <u>6,048</u> 6,591	0 0 0 0 0 7,092 7,841	0 0 0 749 0 7,092 7,841	Baseline PAED RW Cert RTL Begin Const End Const	 10/31/18 2/1/22 2/1/26	10/31/18 6/30/22 3/27/23 11/30/23	 12/15/28	6,891	

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18		04	BART- Switch	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline		5/12/21		41,800	
		2010E	Machine Cabling		PSE	0	0	0	0		PAED	9/1/17	9/1/17			
	ALA,CC,S	F	Project - BART Labor		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			
				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.	RW Cap	0	0	0	0	0	Begin Const	2/1/22	2/1/22			
					Con Cap	41,800	41,800	0	0	41,800	End Const	8/1/26		1/31/27		
					Total	41,800	41,800	0	0	41,800						
19		04	BART Train Control	The MacArthur/Downtown Oakland Interlock Upgrade	PAED	0	0	0	0		Baseline		5/12/21		14,850	
		2010F	Modernization	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.	PSE	0	0	0	0		PAED	9/1/17	9/1/17			
	ALA,CC,S	F	Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract		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 Const	2/1/22	12/8/23			
					Con Cap	14,850	14,850	0	0	14,850	End Const	6/1/24		12/7/26		
				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.	Total	14,850	14,850	0	0	14,850						

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2026**

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
20	04	BART - Switch	Machine Cabling	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				3,350	
	2010H	ALA,CC,S	Project - Procurement of Non-Revenue Equipment		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 Const	5/1/22	5/12/22			
					Con Cap	3,350	3,350	0	0	3,350	End Const	8/1/26		1/31/27		
					Total	3,350	3,350	0	0	3,350						
				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.												
21	04	BART- Switch	Machine Cabling	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				12,500	
	2010J	ALA,CC,S	Project - Procurement of Material		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 Const	5/1/22	4/7/22			
					Con Cap	12,500	0	0	0	12,500	End Const	8/1/26		1/31/27		
					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.												

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2026**

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
22		04	BART - Switch	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline		5/12/21		2,724	
		2010K	Machine Cabling		PSE	0	0	0	0		PAED	9/1/17	9/1/17			
	ALA,CC,S	F	Project - Services		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			
				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.	RW Cap	0	0	0	0	0	Begin Const	5/1/22	5/1/22			
					Con Cap	2,724	0	0	0	2,724	End Const	8/1/26		1/31/27		
					Total	2,724	0	0	0	2,724						
23		04	East Bay Greenway	The parent project is only for the pre-construction phase.	PAED	1,158	0	1,158	0	1,158	Baseline				0	
		2364	Multimodal, North		PSE	15,500	0	12,780	0	15,500	PAED	12/1/25	9/19/25			
	ALA		Segment Project		RW Sup	664	0	0	0	664	RW Cert	7/15/26	4/21/26			
	185		Phase 1		Con Sup	0	0	0	0	30,426	RTL	9/30/26	4/24/26			
			Preconstruction	The construction phase will be delivered in four separate construction packages (PPNO 2364A, PPNO 2364B, PPNO 2364C, PPNO 2364D) Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the Cities of Oakland and San Leandro, spanning 10.6 miles, from Lake Merritt BART Station in Downtown Oakland to the Bayfair BART Station in San Leandro via East 10th Street, East 12th Street, San Leandro Street/Blvd, and East 14th Street (SR 185). The project will consist of Class I shared use paths, Class IV protected bikeways, and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements to improve speed and passenger comfort, and placemaking features.	RW Cap	0	0	0	0	0	Begin Const	10/19/26		2/27/27		
					Con Cap	0	0	0	0	148,907	End Const	1/25/29		4/15/29		
					Total	17,322	0	13,938	0	196,655						

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24	04 2364A ALA 185	04 2364A ALA 185	East Bay Greenway Multimodal, Phase 1 - Oakland North Construction Package 1	Construction Package 1 out of 4 Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the City of Oakland along 9th St, Fallon St, 10th St, E 10th St, E 8th St, and E 12th St from the Lake Merritt BART Station to the Fruitvale BART Station. The project will consist of Class IV protected bikeways and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements, and placemaking features.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 61,514 61,514	0 0 0 0 0 <u>39,375</u> 39,375	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>61,514</u> 61,514	Baseline PAED RW Cert RTL Begin Const End Const	10/17/25 12/15/23 12/30/24 2/11/25 10/6/25 10/7/27	10/17/25 9/19/25 4/21/26 4/24/26	10/19/26 12/30/28	0	
25	04 2364B ALA	04 2364B ALA	East Bay Greenway Multimodal, Phase 1 - Oakland South Construction Package 2	Construction Package 2 out of 4 Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the City of Oakland along 54th Avenue, San Leandro Street and 105th Avenue from south of the Fruitvale BART Station to the San Leandro City Limit. The project will consist of Class I shared use paths, Class IV, protected bikeways and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements, and placemaking features.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 <u>55,073</u> 55,073	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>55,073</u> 55,073	Baseline PAED RW Cert RTL Begin Const End Const	12/1/25 7/15/26 9/30/26 1/25/27 1/25/29	9/19/25	3/1/27 3/15/27 7/27/27 7/1/29	0	
26	04 2364C ALA	04 2364C ALA	East Bay Greenway Multimodal, Phase 1 - San Leandro Construction Package 3	Construction Package 3 out of 4 Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the City of San Leandro along San Leandro Boulevard from the Oakland City Limit to the East 14th Street/San Leandro Boulevard intersection. The project will consist of Class IV protected bikeways, sidewalk gap closures, and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements, and placemaking features.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 46,773 46,773	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>33,000</u> 33,000	Baseline PAED RW Cert RTL Begin Const End Const	12/15/23 12/30/24 2/11/25 10/6/25 10/7/27	9/19/25 4/21/26 4/24/26	10/19/26 12/31/28	0	Cost

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January 01 - June 30, 2026

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27		04 2364D ALA 185	East Bay Greenway Multimodal, Phase 1 - E 14th (Caltrans) Construction Package 4	Construction Package 4 out of 4 Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the City of San Leandro along East 14th Street (SR 185) from the intersection of San Leandro Boulevard/E 14th to the intersection of Bayfair Drive/E 14th.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 5,957 0 29,515 35,472	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 5,957 0 29,515 35,472	Baseline PAED RW Cert RTL Begin Const End Const		10/17/25 12/1/25 7/15/26 9/30/26 1/25/27 1/25/29	9/19/25 2/15/27 2/28/27 7/15/27 7/15/29	0	
				The project will consist of Class IV protected bikeways and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements, and placemaking features.												
28		04 2364Q SF	Train Control Upgrade Project Phase 1	The Train Control Upgrade Program is a 9-year program of systemwide upgrades from Automatic Train Control (ATCS) to Communications Based Train Control (CBTC) and expansion of the train control system to surface light rail lines.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 38,154 0 0 0 117,021 155,175	0 0 0 0 0 41,000 41,000	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 38,154 0 0 0 117,021 155,175	Baseline PAED RW Cert RTL Begin Const End Const		12/4/25 2/9/25 9/30/26 11/1/26 6/1/27 7/1/28	 9/30/26 10/1/26 10/1/26 5/30/29	0	
				Muni's current train control system is outdated and causing delays. The upgrade will happen in 7 phases starting with this phase. Phase 1 of the 9-year, multi-phase TCUP will design, install and test the performance of the new CBTC on the street segments along part of the N Judah and T Third Muni lines. Phase 1 is critical to the future success of the entire modernization project as it provides an opportunity to work out the kinks of the new system before expanding it to the Market Street and Central subways (Phase 2), which serve all 7 Muni Metro lines, and all remaining street segments (Phases 3-7).												
29		04 2365E SCL	BART Silicon Valley Phase II (BSVII) - Newhall Yard Tunneling NTP1 (Package 1 of 2)	In Santa Clara, Newhall rail yard at Brokaw Rd Construct tunnel launch structure and tunnel supports, including component procurement.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 261,384 261,384	0 0 0 0 0 75,000 75,000	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 261,384 261,384	Baseline PAED RW Cert RTL Begin Const End Const		3/2/18 12/4/25 12/31/25 2/6/26 2/6/29	 8/3/26 2/6/29	261,384	Cost

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30	04	CP055Y	BART Train Control Modernization Program - Communication Based Train Control (CBTC) Contract	In Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				1,355,000	
	ALA,CC,S	F			PSE	12,129	0	0	0		PAED	9/1/17	9/1/17			
					RW Sup	0	0	0	0	0	RW Cert	9/1/17	9/1/17			
					Con Sup	0	0	0	0	0	RTL	9/1/17	9/1/17			
					RW Cap	0	0	0	0	0	Begin Const	8/1/20	8/1/20			
					Con Cap	<u>1,342,871</u>	0	0	0	<u>1,065,871</u>	End Const	8/1/31		8/1/31		
					Total	1,355,000	0	0	0	1,065,871						
				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.												

District 05

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
31	05	0073A	Highway 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge	Near the city of Santa Cruz and Capitola, from 41st Avenue to Soquel Avenue.	PAED	0	0	0	0		Baseline		6/23/21		31,324	
	SCR	1			PSE	3,220	0	2,814	0	2,814	PAED	12/31/18	12/31/18			Cost
					RW Sup	0	0	0	0	0	RW Cert	10/1/20	3/25/21			Schedule
					Con Sup	3,872	3,872	6,743	3,872	7,161	RTL	10/1/20	4/26/21			
					RW Cap	750	0	750	0	0	Begin Const	11/27/22	11/16/22			
					Con Cap	28,110	<u>19,635</u>	<u>35,198</u>	<u>19,564</u>	<u>36,718</u>	End Const	12/12/25		7/20/28		
					Total	35,952	23,507	45,505	23,436	46,693						
				Construct auxiliary lanes, bus-on-shoulder, and bicycle/pedestrian overcrossing near Chanticleer Avenue.												

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2026**

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32	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.	PAED	2,635	0	1,830	0	1,830	Baseline		6/23/21		78,656	
					PSE	3,060	0	990	0	990	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	11,248	11,248	15,763	RTL	10/1/22	12/5/22			
					RW Cap	1,100	0	1,056	0	0	Begin Const	4/1/23	7/24/23			
					Con Cap	73,400	44,077	55,093	30,869	85,256	End Const	4/1/27		5/17/30		
					Total	88,955	52,837	70,217	42,117	103,839						
				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.												
33	05 0073D SCR 01		SR 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulders (SB1-Cycle 4 - Contract #1A)	Near Aptos on Highway 1 between Freedom Blvd and State Park Dr Construct auxiliary lanes on State Route 1 between Freedom Blvd and Rio Del Mar Blvd and Rio Del Mar and State Park Drive Interchanges, modify shoulders to allow buses to use shoulders under interchanges, construct soundwalls and retaining walls.	PAED	3,950	0	1,190	0	1,190	Baseline		5/15/26		0	
					PSE	10,000	0	0	0	0	PAED	2/20/24	2/20/24			
					RW Sup	0	0	0	0	0	RW Cert	10/30/26		10/19/26		
					Con Sup	20,600	20,600	0	0	28,208	RTL	11/30/26		12/18/26		
					RW Cap	16,608	0	0	0	0	Begin Const	7/1/27		7/2/27		
					Con Cap	130,577	27,652	0	0	160,583	End Const	6/30/30		2/4/30		
					Total	181,735	48,252	1,190	0	189,981						
				Includes reconstruction of two railroad bridges and two bicycle/pedestrian overcrossing bridges over Highway 1 and widening of the highway bridge over Aptos Creek/Spreckles Drive.												

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2026**

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34		05 1834B SB	Cabrillo Boulevard Pedestrian Improvements	The Cabrillo Project is located on Cabrillo Boulevard between U.S. 101 and Los Patos way in the City of Santa Barbara. The project will replace the UPRR undercrossing, and construct pedestrian and bicycle improvements on Cabrillo Boulevard, between the Highway 101/Cabrillo interchange and Cabrillo Boulevard and Los Patos Way intersection. More project specifications are included in Additional Information tab.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	2,756 4,027 0 0 5,487 45,679 57,949	0 0 0 0 0 38,403 38,403	2,756 1,477 0 0 0 0 4,233	0 0 0 0 0 0 0	2,756 4,027 0 0 5,487 45,679 57,949	Baseline PAED RW Cert RTL Begin Const End Const				0	
35		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. NULL	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	300 680 0 0 374 8,320 9,674	0 0 0 0 0 8,320 8,320	300 687 0 0 89 6,516 7,592	0 0 0 0 0 1,224 1,224	300 687 0 0 228 8,320 9,535	Baseline PAED RW Cert RTL Begin Const End Const		10/17/18 10/11/19 3/3/23 3/6/23 9/10/24 9/1/26		7,144	
36		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 PSE RW Sup Con Sup RW Cap Con Cap Total	0 800 0 0 200 7,040 8,040	0 0 0 0 0 7,040 7,040	39 1,644 0 0 200 6,755 8,638	0 0 0 0 0 6,175 6,175	39 1,644 0 0 200 7,620 9,503	Baseline PAED RW Cert RTL Begin Const End Const		10/17/18 9/25/19 3/21/23 4/24/23 9/17/24 9/22/25		6,154	

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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
No.	Route	Title	Location and Type of Work	Phase					Milestone	Date	Date	Date		
37	05	Electric Transit Bus	The project is located within the Santa Barbara Metropolitan Transit District boundaries, which closely corresponds to the South Coast of Santa Barbara County.	PAED	0	0	0	0	0	Baseline		1/25/24		13,771
	3198	Replacement		PSE	0	0	0	0	0	PAED	11/14/23	11/14/23		
	SB	RW Sup		0	0	0	0	0	0	RW Cert	3/31/24	4/2/24		
		Con Sup		0	0	0	0	0	0	RTL	3/31/24	4/2/24		
		RW Cap		0	0	0	0	0	0	Begin Const	3/31/24	12/4/24		
	Con Cap	13,771	10,500	0	0	13,771	End Const	1/31/25		12/1/26				
	Total	13,771	10,500	0	0	13,771								
			Install electrical infrastructure for charging of electric buses. Procure eight (8) replacement 40-ft. electric buses & eight (8) associated chargers to replace renewable diesel buses that are beyond their FTA useful life benchmark.											
38	05	Sheffield Drive to	The project will complete a gap closure in the California Coastal Trail and Pacific Bike Route in Summerland/Montecito to improve accessibility and safety.	PAED	40	0	40	0	40	Baseline		1/25/24		0
	3199	Ortega Hill Pedestrian		PSE	120	0	0	0	120	PAED	10/17/23	10/17/23		
	SB	and Bicycle Connector		RW Sup	0	0	0	0	0	RW Cert	10/1/23	6/23/25		
		Con Sup		0	0	0	0	0	0	RTL	4/1/24	7/6/26		
		RW Cap		0	0	0	0	0	0	Begin Const	10/1/24		8/18/26	
	Con Cap	2,250	2,250	0	0	2,250	End Const	2/1/25		4/30/27				
	Total	2,410	2,250	40	0	2,410								
			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.											
39	05	Zero Emission	The project will install Zero Emission Vehicle chargers in the City of Santa Barbara at two locations.	PAED	25	0	0	0	0	Baseline		1/25/24		1,325
	3202	Vehicle Infrastructure:		PSE	60	0	85	0	85	PAED	11/7/23	11/7/23		
	SB	City of Santa Barbara		RW Sup	0	0	0	0	0	RW Cert	12/15/23	4/7/25		
		Con Sup		0	0	0	0	0	0	RTL	12/15/23	8/28/25		
		RW Cap		40	0	0	0	40	Begin Const	3/15/24	10/22/25			
	Con Cap	1,325	1,325	0	0	1,325	End Const	12/30/24		3/15/27				
	Total	1,450	1,325	85	0	1,450								
			Ten DC Fast Chargers (DCFC) will be installed at the Harbor parking lot, and four DCFC chargers will be installed at the Santa Barbara East Side Library.											
40	05	Zero Emission	This project will install Zero Emission Vehicle chargers at one existing charging location and one new location in Santa Barbara County.	PAED	10	0	10	0	10	Baseline		1/25/24		407
	3203	Vehicle Infrastructure:		PSE	50	0	50	0	50	PAED	10/31/23	10/16/23		
	SB	County of Santa Barbara		RW Sup	0	0	0	0	0	RW Cert	12/15/23	4/21/25		
		Con Sup		0	0	0	0	0	0	RTL	12/15/23			
		RW Cap		0	0	0	0	0	0	Begin Const	3/15/23	1/7/26		
	Con Cap	407	407	0	0	407	End Const	12/30/24		8/28/28				
	Total	467	407	60	0	467								
			Three chargers will be installed at Rincon Park, where at least one of the three chargers 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.											

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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
41	05 3273 SB	Santa Barbara Zero Emission Vehicle Charging Infrastructure	The project will install Zero Emission Vehicle chargers in the City of Santa Barbara at the West Cabrillo Pavilion Lot (1118 E CABRILLO BLVD, SANTA BARBARA, CA).	PAED	1	0	0	0	0	0	Baseline		1/30/26		0	
				PSE	90	0	0	0	0	90	PAED	11/7/25	11/5/25			
				RW Sup	0	0	0	0	0	0	RW Cert	3/1/26		3/1/27		
				Con Sup	0	0	0	0	0	0	RTL	4/1/26		4/1/27		
				RW Cap	24	0	0	0	0	24	Begin Const	12/1/26		8/1/27		
				Con Cap	1,662	1,662	0	0	1,662	End Const	6/30/27		6/30/28			
			Eight DC Fast Chargers (DCFC) will be installed at this location.	Total	1,777	1,662	0	0	1,776							
42	05 3274 SB	Santa Barbara Eastside Active Transportation Improvements	In the City of Santa Barbara, construct a series of bicycle and pedestrian safety enhancements to the City's Eastside neighborhood to encourage active transportation modes: A. Safe Routes to School Safety Enhancements, including curb extensions and high visibility crosswalks at the intersections of Montecito/Voluntario, Montecito/Soledad, Quinientos/Voluntario, Quinientos/Soledad, and Carpinteria/Soledad. B. Cacique Bike Boulevard/Bike Friendly Street improvements including curb extensions at Canada/Hutash, Canada/Punta Gorda, and Voluntario/Cacique. This route connects to the existing Cacique/US 101 undercrossing and would also connect pedestrians and cyclists to the future overcrossing at Canada/Pitos. CONTINUED IN ADDITIONAL INFORMATION TAB.	PAED	160	0	160	0	160	160	Baseline		1/30/26		0	
				PSE	1,000	0	0	0	1,000	1,000	PAED	11/1/25	9/30/25			
				RW Sup	0	0	0	0	0	0	RW Cert	4/1/27		4/1/27		
				Con Sup	0	0	0	0	0	0	RTL	4/1/27		4/1/27		
				RW Cap	0	0	0	0	0	0	Begin Const	11/1/27		11/1/27		
				Con Cap	8,755	8,755	0	0	8,755	End Const	6/1/28		6/1/28			
				Total	9,915	8,755	160	0	9,915							
43	05 3275 SB	VCTC Coastal Express zero-emission buses	This project is for the purchase of three (3) 45' zero-emission transit replacement buses for VCTC Coastal Express route connecting Ventura and Santa Barbara counties.	PAED	0	0	0	0	0	0	Baseline		1/30/26		0	
				PSE	0	0	0	0	0	0	PAED	11/3/25	10/9/25			
				RW Sup	0	0	0	0	0	0	RW Cert					
				Con Sup	0	0	0	0	0	0	RTL	4/1/27		4/1/27		
				RW Cap	0	0	0	0	0	0	Begin Const	12/1/27		12/1/27		
				Con Cap	6,000	6,000	0	0	6,000	End Const	6/30/28		6/30/28			
			The project will improve travel time reliability, facilitating service expansion.	Total	6,000	6,000	0	0	6,000							

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44		05 3276 SCR	Soquel Drive Multimodal Project - State Park Drive to Freedom Boulevard (SB1-Cycle 4: Contract #2)	In the unincorporated area of Santa Cruz County on Soquel Drive between State Park Drive to Freedom Blvd This contract includes local road, transit, and active transportation type projects. • Adaptive traffic signal control at 2 intersections • Separated bikeways and buffered bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) • 8 green bike boxes at 5 intersections for left turn movements • Pedestrian improvements including - 30 accessible pedestrian signal (APS) push buttons - 5045 feet of new curb, gutter, retaining wall and sidewalk construction - 7 crosswalk upgrades, 4 sidewalk curb extensions - 16 ADA ramps • Cape seal of pavement for entire 2.4-mile project length.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	805 2,411 0 0 2,411 21,290 26,917	0 0 0 0 0 21,290 21,290	100 3,450 0 0 250 4,383 8,183	0 0 0 0 0 0 0	100 3,450 0 0 250 25,673 29,473	Baseline PAED RW Cert RTL Begin Const End Const		5/14/26 2/19/26 3/30/27 5/31/27 11/30/27 11/30/29		0	
				NULL												
45		05 3307 SCR	Coastal Rail Trail Segment 12 Project (SB1-Cycle 4- Contract #1B)	Near Aptos and Seacliff Village, Construct bicycle/pedestrian trail along the Santa Cruz Branch Rail Line (Coastal Rail Trail/MBSST) from just south of the Rio del Mar Boulevard crossing of the Santa Cruz Branch Rail line to State Park Drive, includes 2 bicycle and pedestrian overcrossing bridges over Soquel Drive (x2).	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 50,109 50,109	0 0 0 0 0 20,322 20,322	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 50,109 50,109	Baseline PAED RW Cert RTL Begin Const End Const		5/15/26 2/20/24 12/30/26 1/29/27 9/1/27 5/1/29		0	
				Bike/ped bridges over Highway 1 being constructed as part of Auxiliary Lanes project.												
46		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.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 12,360 0 60,229 72,589	0 0 0 12,360 0 39,067 51,427	0 0 0 6,047 0 37,320 43,367	0 0 0 6,047 0 32,929 38,976	0 0 0 12,326 0 47,251 59,577	Baseline PAED RW Cert RTL Begin Const End Const		6/27/24 8/26/14 10/2/23 3/28/24 2/1/24 2/1/27		43,951	
				Construct HOV lanes. This is a CMGC project.												
47		05 7101H SB 101	Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4E North - Cabrillo Interchange	In Santa Barbara, from 0.4 mile north of Olive Mill Road Overcrossing to Sycamore Creek Bridge No 51-0332.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 14,238 0 127,384 141,622	0 0 0 0 0 54,200 54,200	0 0 0 644 0 10,338 10,982	0 0 0 0 0 4,489 4,489	0 0 14,061 0 0 124,734 138,795	Baseline PAED RW Cert RTL Begin Const End Const		10/27/17 9/26/25 12/30/25 12/30/25 3/2/26 3/2/29		113,784	
				Construct HOV Lanes. This is a CMGC project.												

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48		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 Install mitigation planting	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 250 0 500 0 <u>1,768</u> 2,518	0 0 0 0 0 <u>0</u> 0	0 500 0 832 0 <u>2,902</u> 4,234	0 0 0 0 0 <u>0</u> 0	0 500 0 1,041 0 3,537 5,078	Baseline PAED RW Cert RTL Begin Const End Const		12/18/20 5/14/21 6/24/21 5/27/22	10/26/26	3,536	
49		05 7101U SB 101	SB 101 4D South Three Creeks	IN SANTA BARBARA COUNTY AT MONTECITO FROM 0.2 MILE NORTH OF SHEFFIELD DRIVE UNDERCROSSING TO 0.3 MILE SOUTH OF SAN YSIDRO RAOD OVERCROSSING. NULL	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 10,559 0 <u>66,396</u> 76,955	0 0 0 10,559 0 <u>41,396</u> 51,955	0 0 0 6,088 0 <u>57,829</u> 63,917	0 0 0 4,241 0 <u>33,666</u> 37,907	0 0 0 13,361 0 71,698 85,059	Baseline PAED RW Cert RTL Begin Const End Const		8/26/14 12/21/23 1/11/24 6/3/24	5/28/27	71,697	
50		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. Construct HOV lanes. This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 33 7 <u>0</u> 40	0 0 0 0 0 <u>0</u> 0	0 0 0 9 2 <u>0</u> 11	0 0 0 0 0 <u>0</u> 0	0 0 0 33 7 <u>0</u> 40	Baseline PAED RW Cert RTL Begin Const End Const		2/25/22 7/5/22 8/14/23 9/5/23 12/8/23		1	
51		05 7102L SB 101	SB 101 4B (Padaro) Landscape Planting Project	In and near Summerland, from 0.9 mile south of South Padaro Lane Undercrossing to 0.6 mile north of Padaro Lane Overcrossing. In Santa Barbara County near Carpinteria and Summerland, from 0.9 miles south of South Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 400 0 600 0 <u>2,250</u> 3,250	0 0 0 0 0 <u>0</u> 0	0 725 0 808 0 <u>3,978</u> 5,511	0 0 0 0 0 <u>0</u> 0	0 725 0 1,243 0 5,300 7,268	Baseline PAED RW Cert RTL Begin Const End Const		12/7/22 3/29/24 6/11/24 1/10/25	2/9/29	5,300	
52		05 7102X MON,SB 101	South Coast 101 HOV-Padaro (Segment 4B) Mitigation Monitoring	In Santa Barbara County, near Carpinteria and Summerland from 0.9 miles south of S Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Mitigation monitoring for 05-0N702.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 35 5 <u>0</u> 40	0 0 0 0 0 <u>0</u> 0	0 0 0 1 0 <u>0</u> 1	0 0 0 0 0 <u>0</u> 0	0 0 0 31 0 <u>0</u> 31	Baseline PAED RW Cert RTL Begin Const End Const	8/26/14	6/4/18 4/22/24 6/6/24 2/3/25 2/3/25		1	

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53	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. Install mitigation planting	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 200 0 476 0 2,531 3,207	0 0 0 0 0 0 0	0 59 0 816 0 2,904 3,779	0 0 0 0 0 0 0	0 59 1,118 3,734 4,911	Baseline PAED RW Cert RTL Begin Const End Const		1/5/22 1/5/23 3/6/23 8/2/23	2/2/28	3,734	
54	05	7103X SB 101	South Coast 101 HOV-Summerland (Segment 4C) Mitigation Monitoring	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Mitigation monitoring for 05-0N703.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 40 0 0 40	0 0 0 0 0 0 0	0 0 0 1 0 0 1	0 0 0 0 0 0 0	0 0 0 38 0 0 38	Baseline PAED RW Cert RTL Begin Const End Const	8/26/14 11/1/20 1/1/21 7/15/21 12/15/25	7/5/23	3/28/30	1	
55	05	7104Y SB 101	4D Planting Mitigation and Bio Mitigation Monitoring Projects	In Santa Barbara County near Carpinteria at 0.5 mile south to 0.4 mile north of North Padaro Overcrossing and at Montecito from 0.2 mile north of Sheffield Drive Overcrossing to 0.1 mile north of San Ysidro Overcrossing. Landscape mitigation and biological monitoring.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 400 0 505 5 2,090 3,000	0 0 0 0 0 0 0	0 3 0 0 0 0 3	0 0 0 0 0 0 0	400 0 505 5 2,090 3,000	Baseline PAED RW Cert RTL Begin Const End Const	6/27/17 12/14/26 3/5/27 10/4/27 11/30/28	8/26/14 10/30/26 12/4/26 6/25/27 4/7/32		0	
56	05	7105Y SB 101	SB US 101 Multimodal Corridor - Segment 4E South Mitigation Planting	In Santa Barbara County in Santa Barbara on Route 101, 0.1 mile South of Olive Mill Overcrossing to 0.3 mile South of Cabrillo Cabrillo Undercrossing. Construct Mitigation Planting This is a CMGC Project.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 500 0 450 0 1,800 2,750	0 0 0 0 0 0 0	0 98 0 0 0 0 98	0 0 0 0 0 0 0	500 0 675 0 1,800 2,975	Baseline PAED RW Cert RTL Begin Const End Const	8/26/14 3/1/26 5/1/26 5/18/27 5/18/31	10/27/17 10/21/26 2/19/27 9/23/27 4/24/31		0	
57	05	7106Y SB 101	SB US 101 Multimodal Corridor - Segment 4E North Mitigation Planting	In Santa Barbara County in Santa Barbara on Route 101, 0.4 mile North of Olive Mill Overcrossing to Sycamore Creek Bridge. Construct Mitigation Planting This is a CMGC Project.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 400 0 1,300 0 5,400 7,100	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	273 0 1,216 0 5,400 6,889	Baseline PAED RW Cert RTL Begin Const End Const	8/26/14 5/1/28 5/1/28 10/1/28 10/1/32	10/27/17 4/29/25 4/28/28 11/1/28 3/29/29		0	

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No.	Route	Title	Location and Type of Work	Phase											
58	05	Local Roadway Rapid	Project is located on two Santa Cruz METRO routes: Route # 1 in unincorporated Santa Cruz County on Soquel Dr between La Fonda Ave and Freedom Blvd, and Route #2 in the City of Watsonville on SR-152 (Main St) between SR-1 and East Lake Ave The project adds "bus rapid transit light" infrastructure to the critical Watsonville-Santa Cruz Multimodal Corridor Program: • New "Rapid" transit bus stop enhancements: in-lane boarding platforms (bus bulbs), shelters, real-time bus arrival displays, every 1/3 mile, or 57 total. • Relocation and consolidation of bus stops in over 80 locations. • Transit signal priority (TSP) at 60 intersections • Queue jump at 7 locations in Watsonville and Soquel • Reconfigured bus access with 0.6 mile of bidirectional bus-only lane and intersection changes into/out of Santa Cruz Transit Center • To improve ped access to rapid stops, 1 new crosswalk w/ PHB/HAWK, 5 new crosswalks w/ RRFB, high-visibility improvements at 2 intersections.	PAED	0	0	0	0	0	Baseline		5/14/26		0	
	CP128D	Bus Improvements –		PSE	2,723	0	0	0	2,723	PAED	1/17/25	1/17/25			
	SCR	Soquel Drive and Highway 152 (SB1-Cycle 4: Contract #3)		RW Sup	0	0	0	0	0	RW Cert	4/20/27		4/20/27		
				Con Sup	0	0	0	0	0	RTL	4/20/27		4/20/27		
				RW Cap	320	0	0	0	320	Begin Const	8/27/27		8/27/27		
				Con Cap	23,945	13,836	0	0	23,945	End Const	5/31/29		5/31/29		
				Total	26,988	13,836	0	0	26,988						
			NULL												

District 07

District PPNO County					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
No.	Route	Title	Location and Type of Work	Phase											
59	07	I-105 Express Lanes -	In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Rd and on I-110 between I-105 Separation and 103rd Street to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add to a second ExpressLane in each direction (total of two Tolled ExpressLanes in each direction with discounts for HOV).	PAED	13,121	0	16,651	0	16,651	Baseline		10/13/21		0	
	4858	Pre-Construction		PSE	121,000	0	137,747	0	121,000	PAED	5/21/21	5/21/21			
	LA			RW Sup	0	0	185	0	0	RW Cert	1/31/25		8/10/26		
	105,110			Con Sup	0	0	0	0	0	RTL	12/31/24		8/10/26		
				RW Cap	10,000	0	613	0	10,000	Begin Const	6/1/24		8/11/26		
				Con Cap	0	0	0	0	0	End Const	12/31/28		9/5/29		
				Total	144,121	0	155,196	0	147,651						
			Construction of Double High Occupancy Toll Lanes (ExpressLanes). This EA will retire after design phase is completed.The construction of this EA will be done under four child Eas EA 31451, EA 31452, EA 31453 and EA 31454												

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60	07	I-105 Express Lanes -	Los Angeles County, on I-105 between Sepulveda	PAED	0	0	0	0	0	0	Baseline		10/13/21		28,540	
	4858A	Roadside Toll	Boulevard/Imperial Highway Intersection and Studebaker	PSE	0	0	5,647	0	0	10,489	PAED	5/21/21	5/21/21			
	LA	Collection System	Road and on I-110 between I-105 Separation and 103rd	RW Sup	0	0	0	0	0	0	RW Cert	12/1/24		8/14/26		
	105,110	(RTCS)	Street.	Con Sup	0	0	0	0	0	0	RTL	12/1/24		8/14/26		
				RW Cap	0	0	0	0	0	0	Begin Const	1/1/25		8/17/26		
				Con Cap	80,000	0	0	0	0	33,765	End Const	12/1/27		9/5/29		
				Total	80,000	0	5,647	0	0	44,254						
			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.													
61	07	I-105 Express Lanes -	In Los Angeles County, on I-105 between Sepulveda	PAED	0	0	0	0	0	0	Baseline				389,126	
	4858C	Construction	Blvd/Imperial Highway Intersection and Central Avenue and	PSE	0	0	0	0	0	0	PAED	5/21/21	5/21/21			
	LA	Segment 1	on I-110 between I-105 Separation and 103rd Street to	RW Sup	0	0	0	0	0	0	RW Cert	2/28/24	2/28/24			
	105,110		convert the existing High Occupancy Vehicle (HOV) lane to	Con Sup	0	0	1,989	0	0	0	RTL	3/1/24	1/29/25			
			one ExpressLane and add a second ExpressLane in each	RW Cap	0	0	0	0	0	0	Begin Const	6/1/24	1/29/25			
			direction (total of two Tolloed ExpressLanes in each direction	Con Cap	560,000	150,000	292,022	0	0	560,000	End Const	6/1/27		12/10/27		
			with discounts for HOV).	Total	560,000	150,000	294,011	0	0	560,000						
			Roadway Segment I of Construction of Double High Occupancy Toll Lanes (ExpressLanes).													
62	07	I-105 Express Lanes -	In Los Angeles County, on I-105 between Central Avenue	PAED	0	0	0	0	0	0	Baseline				372,055	
	4858D	Construction	and I-710 to convert the existing High Occupancy Vehicle	PSE	0	0	0	0	0	0	PAED	5/21/21	5/21/21			
	LA	Segment 2	(HOV) lane to one ExpressLane and add a second	RW Sup	0	0	0	0	0	0	RW Cert	1/31/25		9/18/26		
	105		ExpressLane in each direction (total of two Tolloed	Con Sup	0	0	0	0	0	0	RTL	12/31/24		9/18/26		
			ExpressLanes in each direction with discounts for HOV).	RW Cap	0	0	0	0	0	0	Begin Const	3/1/25		9/21/26		
				Con Cap	430,000	0	56,631	0	0	425,698	End Const	12/31/28		9/5/29		
			Roadway Segment II of Construction of Double High Occupancy Toll Lanes (ExpressLanes).	Total	430,000	0	56,631	0	0	425,698						

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Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2026

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
63	07 4858E LA 105		I-105 Express Lanes - Construction Segment 3	In Los Angeles County, on I-105 between I-710 and Studebaker Rd to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add a second ExpressLane in each direction (total of two Tolled ExpressLanes in each direction with discounts for HOV).	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 230,000 230,000	0 0 0 0 0 0 0	0 0 0 0 0 40,023 40,023	0 0 0 0 0 0 0	0 0 0 0 0 300,441 300,441	Baseline PAED RW Cert RTL Begin Const End Const	 5/21/21 1/31/25 12/31/24 3/1/25 12/31/28	 5/21/21 	 8/10/26 8/10/26 8/11/26 9/5/29	262,944	
				Roadway Segment III of Construction of Double High Occupancy Toll Lanes (ExpressLanes).												
64	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 4,438 0 0 508 22,327 27,273	0 0 0 0 0 20,417 20,417	0 3,926 0 0 0 0 3,926	0 0 0 0 0 0 0	4,438 0 0 0 508 22,327 27,273	Baseline PAED RW Cert RTL Begin Const End Const	 12/15/23 5/15/25 5/15/25 10/1/25 8/27/27	 12/15/23 4/27/26 6/25/26 	 10/30/26 12/17/27	0	
				NULL												
65	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 PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 115,246 115,246	0 0 0 0 0 25,507 25,507	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 115,246 115,246	Baseline PAED RW Cert RTL Begin Const End Const	 1/8/21 5/31/23 6/1/23 12/30/24 6/1/28	 1/8/21 5/31/23 4/30/24 	 2/28/27 6/30/29	0	
				The primary streets for the planned set of network improvements for the North San Fernando Valley include Roscoe Boulevard, Lankershim Boulevard, and Nordhoff Street.												

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66		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 PSE RW Sup Con Sup RW Cap Con Cap Total	0 928 0 0 0 7,600 8,528	0 0 0 0 0 5,320 5,320	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	Baseline PAED RW Cert RTL Begin Const End Const		3/21/24 3/29/21 10/31/24 10/31/24 12/31/26 12/31/26 12/31/26		0	
				NULL												
67		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 PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 1,620 1,620	0 0 0 0 0 1,173 1,173	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 1,620 1,620	Baseline PAED RW Cert RTL Begin Const End Const		3/21/24 3/29/21 10/31/24 9/30/26 3/31/27 6/1/28		0	

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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)	
No.	Route	Title	Location and Type of Work	Phase						Milestone					CAPs
68	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		Baseline		3/21/24			0
				PSE	5,240	0	0	0	5,240	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 Const	7/1/25		10/30/26		
				Con Cap	16,160	0	0	0	16,160	End Const	4/1/26		1/1/28		
				Total	21,400	0	0	0	21,400						
69	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. The proposed CORE project includes multiple components. This component includes platform extension and station improvements at the Aviation/LAX C (Green) Line station. The platform extension will accommodate Metros updated standard of three-car trains. Additionally, the following station area improvements will be made to improve accessibility and comfort: - Upgrade accessibility features to current standards by constructing boarding platform edge warning strips (ADA truncated dome yellow pavers and pre-warning strips) - Add a new elevator to expand the accessibility of the station - Improve communication systems - Add new lighting systems and wayfinding, especially for people walking, biking, or rolling to the station at night - Retrofit features for seismic protection - Replace smoke detectors - Add emergency management panels.	PAED	0	0	0	0		Baseline		6/27/24			0
				PSE	8,800	0	0	0	8,800	PAED	12/18/23	12/18/23			
				RW Sup	0	0	0	0	0	RW Cert	2/28/25	2/28/25			
				Con Sup	0	0	0	0	0	RTL	2/28/25		9/30/27		
				RW Cap	0	0	0	0	0	Begin Const	11/15/25		10/1/28		
				Con Cap	111,200	0	0	0	111,200	End Const	10/20/27		9/30/30		
				Total	120,000	0	0	0	120,000						

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						Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
70		07	Los Angeles Metro	Located in the South Bay Cities Subregion of Los Angeles	PAED	0	0	0	0		Baseline		6/28/24		0	
		6210A	CORE Capacity &	County.	PSE	0	0	0	0	0	PAED	12/18/23	12/18/23			
		LA	System Integration		RW Sup	0	0	0	0	0	RW Cert	12/18/23	12/18/23			
			Project		Con Sup	0	0	0	0	0	RTL	12/18/23	12/31/25			
			(Replacement-TPSS)		RW Cap	0	0	0	0	0	Begin Const	12/1/23		10/31/26		
				The proposed CORE project includes multiple components.	Con Cap	24,810	20,000	0	0	24,810	End Const	10/31/26		7/31/30		
				This component includes the replacement of four existing	Total	24,810	20,000	0	0	24,810						
				Traction Power Substation's (TPSS's) located at Aviation, El												
				Segundo, Douglas, and at the Hawthorne YaRd Each TPSS												
				serves the original C (Green) Line alignment. The four												
				replacement units provide additional traction power needed												
				to move three-car trains reliably throughout the system.												
71		07	Los Angeles Metro	Located in the South Bay Cities Subregion of Los Angeles	PAED	0	0	0	0		Baseline		6/28/24		0	
		6210B	CORE Capacity &	County.	PSE	2,711	0	0	0	2,711	PAED	12/18/23	12/18/23			
		LA	System Integration		RW Sup	0	0	0	0	0	RW Cert	10/13/24	10/13/24			
			Project (New-TPSS)		Con Sup	0	0	0	0	0	RTL	10/13/24	12/22/25			
				The proposed CORE project includes multiple components.	RW Cap	0	0	0	0	0	Begin Const	10/14/24		10/31/26		
				This component includes the installation of two new Traction	Con Cap	32,450	0	0	0	32,450	End Const	10/31/26		2/19/30		
				Power Substations (TPSS) on the Metro K Line in the cities	Total	35,161	0	0	0	35,161						
				of Inglewood and Los Angeles. The two new TPSS units												
				provide additional traction power needed to move three-car												
				trains reliably throughout the system.												

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72		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 original C (Green) Line alignment – from the Redondo Beach station to the Crenshaw station and located in the cities of Redondo Beach, Manhattan Beach, El Segundo, Hawthorne, and Los Angeles. The OCS Replacement provides greater resiliency for the transmission of Traction Power to Light Rail vehicles operating along the alignment. This component, and in conjunction with the replacement of Traction Power Substations (TPSS's) and the installation of two additional TPSS's along the K Line, enable three-car trains throughout the entirety of the network, and reduces maintenance-related service disruptions, resulting in improved system reliability and services.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 <u>14,235</u> 14,235	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	<u>14,235</u> 14,235	Baseline PAED RW Cert RTL Begin Const End Const	 12/18/23 12/19/23 12/19/23 12/20/23 12/20/23 12/30/26	6/27/24 12/30/27		0	
73		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 original 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 PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 <u>9,151</u> 9,151	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	<u>9,051</u> 9,051	Baseline PAED RW Cert RTL Begin Const End Const	 12/18/23 12/18/23 12/18/23 7/1/24 3/30/27	6/27/24 7/1/24 9/30/30		0	

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District	PPNO	County				Approved	SCCP	Total	SCCP	EAC		Approved	Actual	Current	Award	
No.	Route	Title	Location and Type of Work	Phase	Budget	Budget	Expended	Expended			Milestone	Finish	Finish	Finish	Amount	CAPs
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)			Date	Date	Date	(\$1,000s)	
74	07	Venice Blvd Bus	In the City of Los Angeles along Venice Blvd, between	PAED	0	0	0	0			Baseline		3/21/24		0	
	6213	Speed and Reliability-	Inglewood Blvd and Fairfax Ave The larger project is	PSE	0	0	0	0			PAED	12/28/23	3/29/21			
	LA	(Lighting)	implementing a suite of transit improvements that include	RW Sup	0	0	0	0	0		RW Cert	2/1/25	8/31/25			
			boarding islands, bus shelters equipped with real-time	Con Sup	0	0	0	0	0		RTL	6/30/25		12/31/26		
			passenger information displays, and lighting.	RW Cap	0	0	0	0	0		Begin Const	12/30/25		12/31/26		
				Con Cap	55	0	0	0	0	0	End Const	6/1/28		12/31/26		
				Total	55	0	0	0	0	0						
			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.													

District 08

District	PPNO	County				Approved	SCCP	Total	SCCP	EAC		Approved	Actual	Current	Award	
No.	Route	Title	Location and Type of Work	Phase	Budget	Budget	Expended	Expended			Milestone	Finish	Finish	Finish	Amount	CAPs
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)			Date	Date	Date	(\$1,000s)	

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75		08	West Valley	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		65,000	
		1232	Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Mainline Improvements		PSE	20,440	0	12,206	0	12,206	PAED	5/12/20	5/12/20			
		SBD			RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/22			Schedule
					Con Sup	0	0	0	0	0	RTL	7/30/21	7/29/22			
					RW Cap	92,311	0	87,307	0	107,560	Begin Const	10/24/22	10/3/23			
					Con Cap	116,932	65,000	87,092	0	134,700	End Const	10/25/24		2/1/27		
					Total	236,387	65,000	192,833	0	260,694						
				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.												
76		08	West Valley	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	
		1232B	Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Maintenance Facility (D/B Contract)		PSE	0	0	0	0	0	PAED	5/12/20	5/12/20			
		SBD			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 Const	10/24/22	4/12/24			
					Con Cap	3,500	0	5,419	0	14,649	End Const	5/14/24		10/7/26		
				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.	Total	3,500	0	5,419	0	14,649						

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No.	Route	Title	Location and Type of Work	Phase					Milestone				
77	08	West Valley	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
	1232C	Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Vehicles		PSE	0	0	0	0	PAED	5/12/20	5/12/20		
	SBD			RW Sup	0	0	0	0	RW Cert	10/21/22	7/22/22		
				Con Sup	0	0	0	0	RTL	7/30/21	7/22/22		
				RW Cap	0	0	0	0	Begin Const	10/24/22	3/1/23		
				Con Cap	27,160	0	19,295	0	End Const	5/14/24		2/1/27	
				Total	27,160	0	19,295	0					
			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.										
78	08	Mid County Parkway:	Mid County Parkway (MCP): Ramona Expressway - In unincorporated Riverside County: Construct 2 additional lanes on MCP alignment from approximately one mile east of Rider Street to Warren Road along Ramona Expressway and make safety improvements, including adding raised median with delineators, a new bridge over the San Jacinto River, bike lanes in each direction, modification of three signalized intersections, and a new wildlife crossing west of Bridge St.	PAED	0	0	0	0	Baseline		12/7/23		120,269
	1276	Ramona Expressway		PSE	13,793	0	2,542	0	PAED	4/8/15	4/8/15		
	RIV			RW Sup	0	0	0	0	RW Cert	11/14/24	6/15/25		
				Con Sup	0	0	0	0	RTL	11/14/24	6/15/25		
				RW Cap	0	0	0	0	Begin Const	6/11/25	12/10/25		
				Con Cap	194,775	44,500	0	0	End Const	3/17/27		12/10/28	
				Total	208,568	44,500	2,542	0					
			Mid County Parkway (MCP): Ramona Expressway - In unincorporated Riverside County: Construct 2 additional lanes on MCP alignment from approximately one mile east of Rider Street to Warren Road along Ramona Expressway and make safety improvements, including adding raised median with delineators, a new bridge over the San Jacinto River, bike lanes in each direction, modification of three signalized intersections, and a new wildlife crossing west of Bridge St										

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January 01 - June 30, 2026**

District 11

No.	District PPNO County	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	11 0615K SD 005	I-5 NCC FINAL CMGC PACKAGE	IN SD COUNTY AT VARIOUS LOCATIONS FROM LOMAS SANTA FE DR UC TO 0.2 MILE NORTH OF OCEANSIDE BLVD UC	PAED	0	0	0	0		Baseline				78,283	
				PSE	0	0	512	0	512	PAED		8/30/14			
				RW Sup	0	0	1	0	1	RW Cert		5/16/22			
				Con Sup	7,031	0	10,936	0	11,221	RTL		10/14/22			
				RW Cap	0	0	0	0	0	Begin Const		11/21/23			
			CONSTRUCT CHESTNUT COMMUNITY ENHANCEMENT, SOUND WALL, AUX LN, ACTIVE TRANS IMP AND ASSET MANAGEMENT	Con Cap	32,032	0	84,867	0	88,737	End Const			11/16/26		
				Total	39,063	0	96,316	0	100,471						
80	11 1545 SD 805	I-805 South Managed Lanes Conversion Project (HOV to HOT)	Convert existing HOV lanes to HOT lanes on I-805 from 0.3 mile south of the E Palomar St overcrossing to Landis Street overcrossing.	PAED	0	0	0	0		Baseline		3/20/26		0	
				PSE	10,374	0	1,813	0	9,284	PAED	6/22/11	6/22/11			
				RW Sup	700	0	0	0	51	RW Cert	3/19/27		3/19/27		
				Con Sup	25,980	9,900	0	0	805	RTL	3/31/27		3/31/27		
				RW Cap	0	0	0	0	0	Begin Const	10/29/27		11/12/27		
			Install technology that would support HOT lanes.	Con Cap	94,020	29,700	0	0	90,000	End Const	10/29/30		10/29/30		
				Total	131,074	39,600	1,813	0	100,140						

District 12

No.	District PPNO County	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	12 1301 ORA	Route 53/533 (Bravo! Main Street) Bus Stop Improvements - Signage and Real Time Displays	In the cities of Anaheim, Orange, Santa Ana and Irvine in Orange County.	PAED	0	0	0	0		Baseline		6/24/20		230	
				PSE	0	0	0	0	0	PAED	4/22/21	4/21/21			
				RW Sup	0	0	0	0	0	RW Cert	5/30/21	5/29/21			
				Con Sup	0	0	0	0	0	RTL	5/30/21	8/26/21			
				RW Cap	0	0	0	0	0	Begin Const	12/15/21	12/22/21			
			The project will install real-time display and signage at up to 23 bus stops along the Bravo! Main Street Rapid Bus and 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.	Con Cap	230	230	0	0	230	End Const	12/15/26		12/15/26		
				Total	230	230	0	0	230						

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2026**

District 75

District PPNO County		Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
					Budget (\$1,000s)	Budget (\$1,000s)	Expended (\$1,000s)	Expended (\$1,000s)	(\$1,000s)		Finish Date	Finish Date	Finish Date	Amount (\$1,000s)	
82	75 2364N SON	Sonoma-Marin Area Rail Transit District (SMART) Healdsburg Extension Project	In Sonoma County between Town of Windsor SMART Station (MP63) to the Healdsburg northern city limits at Lytton Road (MP72), including unincorporated Sonoma County. The SMART Healdsburg Extension Project will complete construction of the civil and systems work for the rail and pathway project for approximately 9- miles of Class IV mainline track, six bridges including the major Healdsburg Russian River rail bridge replacement, freight spurs with systems where the business case is justified, necessary upgrades to SMART's dispatch system and rail operations center, one station with amenities, gauntlet tracks at the station to accommodate freight train passage, twenty one at- grade crossings, a paved non-motorized bicycle/pedestrian facility, new broadband capacity for public agencies, federally mandated Positive Train Control (PTC).	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 3,250 0 0 0 <u>265,707</u> 268,957	0 0 0 0 0 <u>56,000</u> 56,000	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>0</u> 0	0 3,250 0 0 0 <u>265,500</u> 268,750	Baseline PAED RW Cert RTL Begin Const End Const	 7/21/08 3/1/21 3/1/26 4/1/26 12/31/28	12/4/25 7/21/08 3/1/21 12/31/26 12/31/26 12/31/28	 12/31/26 12/31/26 12/31/28	0	
			NULL												
83	75 2364P SON	Sonoma-Marin Area Rail Transit District (SMART) Healdsburg Extension Project (Zero Emission Switcher Locomotive - ZEV)	In Sonoma County between Town of Windsor SMART Station to the City of Healdsburg. The ZEV will be used throughout the SMART System. The SMART Healdsburg Extension Project will complete construction of the civil and systems work for the rail and pathway project for just over 5.5 miles of Class IV mainline track, six bridges including the major Healdsburg Russian River rail bridge replacement, freight spurs with systems where the business case is justified, necessary upgrades to SMART's dispatch system and rail operations center, one station with amenities, gauntlet tracks at the station to accommodate freight train passage, fourteen at-grade crossings, a paved non-motorized bicycle/pedestrian facility, new broadband capacity for public agencies, federally mandated Positive Train Control (PTC), capacity increasing rail vehicles including through acquisition of a Zero Emission Switcher Locomotive for freight or excursion services. This PPR covers only the Zero Emission Switcher.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 <u>6,000</u> 6,000	0 0 0 0 0 <u>6,000</u> 6,000	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>6,000</u> 6,000	Baseline PAED RW Cert RTL Begin Const End Const	 7/21/08 3/1/21 3/1/26 4/1/26 7/31/28	12/4/25 7/21/08 3/1/21 3/1/27 4/1/27 7/31/29	 3/1/27 4/1/27 7/31/29	0	

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2026**

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
84		75 6219 VEN	Camarillo Station Improvements	In Camarillo, construct a pedestrian undercrossing at the Camarillo Station, 30 Lewis Rd, Camarillo in Ventura County on the LOSSAN Rail Corridor.	PAED	700	0	700	0	700	Baseline		5/17/24		0	
					PSE	1,360	0	635	0	1,360	PAED	10/1/23	11/8/23			
					RW Sup	0	0	0	0	0	RW Cert	7/1/24		1/15/27		
					Con Sup	0	0	0	0	0	RTL	7/1/24		1/15/27		
				The station is currently served by ten daily Amtrak intercity passenger trains and six daily Metrolink commuter rail trains.	RW Cap	400	0	0	0	400	Begin Const	10/1/24		8/28/27		
					Con Cap	12,540	7,920	0	0	12,540	End Const	11/1/26		9/28/29		
					Total	15,000	7,920	1,335	0	15,000						
85		75 6220 VEN	Rail Stations' EV Chargers-Camarillo Station	In Ventura County, station improvements at the Camarillo Rail Station.	PAED	13	0	13	0	13	Baseline		5/16/24		0	
					PSE	36	0	0	0	36	PAED	10/26/23	12/5/23			
					RW Sup	0	0	0	0	0	RW Cert	9/15/24	4/29/26			
					Con Sup	0	0	0	0	0	RTL	8/1/24	4/29/26			
				Improvements include installation of four (4) EV chargers at the Camarillo Rail Station.	RW Cap	0	0	0	0	0	Begin Const	10/1/24		12/15/26		
					Con Cap	110	30	0	0	110	End Const	8/14/26		12/31/27		
					Total	159	30	13	0	159						
86		75 6282 VEN	Camarillo Train Station ADA Improvements	In the City of Camarillo in Ventura County, the Camarillo Station Americans with Disabilities Act (ADA) Improvement Project (Project) will update the Camarillo Rail Station to be ADA compliant.	PAED	379	0	379	0	379	Baseline		5/16/24		6,060	
					PSE	1,398	0	1,163	0	1,163	PAED	11/21/23	11/21/23			
					RW Sup	0	0	0	0	0	RW Cert	9/15/24	4/16/26			
					Con Sup	0	0	0	0	0	RTL	8/1/24	4/16/26			
					RW Cap	0	0	0	0	0	Begin Const	6/1/25	7/10/26			
				NULL	Con Cap	4,384	3,000	0	0	6,060	End Const	8/14/26		7/30/27		
					Total	6,161	3,000	1,542	0	7,602						
87		75 9887 VEN LOS	Leesdale Passing Siding	This project is to upgrade, power, and extend the existing 3,330-ft siding to the west 3.3 miles to accommodate freight trains and eliminate the need for passenger trains to wait as much as 10 minutes on a regular basis at the Oxnard station, in Oxnard, California.	PAED	0	0	0	0	0	Baseline				0	
					PSE	3,500	0	0	0	3,500	PAED	10/1/23	3/10/23			
					RW Sup	0	0	0	0	0	RW Cert	10/1/26	10/1/24			
					Con Sup	0	0	0	0	0	RTL	12/1/26		12/1/26		
					RW Cap	0	0	0	0	0	Begin Const	2/1/27		2/1/27		
					Con Cap	66,000	43,500	0	0	66,000	End Const	6/30/29		6/30/29		
				This will also serve future needs to expand the Oxnard station to two platforms. This siding extension is needed to expand service, improve reliability, and reduce travel time. This will result in increased ridership and a reduction in Greenhouse Gas (GHG) emissions. District 7 – Ventura County – UPRR Santa Barbara Subdivision Begin Post Mile/End Post Mile MP 405.17 / MP 409.16 1.3 miles east of the Oxnard Train Station and 0.2 miles east of Rose Ave to Wood Road – 3.3 miles total.	Total	69,500	43,500	0	0	69,500						

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No.	Route	Title	Location and Type of Work	Phase					Milestone					
88	75	Metrolink Sustainable Locomotives Project	Equipment Procurement: The Project is a capital project that will procure 12 new Tier 4 diesel locomotives to replace 12 MP36 Tier 2 diesel locomotives now operating within SCRRA's existing fleet.	PAED	0	0	0	0	Baseline					0
	SB159			PSE	0	0	0	0	PAED	8/25/25	8/25/25			
	VAR			RW Sup	0	0	0	0	RW Cert					
				Con Sup	0	0	0	0	RTL					
				RW Cap	0	0	0	0	Begin Const	6/30/26		12/31/26		
				Con Cap	150,779	52,606	0	0	End Const	6/30/29		12/31/31		
				Total	150,779	52,606	0	0						
			These locomotives will be used on all lines throughout Metrolink's six-county service area, including Los Angeles County, Orange County, San Bernardino County, Riverside County, Ventura County, and Northern San Diego County. Midlife Conversion: The project intends to not preclude a midlife conversion of the new Tier 4 locomotives to a zero emission or hybrid powertrain in the future if/when the technology is widely available and service proven.											
89	75	Build North Coast Corridor (NCC)	The project is located in the Cities of Carlsbad and Encinitas, on the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor between mileposts 234.5 and 235.1.	PAED	0	0	0	0	Baseline		8/27/25			103,300
	SC001			PSE	0	0	0	0	PAED	7/1/14	7/1/14			
	SD	Batiquitos - Capital Costs		RW Sup	0	0	0	0	RW Cert	12/31/23	5/21/24			
				Con Sup	0	0	0	0	RTL	12/31/23	5/21/24			
				RW Cap	0	0	0	0	Begin Const	8/1/24	8/1/24			
				Con Cap	103,300	103,300	0	0	End Const	8/1/27		4/14/28		
				Total	103,300	103,300	0	0						
			The project scope includes the following: - Construction of 0.6 miles of new second main track - Modification of the railroad system by removing Control Point (CP) Ponto at MP 234.5 and installing a new CP La Costa at MP 235.1 - Re-alignment and construction of a new concrete double track bridge through the waterway entrance to the Batiquitos Lagoon - Construction of drainage and culvert improvements through the existing trench north of the lagoon - Expansion and improvement of the existing Least Tern site on the southwestern corner of the lagoon - Relocation of utilities and construction of various other ancillary civil and track improvements.											

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90		75	Metrolink Double	In Western Riverside County in the city of Perris: Construct approx.	PAED	0	0	0	0		Baseline		12/6/23		0	
		SC002	Track Project:		PSE	3,000	0	0	0	3,000	PAED	11/23/23	11/23/23			
		RIV	Moreno Valley to Perris		RW Sup	0	0	0	0	0	RW Cert	4/9/24		12/30/26		
					Con Sup	0	0	0	0	0	RTL	4/9/24		12/30/26		
				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.	RW Cap	0	0	0	0	0	Begin Const	6/26/24		8/26/27		
					Con Cap	31,000	0	0	0	31,000	End Const	1/8/26		8/28/29		
					Total	34,000	0	0	0	34,000						

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