

Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2025

District 03

District PPNO County			Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
No.	Route	Title			Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)		Date	Date	Date	(\$1,000s)	
1	03	PSGC Phase 1 - Dry	In Placer County.	PAED	1,467	0	1,467	0	1,467	Baseline				560	
	1526	Creek Greenway		PSE	2,371	0	2,371	0	2,371	PAED	12/31/20	3/20/19			
	PLA			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	3/31/22	9/28/23			
				Con Cap	11,746	6,239	12,938	3,191	7,538	End Const	3/31/24		6/30/26		
				Total	16,494	6,239	16,968	3,191	11,568						
			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	Dry Creek Greenway	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	0	0	0	Baseline				0	
	1526A	Multi-Use Trail		PSE	0	0	0	0	0	PAED		3/20/19			
	PLA	Project, Roseville		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		9/28/23			
				Con Cap	0	0	7,999	3,191	2,599	End Const			6/30/26		
				Total	0	0	7,999	3,191	2,599						
			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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3	03	1531	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.	PAED	0	0	0	0		Baseline		6/24/21		33,030	
					PSE	1,528	0	3,121	0	3,121	PAED	12/7/15	12/7/15			
					RW Sup	0	0	512	0	512	RW Cert	9/30/21	4/28/23			
					Con Sup	0	0	1,341	0	3,593	RTL	8/30/21	10/23/23			
					RW Cap	2,990	0	1,652	0	1,652	Begin	12/8/22	5/9/24			
					Con Cap	21,867	2,860	5,271	292	28,969	End Const	1/23/25		1/31/27		
					Total	26,385	2,860	11,897	292	37,847						
				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.												
4	03	1532A	PSGC Phase 1 – Light Rail Modernization Stations Phase 2	City of Sacramento and Sacramento Count.	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	6/30/22	12/29/23			
					Con Cap	6,040	2,942	4,926	0	6,040	End Const	7/1/24		6/30/26		
					Total	6,040	2,942	4,926	0	6,040						
				Light Rail Vehicle Station Conversions to accommodate low floor light rail vehicles (LRVs). Funds will be used for full build station conversions on the northeastern corridor of the Blue light rail lines. Other funding sources (not part of this project) will be used for conversions on the Gold Line. Station Conversions include raising the platform up at least 8 inches above the top of the rail in order to allow for automatic passenger ramp deployment. Without the conversion of the stations low-floor vehicles will not be able to provide service on the Blue Line NEC.												

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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.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	144 1,540 0 0 1,216 12,840 15,740	0 0 0 0 0 8,100 8,100	144 2,598 0 0 3,457 3,287 9,486	0 0 0 0 0 38 38	144 2,598 0 0 3,457 15,995 22,194	Baseline PAED RW Cert RTL Begin End Const			6/23/21 7/21/20 10/31/22 12/31/22 4/3/23 12/31/24		13,535	
			Between Orange Grove Avenue to I-80 westbound ramps, extend class 2 bike lane and sidewalk improvements.													
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.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 9,846 9,846	0 0 0 0 0 7,937 7,937	0 0 0 0 0 10,271 10,271	0 0 0 0 0 0 0	0 0 0 0 0 24,574 24,574	Baseline PAED RW Cert RTL Begin End Const			6/23/21 1/18/22 6/30/22 6/30/23 1/26/24 6/30/23		20,000	Cost
			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.													

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7		03 1535A PLA	PSGC Phase 1 - South Placer Transit - Five Electric Buses	In Placer and Sacramento counties.	PAED	10	0	10	0	10	Baseline				452	
					PSE	50	0	497	0	497	PAED	6/24/20	3/17/22			
					RW Sup	0	0	0	0	0	RW Cert	12/31/20	3/18/22			
					Con Sup	0	0	0	0	0	RTL	4/2/21	3/18/22			
					RW Cap	0	0	0	0	0	Begin	6/1/22	5/25/22			
					Con Cap	10,045	4,705	3,689	0	3,689	End Const	6/30/23		11/18/26		
					Total	10,105	4,705	4,196	0	4,196						
				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).												
8		03 1535B PLA	PSGC Phase 1 - South Placer Transit - Five Chargers	In Placer and Sacramento counties.	PAED	0	0	0	0	0	Baseline				1,295	
					PSE	137	0	137	0	137	PAED	6/24/20	6/24/20			
					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			
					RW Cap	0	0	0	0	0	Begin	3/23/23	12/6/23			
					Con Cap	1,295	1,295	1,827	0	1,827	End Const	9/28/23		6/30/26		
					Total	1,432	1,295	1,964	0	1,964						
				The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm. The service will be provided using five (5) new chargers (3 depot chargers and 2 on-route chargers) to support the battery-electric buses being purchased as part of the parent project.												

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No.	Route	Title	Location and Type of Work	Phase											
9	03 1787A SAC	US 50 Multimodal Corridor Enhancement Project/Gold Line Light Rail Improvements Between Sunrise Blvd to Downtown Folsom	In Sacramento County, from Sacramento Valley Station to the Downtown Folsom Station. <												

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No.	Route	Title	Location and Type of Work	Phase										
11	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).	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 5,271 5,271	0 0 0 0 0 292 292	Baseline PAED RW Cert RTL Begin End Const				28,919	
			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.					28,969				1/31/27		
12	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.	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 27,853 27,853	0 0 0 0 0 0 0	Baseline PAED RW Cert RTL Begin End Const		6/23/21 7/18/18 1/25/19 2/22/19 9/29/23		22,994	
			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.							7/1/26		6/30/26		

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No.	Route	Title	Location and Type of Work	Phase						Milestone									
13	03	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.	PAED	755	0	0	0	277	Baseline					40,715	Cost			
	5101C			PSE	1,773	0	0	0	PAED										
	PLA			RW Sup	242	0	0	0	RW Cert										
	080			Con Sup	5,085	1,015	3,712	783	4,423	RTL		4/29/22							
				RW Cap	281	0	0	0	0	Begin		6/16/23							
				Con Cap	33,593	8,488	38,425	7,293	40,715	End Const			2/27/26						
				Total	41,729	9,503	42,137	8,076	45,434										
14	03	PSGC Phase 1 – I-80 Auburn Boulevard Ramp Meter	In Placer County.	PAED	50	0	72	0	72	Baseline					350				
	5147			PSE	100	0	78	0	78	PAED	4/20/21	4/20/21							
	PLA			RW Sup	5	0	3	0	3	RW Cert	7/19/21	7/19/21							
	80			Con Sup	150	150	138	138	138	RTL	8/2/21	8/2/21							
				RW Cap	5	0	0	0	0	Begin	1/15/22	1/24/22							
				Con Cap	350	350	315	315	350	End Const	10/3/22	10/19/23							
				Total	660	500	606	453	641										
15	03	Sac 50 Design-Build	In Sacramento County on Route 50 from I-5 Junction to Watt Ave.	PAED	13,600	0	11,997	0	11,997	Baseline					397,785	Cost			
	6254			PSE	13,000	0	10,228	0	10,228	PAED	5/31/17								
	SAC			RW Sup	4,300	0	1,896	0	1,896	RW Cert	2/3/20	9/25/19							
	050			Con Sup	40,300	10,000	40,923	10,526	46,063	RTL	2/14/20	9/26/19							
				RW Cap	5,700	0	2,360	0	0	Begin	7/15/20	6/30/20							
				Con Cap	428,384	80,000	441,206	79,632	450,187	End Const	12/1/24		8/28/26						
				Total	505,284	90,000	508,610	90,158	520,371										
16	03	Light Rail Realignment (Sacramento Valley Light Rail Station Realignment)	Location: In Sacramento CA , just north of the Sacramento Valley Station (SVS) located at west of the intersection of H St and 5th St, in downtown Sacramento.	PAED	779	0	0	0	0	Baseline		8/16/24			0				
	CP094H			PSE	6,029	0	0	0	6,029	PAED	6/13/16	6/13/16							
	SAC			RW Sup	0	0	0	0	0	RW Cert	4/1/25		4/28/26						
	OFF			Con Sup	0	0	0	0	0	RTL	4/1/25		4/28/26						
				RW Cap	0	0	0	0	0	Begin	12/1/25		1/31/27						
				Con Cap	30,144	25,000	0	0	30,144	End Const	6/1/28		1/31/30						
				Total	36,952	25,000	0	0	36,173										

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	County				Budget	Budget	Expended	Expended	EAC	Finish	Finish	Finish	Amount	CAPs
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date	(\$1,000s)
17	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.	PAED	0	0	0	0		Baseline		6/23/21		91,663
				PSE	14,600	0	519	0	519	PAED	10/29/09	10/29/09		
				RW Sup	357	0	77	0	89	RW Cert	6/25/21	6/10/21		
				Con Sup	19,050	14,850	12,913	12,913	20,751	RTL	6/25/21	6/28/21		
				RW Cap	10,615	0	1,754	0	4,564	Begin	12/31/21	5/13/22		
				Con Cap	114,896	25,268	75,974	18,577	91,663	End Const	12/30/25	12/31/26		
				Total	159,518	40,118	91,237	31,490	117,586					
18	04 0376 NAP 221,29	Soscol Junction (SR 29/221/Soscol Ferry Road)	In Napa County.	PAED	6,100	0	6,909	0	6,909	Baseline		6/23/21		36,784
				PSE	5,045	0	6,306	0	6,306	PAED	2/13/20	2/13/20		Cost
				RW Sup	200	0	74	0	96	RW Cert	5/1/21	8/25/21		
				Con Sup	7,339	0	6,800	0	6,829	RTL	6/30/21	8/26/21		
				RW Cap	100	0	52	0	100	Begin	11/15/21	5/13/22		
				Con Cap	36,785	19,341	35,959	18,904	36,784	End Const	11/15/23	11/30/26		
				Total	55,569	19,341	56,100	18,904	57,024					
19	04 0658H SCL,SM 101	US 101 Managed Lanes Project - Southern Segment	In Palo Alto, from 2 miles south of the Santa Clara County Line to Whipple Avenue Interchange.	PAED	0	0	0	0	0	Baseline				67,810
				PSE	0	0	0	0	0	PAED	10/31/18	10/31/18		
				RW Sup	0	0	0	0	0	RW Cert	11/5/18	12/14/18		
				Con Sup	7,000	7,000	6,870	6,870	6,870	RTL	11/5/18	12/21/18		
				RW Cap	0	0	0	0	0	Begin	1/4/19	1/23/19		
				Con Cap	67,810	67,810	67,414	67,414	67,810	End Const	11/4/20	8/1/22		
				Total	74,810	74,810	74,284	74,284	74,680					

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20		04	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.	PAED	0	0	0	0		Baseline				6,891	
		0658J			PSE	0	0	0	0		PAED	10/31/18	10/31/18			
		SCL,SM			RW Sup	0	0	0	0	0	RW Cert		6/30/22			
		101			Con Sup	500	0	438	0	698	RTL		3/27/23			
					RW Cap	0	0	0	0	0	Begin	2/1/22	11/30/23			
					Con Cap	4,305	0	5,389	0	6,891	End Const	2/1/26		2/16/28		
					Total	4,805	0	5,827	0	7,589						
				Establish follow-up highway landscape planting.												
21		04	US 101 Managed Lanes Project - Tolling System Integrator	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.	PAED	0	0	0	0		Baseline				38,180	
		0658K			PSE	0	0	205	0	205	PAED	10/31/18	10/31/18			
		SCL,SM			RW Sup	0	0	0	0	0	RW Cert	5/1/19	5/1/19			
		101			Con Sup	0	0	107	0	0	RTL	5/1/20				
					RW Cap	0	0	0	0	0	Begin	2/1/20	12/24/20			
				101 from 2 miles South of the Santa Clara County line to 0.3 mile south of Grand Avenue Interchange. Develop, install and test the tolling system for the managed lanes.	Con Cap	45,000	0	69	0	0	End Const	10/1/22	3/3/23			
					Total	45,000	0	381	0	205						

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22	04 2010E ALA,CC,S F		BART- Switch Machine Cabling Project - BART Labor	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline		5/12/21		41,800	
					PSE	0	0	0	0	0	PAED	9/1/17	9/1/17			
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			
					Con Sup	0	0	0	0	0	RTL	7/1/20	3/19/21			
					RW Cap	0	0	0	0	0	Begin	2/1/22	2/1/22			
					Con Cap	41,800	41,800	0	0	41,800	End Const	8/1/26		1/31/27		
					Total	41,800	41,800	0	0	41,800						
				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.												
23	04 2010F ALA,CC,S F		BART Train Control Modernization Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract	The MacArthur/Downtown Oakland Interlock Upgrade Contract will be implemented at MacArthur and Downtown Oakland BART stations, and will affect service through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline		5/12/21		14,850	
					PSE	0	0	0	0		PAED	9/1/17	9/1/17			
					RW Sup	0	0	0	0	0	RW Cert	1/1/21	1/1/21			
					Con Sup	0	0	0	0	0	RTL	1/1/21	4/28/23			
					RW Cap	0	0	0	0	0	Begin	2/1/22	12/8/23			
					Con Cap	14,850	14,850	0	0	14,850	End Const	6/1/24		6/18/26		
					Total	14,850	14,850	0	0	14,850						
				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.												

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January 01 - June 30, 2025

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24	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		PSE	0	0	0	0		PAED	9/1/17	9/1/17			
	F		of Non-Revenue		RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			
			Equipment		Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20			
				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.	RW Cap	0	0	0	0	0	Begin	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						
25	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		PSE	0	0	0	0		PAED	9/1/17	9/1/17			
	F		of Material		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 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.	RW Cap	0	0	0	0	0	Begin	5/1/22	4/7/22			
					Con Cap	12,500	0	0	0	12,500	End Const	8/1/26		8/1/26		
					Total	12,500	0	0	0	12,500						

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26	04	2010K	BART - Switch Machine Cabling Project - Services	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline		5/12/21		2,724	
		ALA,CC,S			PSE	0	0	0	0		PAED	9/1/17	9/1/17			
		F			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	5/1/22	5/1/22			
					Con Cap	2,724	0	0	0	2,724	End Const	8/1/26		8/1/26		
					Total	2,724	0	0	0	2,724						
27	04	2364	East Bay Greenway Multimodal, North Segment Project Phase 1	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).	PAED	844	0	1,158	0	1,158	Baseline				0	
		ALA			PSE	7,750	0	10,410	0	15,500	PAED	12/15/23		11/30/25		Cost
		185			RW Sup	0	0	0	0	403	RW Cert	12/30/24		4/17/26		
					Con Sup	0	0	0	0	30,426	RTL	2/11/25		4/30/26		
					RW Cap	403	0	0	0	0	Begin	10/6/25		10/19/26		
					Con Cap	111,950	39,375	0	0	148,907	End Const	10/7/27		12/30/28		
					Total	120,947	39,375	11,568	0	196,394						
				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.												

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28	04	BART Train Control Modernization	In Alameda and San Francisco counties.	PAED	0	0	0	0	0	Baseline				1,065,871	
	CP055Y	Program - Communication Based Train Control (CBTC) Contract		PSE	12,129	0	0	0	0	PAED	9/1/17	9/1/17			
	ALA,CC,S			RW Sup	0	0	0	0	0	RW Cert	9/1/17	9/1/17			
	F			Con Sup	0	0	0	0	0	RTL	9/1/17	9/1/17			
				RW Cap	0	0	0	0	0	Begin	8/1/20	8/1/20			
				Con Cap	1,065,871	0	0	0	1,065,871	End Const	8/1/31		8/1/31		
				Total	1,078,000	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	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
29	05	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	0	Baseline		6/23/21		31,324	
	0073A			PSE	3,220	0	2,814	0	2,814	PAED	12/31/18	12/31/18			Cost
	SCR			RW Sup	0	0	0	0	0	RW Cert	10/1/20	3/25/21			
	1			Con Sup	3,872	3,872	6,176	4,862	7,435	RTL	10/1/20	4/26/21			
				RW Cap	750	0	750	0	0	Begin	11/27/22	11/16/22			
				Con Cap	28,110	19,635	31,530	19,564	34,824	End Const	12/12/25		12/12/25		
				Total	35,952	23,507	41,270	24,426	45,073						
			Construct auxiliary lanes, bus-on-shoulder, and bicycle/pedestrian overcrossing near Chanticleer Avenue.												

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No.	Route	Title	Location and Type of Work	Phase					Milestone					CAPs	
30	05 0073C SCR 1	State Route 1 - State Park to Bay/Porter Auxiliary Lanes	Near Capitola and Aptos, State Route 1 from State Park Drive to Bay/Porter Interchanges. Construct auxiliary lanes between interchanges. Includes reconstruction of the Capitola Avenue overcrossing to accommodate new lanes on State Route 1 and improve bicycle and pedestrian facilities; hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles); bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; additional project elements: add emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought-tolerant landscaping SCCP/LPP Title: Watsonville-Santa Cruz Multimodal Improvements –Bay Ave/Porter St to State Park Dr - Contract #2.	PAED	2,635	0	1,830	0	1,830	Baseline		6/23/21		78,656	
				PSE	3,060	0	979	0	979	PAED	5/10/21	5/11/21			
				RW Sup	0	0	0	0	0	RW Cert	8/1/22	12/2/22			
				Con Sup	8,760	8,760	6,090	6,090	12,636	RTL	10/1/22	12/5/22			
				RW Cap	1,100	0	1,056	0	0	Begin	4/1/23	7/24/23			
				Con Cap	73,400	44,077	34,205	19,165	78,656	End Const	4/1/27		9/25/28		
				Total	88,955	52,837	44,160	25,255	94,101						
31	05 2894 SB	Summerland Area Coastal Access Improvements	In the County of Santa Barbara, in and near the community of Summerland, on Via Real, Wallace Avenue and Finney Road on both the inland and coastal side of Highway 101. Construct 0.4 miles of sidewalk and add coastal access parking along Wallace Avenue. Along Via Real, construction 0.4 miles of sidewalk to complete gap in California Coastal Trail between Greenwell Drive and North Padaro Lane and add a Class I multi purpose path. NULL	PAED	300	0	300	0	300	Baseline		10/17/18		7,144	
				PSE	680	0	687	0	687	PAED	4/30/19	10/1/19			Cost
				RW Sup	0	0	0	0	0	RW Cert	10/31/20	3/3/23			
				Con Sup	0	0	0	0	0	RTL	10/31/20	3/6/23			
				RW Cap	374	0	89	0	228	Begin	7/1/22	9/10/24			
				Con Cap	8,320	8,320	760	0	8,320	End Const	6/30/23		12/31/25		
				Total	9,674	8,320	1,836	0	9,535						

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32	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 37 1,920	0 0 0 0 0 0 0	39 1,644 0 0 200 7,040 8,923	Baseline PAED RW Cert RTL Begin End Const	 9/30/18 3/31/20 3/31/20 10/1/20 6/30/21	10/17/18 9/25/19 3/21/23 4/24/23 9/17/24	 8/31/25	6,154	
33	05 3046 SCR		Soquel Drive Buffered Bike Lane and Congestion Mitigation Project (SCCP/LPP Cycle 2, Contract #3)	In the unincorporated area of Santa Cruz County on Soquel Avenue and Soquel Drive between La Fonda Avenue and State Park Drive. Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Drive. •Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional) •46 green bike boxes at 23 intersections for left turn movements •Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street connections •Cape seal of pavement for entire project length.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 2,623 0 0 820 22,218 25,661	0 0 0 0 0 16,463 16,463	0 2,623 0 0 820 12,081 15,524	0 0 0 0 0 11,441 11,441	0 2,623 0 0 820 22,218 25,661	Baseline PAED RW Cert RTL Begin End Const	 9/18/19 11/30/22 11/30/22 3/1/23 11/1/24	6/23/21 9/18/19 10/18/22 10/18/22 5/16/23	 8/29/25	20,209	

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34	05	3197	SB	Contactless Card Readers on VCTC Coastal Express Commuter Buses	PAED	0	0	0	0	0	Baseline		1/25/24		700	
					PSE	0	0	0	0	0	PAED	10/26/23	10/26/23			
					RW Sup	0	0	0	0	0	RW Cert	3/31/24	4/26/24			Schedule
					Con Sup	0	0	0	0	0	RTL	3/31/24	4/26/24			
					RW Cap	0	0	0	0	0	Begin	3/31/24	11/1/24			
					Con Cap	700	600	100	0	700	End Const	6/30/24	6/2/25			
					Total	700	600	100	0	700						
				VCTC operates the popular Coastal Express commuter line, which since 2001 has been jointly funded by SBCAG and VCTC, with VCTC as the service provider. The Coastal Express line travels between residential communities in Ventura County, such as in the cities of Oxnard and Ventura, to education, leisure, and work sites in Santa Barbara County, including to Santa Barbara, Goleta and UCSB. Bus stops in Ventura County include locations within, or immediately adjacent to, designated Disadvantage Communities.												
35	05	3198	SB	Electric Transit Bus Replacement	PAED	0	0	0	0	0	Baseline		1/25/24		13,771	
					PSE	0	0	0	0	0	PAED	11/14/23	11/14/23			
					RW Sup	0	0	0	0	0	RW Cert	3/31/24	4/2/24			
					Con Sup	0	0	0	0	0	RTL	3/31/24	4/2/24			
					RW Cap	0	0	0	0	0	Begin	3/31/24	12/4/24			
					Con Cap	13,771	10,500	0	0	13	End Const	1/31/25		12/31/26		
					Total	13,771	10,500	0	0	13						
				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.												
36	05	3199	SB	Sheffield Drive to Ortega Hill Pedestrian and Bicycle Connector	PAED	40	0	40	0	40	Baseline		1/25/24		0	
					PSE	120	0	0	0	120	PAED	10/17/23	10/17/23			
					RW Sup	0	0	0	0	0	RW Cert	10/1/23	6/23/25			
					Con Sup	0	0	0	0	0	RTL	4/1/24		8/4/25		
					RW Cap	0	0	0	0	0	Begin	10/1/24		12/15/25		
					Con Cap	2,250	2,250	0	0	2,250	End Const	2/1/25		6/30/26		
					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.												

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37	05 3202 SB	Zero Emission Vehicle Infrastructure: City of Santa Barbara	The project will install Zero Emission Vehicle chargers in the City of Santa Barbara at two locations.	PAED	25	0	0	0	0	0	Baseline		1/25/24		1,325	
				PSE	60	0	0	0	0	85	PAED	11/7/23	11/7/23			
				RW Sup	0	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		9/1/25		
			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.	RW Cap	40	0	0	0	0	40	Begin	3/15/24		10/1/25		
				Con Cap	1,325	1,325	0	0	0	1,325	End Const	12/30/24		9/15/26		
				Total	1,450	1,325	0	0	0	1,450						
38	05 3203 SB	Zero Emission Vehicle Infrastructure: County of Santa Barbara	This project will install Zero Emission Vehicle chargers at two existing charging locations and one new location in Santa Barbara County.	PAED	10	0	10	0	0	10	Baseline		1/25/24		0	
				PSE	50	0	0	0	0	50	PAED	10/31/23	10/16/23			
				RW Sup	0	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		8/1/25		
				RW Cap	0	0	0	0	0	0	Begin	3/15/23		12/1/25		
			One DC Fast Charger will be installed at Wallace Avenue. 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.	Con Cap	575	575	0	0	0	575	End Const	12/30/24		8/28/26		
				Total	635	575	10	0	0	635						
39	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	0	0	0	0	0	0	Baseline		6/27/24		43,951	
				PSE	0	0	0	0	0	0	PAED	8/26/14	8/26/14			
				RW Sup	0	0	0	0	0	0	RW Cert	10/2/23	3/20/24			
				Con Sup	12,360	12,360	1,964	1,964	12,331	12,331	RTL	11/1/23	3/28/24			
				RW Cap	0	0	0	0	0	0	Begin	2/1/24	7/26/24			
			Construct HOV lanes. This is a CMGC project.	Con Cap	60,229	39,067	16,177	14,380	43,951	43,951	End Const	6/4/27		11/19/26		
				Total	72,589	51,427	18,141	16,344	56,282	56,282						
40	05 7101R SB 101	Padaro - (Segment 4B) Combined	In Santa Barbara County, in and near Carpinteria and at Summerland from 0.9 mile south of South Padaro Lane Undercrossing to 0.6 mile north of Padaro Lane Overcrossing	PAED	2,725	0	6,535	0	0	6,535	Baseline				162,317	
				PSE	14,395	0	15,908	0	0	15,908	PAED	8/26/14	6/4/18			
				RW Sup	1,010	0	487	0	0	487	RW Cert	11/1/20	2/5/21			
				Con Sup	31,315	12,250	24,313	9,511	27,824	27,824	RTL	1/1/21	3/19/21			
				RW Cap	10,900	0	144	0	0	0	Begin	7/15/21	5/26/21			
			Construct HOV Lanes and rehabilitate roadway.	Con Cap	164,567	51,060	160,130	50,354	162,317	162,317	End Const	12/15/25		12/19/25		
				Total	224,912	63,310	207,517	59,865	213,071	213,071						

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2025**

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 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.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 10,559 0 66,396 76,955	0 0 0 10,559 0 41,396 51,955	0 0 0 2,591 0 34,526 37,117	0 0 0 1,805 0 20,102 21,907	0 0 0 12,138 0 71,698 83,836	Baseline PAED RW Cert RTL Begin End Const			8/26/14 12/21/23 1/11/24 6/3/24		71,697	Schedule
			NULL													
42	05 7101X SB 101	South Coast 101 HOV Lanes - Carpinteria (Segment 4A) Mitigation	In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S Padaro Lane.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 33 7 0 40	0 0 0 0 0 0 0	0 0 0 4 2 0 6	0 0 0 0 0 0 0	0 0 0 31 7 0 38	Baseline PAED RW Cert RTL Begin End Const			2/25/22 7/5/22 8/14/23 9/5/23			1
			Construct HOV lanes. This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).									1/1/24 8/24/29		8/23/29		
43	05 7102W SB 101	South Coast 101 HOV-Padaro (Segment 4B) Fish Passage	In Santa Barbara County, near Summerland, at Toro Creek Bridge.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 200 50 0 0 0 250	0 0 0 0 0 0 0	0 455 7 0 0 0 462	0 0 0 0 0 0 0	0 673 32 0 157 4,340 5,202	Baseline PAED RW Cert RTL Begin End Const		8/26/14 2/15/25 2/15/25 7/1/25 1/15/27	6/4/18	10/3/25 10/16/25 3/16/26 11/23/26		0
			Fish Passage.													
44	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.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 35 5 0 40	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 31 0 0 31	Baseline PAED RW Cert RTL Begin End Const	8/26/14	6/4/18 4/22/24 6/6/24 2/3/25 3/1/30				0
			Mitigation monitoring for 05-0N702.													
45	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.	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 36 0 0 36	Baseline PAED RW Cert RTL Begin End Const	8/26/14 11/1/20 1/1/21 7/15/21 12/15/25		7/5/23	3/28/30		1
			Mitigation monitoring for 05-0N703.													

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46	05	7104Y	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.	PAED	0	0	0	0		Baseline				0	
					PSE	400	0	0	0		PAED	6/27/17	8/26/14			
					RW Sup	0	0	0	0	0	RW Cert	12/14/26		3/2/26		
					Con Sup	505	0	0	0	0	RTL	3/5/27		6/16/26		
					RW Cap	5	0	0	0	0	Begin	10/4/27		12/24/27		
					Con Cap	2,090	0	0	0	2,090	End Const	11/30/28		10/4/32		
				Landscape mitigation and biological monitoring.	Total	3,000	0	0	0	2,090						
47	05	7105Y	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.	PAED	0	0	0	0		Baseline				0	
					PSE	500	0	0	0	603	PAED	8/26/14	10/27/17			
					RW Sup	0	0	0	0	0	RW Cert	3/1/26		2/27/26		
					Con Sup	450	0	0	0	71	RTL	5/1/26		5/1/26		
					RW Cap	0	0	0	0	0	Begin	5/18/27		3/1/27		
				Construct Mitigation Planting This is a CMGC Project.	Con Cap	1,800	0	0	0	7,200	End Const	5/18/31		9/24/30		
					Total	2,750	0	0	0	7,874						
48	05	7106Y	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.	PAED	0	0	0	0		Baseline				0	
					PSE	400	0	0	0	54	PAED	8/26/14	10/27/17			
					RW Sup	0	0	0	0	0	RW Cert	5/1/28	4/29/25			
					Con Sup	1,300	0	0	0	14	RTL	5/1/28		4/21/28		
					RW Cap	0	0	0	0	0	Begin	10/1/28		10/25/28		
				Construct Mitigation Planting This is a CMGC Project.	Con Cap	5,400	0	0	0	5,400	End Const	10/1/32		3/22/29		
					Total	7,100	0	0	0	5,468						

District 07

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
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49		07 4858 LA 105,110	I-105 Express Lanes - Pre-Construction	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 PSE RW Sup Con Sup RW Cap Con Cap Total	13,121 121,000 0 0 10,000 0 144,121	0 0 0 0 0 0 0	13,121 6,629 159 0 0 0 19,909	0 0 0 0 0 0 0	13,121 121,000 0 0 10,000 0 144,121	Baseline PAED RW Cert RTL Begin End Const Total		10/13/21 5/21/21 1/31/25 12/31/24 6/1/24 12/31/28		0	
				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												
50		07 4858A LA 105,110	I-105 Express Lanes - Roadside Toll Collection System (RTCS)	Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 80,000 80,000	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 80,000 80,000	Baseline PAED RW Cert RTL Begin End Const Total		10/13/21 5/21/21 12/1/24 12/1/24 1/1/25 12/1/27		0	
				This project will construct the Roadside Toll Collection System (RTCS) needed to operate the I-105 Express Lanes. The scope of work includes the purchase and installation of dynamic message signs to display toll rates and travel time information, toll gantries to read vehicle transponders, enforcement beacons, closed circuit television cameras, pavement detection equipment, fiber optic wiring, and other associated equipment. Once the toll equipment is installed, systems testing and integration will be required.										5/1/26 6/30/29		

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51	07 4858C LA 105,110	I-105 Express Lanes - Construction Segment 1	In Los Angeles County, on I-105 between Sepulveda Blvd/Imperial Highway Intersection and Central Avenue 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 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 0 560,000 560,000	0 0 0 0 0 150,000 150,000	0 0 0 295 0 0 295	0 0 0 0 0 0 0	0 0 0 0 0 0 0	410,000 410,000	Baseline PAED RW Cert RTL Begin End Const	5/21/21 2/28/24 3/1/24 6/1/24 6/1/27	5/21/21 2/28/24 3/29/24 11/21/24	12/31/27	389,126	
			Roadway Segment I of Construction of Double High Occupancy Toll Lanes (ExpressLanes).													
52	07 4858D LA 105	I-105 Express Lanes - Construction Segment 2	In Los Angeles County, on I-105 between Central Avenue and I-710 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 0 430,000 430,000	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	430,000 430,000	Baseline PAED RW Cert RTL Begin End Const	5/21/21 1/31/25 12/31/24 3/1/25 12/31/28	5/21/21	6/30/26 6/30/26 6/30/26 6/30/29	0	
			Roadway Segment II of Construction of Double High Occupancy Toll Lanes (ExpressLanes).													
53	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 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	230,000 230,000	Baseline PAED RW Cert RTL Begin End Const	5/21/21 1/31/25 12/31/24 3/1/25 12/31/28	5/21/21	6/30/26 6/30/26 6/30/26 6/30/29	0	Schedule
			Roadway Segment III of Construction of Double High Occupancy Toll Lanes (ExpressLanes).													

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54	07 5497 LA	07 5497 LA	Airport Metro Connector 96th Street Transit Station	In Los Angeles near Aviation Boulevard / 96th Street. Construct new multi-modal transit station for the Metro Crenshaw / Los Angeles International (LAX) Line that will also add a stop to the Metro Green Line. Multi-modal transit station will include Light Rail Station, transit station/terminal building, bus plaza, bicycle hub, pedestrian improvements and passenger pickup/drop-off area.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	15,239 29,800 0 0 98,500 695,946 839,485	0 0 0 0 0 150,000 150,000	15,249 29,800 0 0 99,289 508,813 653,151	0 0 0 0 0 0 0	15,249 29,800 0 0 99,289 695,147 839,485	Baseline PAED RW Cert RTL Begin End Const	10/18/18 5/2/17 6/30/19 6/30/19 9/22/21 8/31/25	10/18/18 5/2/17 6/30/19 5/30/20 9/22/21 5/30/25		470,627	
55	07 6194 VEN	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. NULL	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 4,438 0 0 2,278 20,487 27,203	0 0 0 0 0 20,417 20,417	0 2,159 0 0 0 0 2,159	0 0 0 0 0 0 0	0 4,438 0 0 2,278 20,417 27,133	Baseline PAED RW Cert RTL Begin End Const	12/15/23 5/15/25 5/15/25 10/1/25 8/27/27	12/15/23 8/29/25 10/1/25 1/1/26 8/27/27		0	

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No.	Route	Title	Location and Type of Work	Phase						Milestone			
56	07	North San Fernando	In the City of Los Angeles, Metro will acquire 75 new Battery Electric Buses (BEBs) that are needed to operate the North San Fernando Valley Transit Corridor Bus Enhanced Network Project (Measure M Major Capital Program). This PPR is specific to the BEB purchase. It fulfills Metro's commitment to transform bus service by introducing zero emission vehicles together with enhanced high frequency transit corridor infrastructure to improve speed, reliability and safety in high-priority corridors that serve some of the most disadvantaged communities in LA County. The new buses would replace and augment the existing fleet of Compressed Natural Gas (CNG) vehicles on four Metro transit lines running in the NSFV; Bus Lines 152, 162, 166 and 240.	PAED	0	0	0	0		Baseline			0
	6202	Valley Battery Electric		PSE	0	0	0	0	0	PAED	1/8/21	1/8/21	
	LA	Bus Project (Buses)		RW Sup	0	0	0	0	0	RW Cert	5/31/23	5/31/23	
				Con Sup	0	0	0	0	0	RTL	6/1/23	4/30/24	
				RW Cap	0	0	0	0	0	Begin	12/30/24	6/30/26	
				Con Cap	115,246	25,507	0	0	115,246	End Const	6/1/28	6/30/29	
				Total	115,246	25,507	0	0	115,246				

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58	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 End Const	 12/28/23 10/31/24 6/30/25 12/30/25 6/1/28	3/21/24 3/29/21 10/31/24 3/31/26 12/30/26 6/30/28	 3/31/26 12/30/26 6/30/28	0	
59	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. These investments aim to enhance the communication infrastructure, upgrade video detection and CCTV cameras, replace traffic signal equipment, and provide clear directions to the public through technologies such as Blank-Out Signs and Changeable Message Signs (CMS), to enhance mobility and efficiency by improving signal timing and directional wayfinding to respond to ongoing traffic. ITS Improvements will reduce congestion and improve the flow of vehicular traffic throughout the City. These benefits will address environmental and community impacts on mobility, congestion, GHG emissions and safety.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 5,240 0 0 0 16,160 21,400	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 5,240 0 0 0 16,160 21,400	Baseline PAED RW Cert RTL Begin End Const	 12/31/23 3/1/25 3/1/25 7/1/25 4/1/26	3/21/24 12/31/23 3/1/25 3/1/25 8/1/25 4/1/26	 8/1/25 4/1/26	0	

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60	07 6209 LA	Los Angeles Metro CORE Capacity & System Integration Project (Platform Extension and Station Improvements)	Located in the South Bay Cities Subregion of Los Angeles County.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 8,800 0 0 0 111,200 120,000	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	8,800	Baseline PAED RW Cert RTL Begin End Const	 12/18/23 2/28/25 2/28/25 11/15/25 10/20/27	6/27/24 12/18/23 2/28/25 11/14/25 8/31/26 10/20/27		0	
61	07 6210A LA	Los Angeles Metro CORE Capacity & System Integration Project (Replacement-TPSS)	Located in the South Bay Cities Subregion of Los Angeles County.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 24,810 24,810	0 0 0 0 0 20,000 20,000	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	24,810	Baseline PAED RW Cert RTL Begin End Const	 12/18/23 12/18/23 12/18/23 12/1/23 10/31/26	6/28/24 12/18/23 12/18/23 5/31/25 12/31/25 10/31/28		0	

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No.	Route	Title	Location and Type of Work	Phase						Milestone					CAPs
62	07 6210B LA	Los Angeles Metro CORE Capacity & System Integration Project (New-TPSS)	Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes the installation of two new Traction Power Substations (TPSS) on the Metro K Line in the cities of Inglewood and Los Angeles. The two new TPSS units provide additional traction power needed to move three-car trains reliably throughout the system.	PAED	0	0	0	0		Baseline		6/28/24		0	
				PSE	2,711	0	0	0	2,711	PAED	12/18/23	12/18/23			
				RW Sup	0	0	0	0	0	RW Cert	10/13/24	10/13/24			
				Con Sup	0	0	0	0	0	RTL	10/13/24		8/4/25		
				RW Cap	0	0	0	0	0	Begin	10/14/24		4/30/26		
				Con Cap	32,450	0	0	0	32,450	End Const	10/31/26		10/2/28		
				Total	35,161	0	0	0	35,161						
63	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	0	0	0	0		Baseline		6/27/24		0	
				PSE	0	0	0	0	0	PAED	12/18/23	12/18/23			
				RW Sup	0	0	0	0	0	RW Cert	12/19/23	12/19/23			
				Con Sup	0	0	0	0	0	RTL	12/19/23	12/19/23			
				RW Cap	0	0	0	0	0	Begin	12/20/23	12/20/23			
				Con Cap	14,235	0	0	0	14,235	End Const	12/30/26		12/30/26		
				Total	14,235	0	0	0	14,235						

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Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2025

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
64	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.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 9,151 9,151	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 9,151 9,151	Baseline PAED RW Cert RTL Begin End Const	 12/18/23 12/18/23 12/18/23 7/1/24 3/30/27	6/27/24 12/18/23 12/18/23 12/18/23 7/1/24	 3/30/27	0	
65	07 6213 LA	Venice Blvd Bus Speed and Reliability- (Lighting)	In the City of Los Angeles along Venice Blvd, between Inglewood Blvd and Fairfax Ave The larger project is implementing a suite of transit improvements that include boarding islands, bus shelters equipped with real-time passenger information displays, and lighting.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 55 55	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 55 55	Baseline PAED RW Cert RTL Begin End Const	 12/28/23 2/1/25 6/30/25 12/30/25 6/1/28	3/21/24 3/29/21	 8/31/25 3/31/26 12/30/26 6/30/28	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.													

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66		07	Inglewood Transit	The ITC Project is a three-station, 1.6-mile fully automated, elevated, fixed-guideway transit system in the City of Inglewood, California, one of the fastest-growing cities in Los Angeles County.	PAED	82,151	0	82,151	0	82,151	Baseline		3/21/24		1,750,289	
		CP062C	Connector		PSE	0	0	0	0		PAED	12/15/22	12/15/22			
		LA			RW Sup	0	0	0	0	0	RW Cert	9/20/24				
					Con Sup	0	0	0	0	0	RTL	12/23/23				
					RW Cap	219,270	0	0	0	219,270	Begin	2/27/24	2/27/24			
					Con Cap	1,750,289	6,340	0	0	1,750,289	End Const	3/31/29		3/31/29		
					Total	2,051,710	6,340	82,151	0	2,051,710						
				The Project will complete a critical first/last mile gap between the City's new housing and employment centers and sports and entertainment venues and the Countywide Metro Rail system via a direct transit connection to the Metro K Line's Downtown Inglewood Station. The Project includes the construction of new pedestrian bridges and right-of-way acquisitions required for the Prairie Avenue / Manchester Boulevard and Prairie Avenue / Hardy Street stations, new multimodal groundfloor uses at the Prairie Avenue / Hardy Street station, new streetscape improvements at each station area and along the entire Project alignment, reconfiguration of the Project's Maintenance and Storage Facility, and new contactless payment technology and real-time General Transit Feed Specification system improvements.												

District 08

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
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67	08	1232	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Mainline Improvements	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the SB County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	6,704	0	6,228	0	6,228	Baseline		6/24/21		0	
					PSE	20,440	0	11,202	0	11,202	PAED	5/12/20	5/12/20			
					RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/22			
					Con Sup	0	0	0	0	0	RTL	7/30/21	7/29/22			
					RW Cap	92,311	0	75,106	0	107,560	Begin	10/24/22	10/3/23			
					Con Cap	116,932	65,000	45,535	0	132,818	End Const	10/25/24		9/15/26		
					Total	236,387	65,000	138,071	0	257,808						
				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.												
68	08	1232B	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Maintenance Facility (D/B Contract)	In San Bernardino County, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	0	0	0	0	0	Baseline				0	
					PSE	0	0	0	0	0	PAED	5/12/20	5/12/20			
					RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/23			
					Con Sup	0	0	0	0	0	RTL	10/1/21	10/13/23			
					RW Cap	0	0	0	0	0	Begin	10/24/22	4/12/24			
					Con Cap	3,500	0	0	0	14,649	End Const	5/14/24		4/12/26		
					Total	3,500	0	0	0	14,649						
				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.												

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No.	Route	Title	Location and Type of Work	Phase						Milestone			
69	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	0	RW Cert	10/21/22	7/22/22	
				Con Sup	0	0	0	0	0	RTL	7/30/21	7/22/22	
				RW Cap	0	0	0	0	0	Begin	10/24/22	3/1/23	
				Con Cap	27,160	0	19,112	0	23,980	End Const	5/14/24	9/15/26	
				Total	27,160	0	19,112	0	23,980				
			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.										

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70		08 1276 RIV	Mid County Parkway: Ramona Expressway	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 PSE RW Sup Con Sup RW Cap Con Cap Total	0 13,793 0 0 0 194,775 208,568	0 0 0 0 0 44,500 44,500	0 2,542 0 0 0 0 2,542	0 0 0 0 0 0 0	13,793 0 0 0 0 194,775 208,568	Baseline PAED RW Cert RTL Begin End Const		12/7/23 4/8/15 11/14/24 6/15/25 6/15/25 6/11/25 3/17/27		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.												

District 11

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
71		11 0615F SD 5	I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 44,670 0 256,059 300,729	0 0 0 32,000 0 163,000 195,000	0 1,330 0 44,634 0 257,016 302,980	0 0 0 31,976 0 162,988 194,964	1,330 0 44,681 0 256,818 302,829	Baseline PAED RW Cert RTL Begin End Const				256,038	
				Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths and soundwalls (CMGC).												

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Solutions for Congested Corridors Program (SCCP) Project List
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District 12

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)	
72	12 1301 ORA	Route 53/553 (Bravo! Main Street) Bus Stop Improvements - Signage and Real Time Displays	In the cities of Anaheim, Orange, Santa Ana and Irvine in Orange County. 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.	PAED	0	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	12/15/21	12/22/21			
				Con Cap	230	230	0	0	230	End Const	12/15/26		12/15/26		
				Total	230	230	0	0	230						
73	12 2156 ORA	Central Orange County Corridor - Bravo! Main Street Rapid Bus Purchase five (5) heavy duty zero-emission battery electric buses.	In Orange County, Anaheim Regional Transportation Intermodal Center to South Coast Metro Park and Ride.	PAED	0	0	0	0	0	Baseline		6/24/20		4,330	
				PSE	0	0	0	0	0	PAED	4/29/20	4/29/20			
				RW Sup	0	0	0	0	0	RW Cert					
				Con Sup	0	0	0	0	0	RTL	5/1/20	10/1/20			
				RW Cap	0	0	0	0	0	Begin	10/31/20	11/11/20			
				Con Cap	5,414	4,331	0	0	5,414	End Const	12/25/23	12/1/24			
				Total	5,414	4,331	0	0	5,414						
74	12 2175 ORA	Central Orange County Corridor - Traffic Light Synchronization - Warner Avenue NULL	Signal Synchronization and required communications Infrastructure on: Warner Avenue Signal Sync (PCH to Pullman Street) approximately 42 Signals - 14.4 miles. Project is a design-build.	PAED	0	0	0	0	0	Baseline		6/24/20		4,467	
				PSE	0	0	0	0	0	PAED	1/24/20	12/24/19			
				RW Sup	0	0	0	0	0	RW Cert		12/25/19			
				Con Sup	0	0	0	0	0	RTL		5/11/20			
				RW Cap	0	0	0	0	0	Begin	12/24/20	11/9/20			
				Con Cap	5,115	4,092	3,219	3,219	5,115	End Const	12/24/24		7/31/26		
				Total	5,115	4,092	3,219	3,219	5,115						
75	12 2176 ORA	Central Orange County Corridor - Traffic Light Synchronization - MacArthur Boulevard Project is a design-build.	Signal Synchronization and required communications Infrastructure on: MacArthur Blvd/Talbert (east of Beach Boulevard to SR-55) approximately 26 signals - 8.2 miles.	PAED	0	0	0	0	0	Baseline		6/24/20		3,458	
				PSE	0	0	0	0	0	PAED	1/24/20	12/24/19			
				RW Sup	0	0	0	0	0	RW Cert		12/25/19			
				Con Sup	0	0	0	0	0	RTL		3/23/20			
				RW Cap	0	0	0	0	0	Begin	12/24/20	8/10/20			
				Con Cap	3,689	2,951	1,525	1,525	3,689	End Const	12/24/24		4/30/26		
				Total	3,689	2,951	1,525	1,525	3,689						

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76		12	Central Orange County Corridor - Traffic Light Synchronization - Edinger Avenue	Signal Synchronization and required communications Infrastructure on three corridors: Edinger Avenue Signal Sync (Bolsa Chica to Auto Mall) - approximately 41 signals - 12.2 miles. Project is a design-build.	PAED	0	0	0	0		Baseline		6/24/20		5,394	
		2177			PSE	0	0	0	0		PAED	1/24/20	12/24/19			
		ORA			RW Sup	0	0	0	0	0	RW Cert		12/25/19			
					Con Sup	0	0	0	0	0	RTL		1/27/20			
					RW Cap	0	0	0	0	0	Begin	12/24/20	7/13/20			
					Con Cap	6,196	4,957	1,590	1,590	6,196	End Const	12/24/24		3/31/26		
				NULL	Total	6,196	4,957	1,590	1,590	6,196						

District 75

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
77		75	SMART Windsor Rail System Extension Project	In Sonoma County between Sonoma County Airport SMART Station to the Town of Windsor.	PAED	0	0	0	0		Baseline		10/18/23		35,981	
		2090H			PSE	0	0	0	0		PAED	6/1/08	6/1/08			
		SON			RW Sup	0	0	0	0	0	RW Cert					
					Con Sup	0	0	0	0	0	RTL	9/1/18	9/1/18			
					RW Cap	0	0	0	0	0	Begin	10/18/23	12/20/23			
					Con Cap	34,000	30,000	5,349	0	36,322	End Const	6/30/25	6/30/25			
				The SMART Windsor Rail System Extension Project will complete construction of the remaining scope of work for the Civil portion of just over three-miles of Class IV mainline track, four bridges, one station with amenities, three-miles of Class 1 paved pathway, gauntlet tracks to accommodate freight train passage, a nearly one-mile double track section to accommodate passing maneuvers and a second egress for the Rail Operations Center, five at-grade crossings, broadband facilities and federally mandated Positive Train Control (PTC). The project includes a new passenger rail station at the Town of Windsor, which will be the fourteenth station in the SMART system.	Total	34,000	30,000	5,349	0	36,322						
78		75	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	
		6219			PSE	1,360	0	110	0	1,360	PAED	10/1/23	11/8/23			
		VEN			RW Sup	0	0	0	0	0	RW Cert	7/1/24		3/1/26		
					Con Sup	0	0	0	0	0	RTL	7/1/24		4/1/26		
					RW Cap	400	0	0	0	400	Begin	10/1/24		12/15/26		
				The station is currently served by ten daily Amtrak intercity passenger trains and six daily Metrolink commuter rail trains.	Con Cap	12,540	7,920	0	0	12,540	End Const	11/1/26		12/31/28		
					Total	15,000	7,920	810	0	15,000						

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79	75	6220	Rail Stations' EV Chargers	In Ventura County, station improvements at two (2) rail facilities including the Camarillo Station and Oxnard Station.	PAED	13	0	13	0	13	Baseline		5/16/24		0	
		VEN			PSE	51	0	51	0	51	PAED	10/26/23	12/5/23			
					RW Sup	0	0	0	0	0	RW Cert	9/15/24		4/15/26		
					Con Sup	0	0	0	0	0	RTL	8/1/24		4/15/26		
				Improvements include installation of four (4) EV chargers at the Camarillo station and two (2) EV chargers at the Oxnard station for a total of six chargers .	RW Cap	0	0	0	0	0	Begin	10/1/24		11/15/26		
					Con Cap	347	60	0	0	347	End Const	8/14/26		12/15/26		
					Total	411	60	64	0	411						
80	75	6282	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		0	
		VEN			PSE	1,398	0	884	0	1,398	PAED	11/21/23	11/21/23			
					RW Sup	0	0	0	0	0	RW Cert	9/15/24		8/15/25		
					Con Sup	0	0	0	0	0	RTL	8/1/24		8/15/25		
					RW Cap	0	0	0	0	0	Begin	6/1/25		12/15/25		
				NULL	Con Cap	4,384	3,000	0	0	4,384	End Const	8/14/26		3/15/27		
					Total	6,161	3,000	1,263	0	6,161						
81	75	9879	Sacramento to Roseville 3rd Mainline Track	The Sacramento to Roseville Third Mainline - Phase One addition of the third main line starts in Sacramento County, near UP Milepost 100.99 at the westernmost limit and extends to approximately UP Milepost 107.74 in the City of Roseville in Placer County.	PAED	3,782	0	0	0	3,782	Baseline				0	
		PLA			PSE	13,783	0	0	0	13,783	PAED	11/18/15		6/26/28		
					RW Sup	0	0	0	0	0	RW Cert	4/30/24		2/28/30		Schedule
					Con Sup	0	0	0	0	0	RTL	10/31/24		4/28/30		
					RW Cap	25,264	0	0	0	25,624	Begin	11/1/24		11/23/30		
					Con Cap	152,010	25,000	290,000	0	442,010	End Const	10/31/28		12/18/35		
				Utility relocations, trackside ditches, new utilities, railroad signals, and earthwork are included to accommodate the new track. The layout of the third mainline reserves flexibility for future construction of a fourth main line by UPRR, should that ever be needed for railroad capacity in the future. Right of way fencing will be provided along portions of the alignment in areas that have residential and commercial adjacency to provide improved protection against unauthorized public access to the tracks provide enhanced safety and security. The project will include one new railroad bridge over Dry Creek. Five private and public grade at-grade crossings are situated along the alignment.	Total	194,839	25,000	290,000	0	485,199						

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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
82	75	Leesdale Passing Siding	This project is to upgrade, power, and extend the existing 3,330-ft siding to the west 3.7 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. 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 0.3 miles east of Wood Road – 3.7 miles total.	PAED	0	0	0	0	0	Baseline				0
	9887			PSE	3,500	0	0	0	3,500	PAED	10/1/23	3/10/23		
	VEN			RW Sup	0	0	0	0	0	RW Cert	10/1/24	10/1/24		
	LOS			Con Sup	0	0	0	0	0	RTL	12/1/24		10/1/26	
				RW Cap	0	0	0	0	0	Begin	3/1/25		2/1/27	
				Con Cap	66,000	43,500	0	0	66,000	End Const	2/1/27		6/30/29	
				Total	69,500	43,500	0	0	69,500					
83	75	SMART Windsor Rail Project - PTC and Signal Crossings	In Sonoma County between Sonoma County Airport SMART station to the Town of Windsor. The SMART Windsor Rail Systems Project is part of an overall transportation network extension and the environmental and design phases were completed under the overall corridor extension project. This project will fund the rail systems hardware, software and associated onboard and control center costs for testing and re-launching of revenue rail service for the publicly owned SMART passenger and freight rail system over three-miles between the Sonoma County Airport Station/SMART Rail Operations Center and the Town of Windsor. The project includes federally mandated Positive Train Control (PTC) and all necessary railroad systems and communication hardware and software, and includes a public/private partnership for broadband access for public agencies/schools.	PAED	0	0	0	0	0	Baseline		10/18/23		12,320
	9889			PSE	0	0	0	0	0	PAED	6/1/08	6/1/08		
	SON			RW Sup	0	0	0	0	0	RW Cert				
	SMA			Con Sup	0	0	0	0	0	RTL	9/1/18	9/1/18		
				RW Cap	0	0	0	0	0	Begin	9/1/22	12/13/23		
				Con Cap	11,750	0	2,220	0	13,084	End Const	12/31/23		8/30/25	
				Total	11,750	0	2,220	0	13,084					

EAC = Estimate at Completion
Approved = Last Commission

CAP = Corrective Action Plan

Bold Phase allocated

3 to 6 months behind schedule

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

Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2025

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
84	75 SC001 SD	Build North Coast Corridor (NCC) Batiquitos	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	7,088	0	7,088	0	7,088	Baseline		12/3/23		100,800
				PSE	4,772	0	4,772	0	4,772	PAED	7/1/14	7/1/14		
				RW Sup	0	0	0	0	0	RW Cert	12/31/23	5/21/24		
				Con Sup	0	0	0	0	0	RTL	12/31/23	5/21/24		
				RW Cap	0	0	0	0	0	Begin	8/1/24	8/1/24		
				Con Cap	105,940	103,300	47,827	0	153,817	End Const	8/1/27	8/1/28		
				Total	117,800	103,300	59,687	0	165,677					
85	75 SC002 RIV	Metrolink Double Track Project: Moreno Valley to Perris	In Western Riverside County in the city of Perris: Construct approx. 6 mi of 2nd main track from Moreno Valley/March Field Station to Control Point Nuevo. Includes rehab. of the 2nd track south to CP Nuevo, with the replacement of the existing switch to a higher speed turnout. Includes new concrete ties, other track material, ballast, new signal system, & continuous welded rail. Existing turnouts will be removed & replaced as necessary to maintain freight operations.	PAED	0	0	0	0	0	Baseline		12/6/23		0
				PSE	3,000	0	0	0	3,000	PAED	11/23/23	11/23/23		
				RW Sup	0	0	0	0	0	RW Cert	4/9/24	10/31/25		Schedule
				Con Sup	0	0	0	0	0	RTL	4/9/24	10/31/25		
				RW Cap	0	0	0	0	0	Begin	6/26/24	6/10/26		
				Con Cap	31,000	0	0	0	31,000	End Const	1/8/26	12/31/27		
				Total	34,000	0	0	0	34,000					

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Bold Phase allocated

3 to 6 months behind schedule

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