

Solutions for Congested Corridors Program (SCCP) Project List
October 01 - December 31, 2024

District 03

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs					
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount						
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)			Date	Date	Date	(\$1,000s)					
1	03 1526 PLA	PSGC Phase 1 - Dry Creek Greenway	In Placer County.	The project area extends along Dry, Cirby and Linda Creeks from Riverside Avenue to Rocky Ridge Drive in south Roseville and includes undercrossings of I- 80 and Sunrise Avenue as it traverses the older Cherry Glen, Hillcrest, Cirby Side, Meadow Oaks and Sierra Gardens neighborhoods. The project begins at the existing Saugstad Park trail at Darling Way and extends to the existing Maidu Park Trail at Rocky Ridge Drive, closing trail gaps, removing active transportation barriers and resulting in an interconnected trail system more than 10 miles long. The project includes: 2 miles of Class I paved multi-use trail, 3 new bicycle/pedestrian bridges, 3 new roadway undercrossings at I-80, Darling Way and Sunrise Avenue; a trailhead parking area; and the installation of safety features and trail amenities, including bike racks, benches, lighting and video surveillance.	PAED	1,467	0	1,467	0	1,467	Baseline					560					
					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	3/31/22	9/28/23								
					Con Cap	11,746	6,239	10,685	1,177	8,693	End Const	3/31/24		4/30/25							
					Total	16,494	6,239	14,715	1,177	12,723											
					<p>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.</p>																
					2	03 1531 SAC	PSGC Phase 1 - Auburn Boulevard Complete Streets	In the city of Citrus Heights, on Auburn Boulevard between Oak Grove Avenue north to Orlando Avenue (City of Roseville), connection to the Louis-Orlando Transit Station.	This project will reconstruct 4,400LF of this aging, vehicle-oriented corridor. Project will construct new curb, gutter, sidewalk, bicycle lanes, transit stop access and amenity upgrades, traffic signal upgrades, decorative streets lights, landscaped raised medians, drainage improvements, landscaping improvements and a new gateway traffic signal near the north City limit.	PAED	0	0	0	0	0	Baseline		6/24/21			32,672
										PSE	1,528	0	3,006	0	3,006	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	0	0						3,593	RTL	8/30/21	10/23/23								
RW Cap	2,990	0	1,610	0						1,610	Begin	12/8/22	5/9/24								
Con Cap	21,867	2,860	1,176	63						28,969	End Const	1/23/25		1/31/27							
Total	26,385	2,860	6,304	63						37,690											

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Bold Phase allocated

Yellow 3 to 6 months behind schedule

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

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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)			
3	03 1532A SAC	PSGC Phase 1 – Light Rail Modernization Stations Phase 2	City of Sacramento and Sacramento Count.	Light Rail Vehicle Station Conversions to accommodate low floor light rail vehicles (LRVs). Funds will be used for full build station conversions on the northeastern corridor of the Blue light rail lines. Other funding sources (not part of this project) will be used for conversions on the Gold Line. Station Conversions include raising the platform up at least 8 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			2,942		
					PSE	0	0	0	0	0	PAED	7/31/19	7/31/19					
					RW Sup	0	0	0	0	0	RW Cert	10/26/21	10/26/21					
					Con Sup	0	0	0	0	0	RTL	4/1/22	10/16/23					
					RW Cap	0	0	0	0	0	Begin	6/30/22	12/29/23					
					Con Cap	6,040	2,942	2,915	0	6,040	End Const	7/1/24		4/30/25				
					Total	6,040	2,942	2,915	0	6,040								
4	03 1533 SAC	PSGC Phase 1 - Watt Avenue Complete Streets	In Sacramento County, on Watt Avenue, from I-80 westbound ramps to Roseville Rd Between Orange Grove Avenue and Roseville Rd, construct buffered bike lanes, separated pedestrian-friendly sidewalks, landscaped medians, improved transit facilities for pedestrians including bus turnouts, improve street lighting, improve signalized intersections, and other streetscape amenities to encourage mobility by active modes of transportation and provide community identity.	Between Orange Grove Avenue to I-80 westbound ramps, extend class 2 bike lane and sidewalk improvements.	PAED	144	0	144	0	144	Baseline		6/23/21			13,535		
					PSE	1,540	0	1,477	0	1,477	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	2,937	0	2,937	Begin	4/3/23	12/10/24					
					Con Cap	12,840	8,100	0	0	12,117	End Const	12/31/24		10/15/25				
					Total	15,740	8,100	4,558	0	16,675								

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						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)								
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Date	Date	Date	(\$1,000s)				
5	03 1534 SAC	PSGC Phase 1 – Watt/I-80 Light Rail Station		In northeast Sacramento County, in North Highlands just before the Interstate 80, Business 80 interchange. The focus of the project is to improve bicycle, pedestrian and bus access from the Watt Ave Station Plaza (on the west side of Watt Ave) to the Watt/I-80 Light Rail Station. Improvement include expanding the Watt Ave Station Plaza, including a new stairway connecting to the light rail platform, new pedestrian lighting, removing concrete barriers, adding wayfinding signage and adding passenger amenities such as seating, shade/rain shelters and landscape buffers (with guardrail) between the plaza and vehicular traffic. The project will also increasing pedestrian amenities on the west side of Watt Ave, including wider sidewalks, pedestrian-level lighting, landscape buffers and new ornamental metal security fencing along the overcrossing.	PAED	0	0	0	0	0	Baseline		6/23/21			7,937		
					PSE	0	0	0	0	0	PAED	6/1/21	1/18/22					
					RW Sup	0	0	0	0	0	RW Cert	10/26/21	6/30/22					
					Con Sup	0	0	0	0	0	RTL	1/1/22	6/30/23					
					RW Cap	0	0	0	0	0	Begin	5/1/22	1/26/24					
					Con Cap	9,846	7,937	1,959	0	9,846	End Const	6/30/23	1/26/26					
					Total	9,846	7,937	1,959	0	9,846								
6	03 1535A PLA	PSGC Phase 1 - South Placer Transit - Five Electric Buses		In Placer and Sacramento counties. The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm. The service will be provided using five (5) new 40' battery electric buses (4 buses and 1 spare).	PAED	10	0	10	0	10	Baseline					452		
					PSE	50	0	452	0	452	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	1,489	0	1,489	End Const	6/30/23	6/30/25					
					Total	10,105	4,705	1,951	0	1,951								

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						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
						Date	Date	Date	Date	Date						
7	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			
	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			
					RW Cap	0	0	0	0	0	Begin	3/23/23	12/6/23			
					Con Cap	1,295	1,295	537	0	537	End Const	9/28/23		6/30/25		
					Total	1,432	1,295	674	0	674						
				<p>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.</p>												
8	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				20,300	
	1787A	Corridor			PSE	8,866	0	8,866	0	8,866	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	50	0	1,540	Begin	4/1/21	4/12/22			
		Improvements			Con Cap	20,653	20,300	16,525	0	20,653	End Const	3/31/23		4/30/25		
		Between Sunrise Blvd to Downtown Folsom			Total	32,100	20,300	26,482	0	32,100						
				<p>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.</p>												

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
						Date	Date	Date	Date	Date									
9	03 1787B SAC		Accelerating Rail Modernization and Expansion in the Capital Regional - Purchase Light Rail Vehicle	In the City and County of Sacramento, City of Rancho Cordova, City of Folsom. SacRTs Accelerating Rail Modernization and Expansion in the Capital Region Project-purchase seven (7) new expansion and thirteen (13) new replacement low-floor light rail vehicles (LRVs).	PAED	0	0	0	0	0	0	Baseline				64,100			
					PSE	0	0	0	0	0	0	0	PAED						
					RW Sup	0	0	0	0	0	0	0	0	RW Cert					
					Con Sup	0	0	0	0	0	0	0	0	RTL	2/22/19	2/22/19			
					RW Cap	0	0	0	0	0	0	0	0	Begin	3/27/20	3/27/20			
					Con Cap	117,902	0	106,224	0	117,902	End Const	2/12/26		2/12/26					
					Total	117,902	0	106,224	0	117,902									
10	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	0	0	0	0	0	0	Baseline		6/23/21		22,994			
					PSE	0	0	0	0	0	0	0	0	PAED	7/17/19	7/18/18			
					RW Sup	0	0	0	0	0	0	0	0	RW Cert	1/25/19	1/25/19			
					Con Sup	0	0	0	0	0	0	0	0	RTL	2/22/19	2/22/19			
					RW Cap	0	0	0	0	0	0	0	0	Begin	6/30/22	9/29/23			
					Con Cap	49,936	22,994	27,643	0	49,936	End Const	7/1/26		6/30/26					
					Total	49,936	22,994	27,643	0	49,936									
11	03 5101C PLA 080		Pla-80 EB Aux Lane and WB 5th Lane	In Placer County, in Roseville and Rocklin, between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.	PAED	755	0	0	0	277	0	Baseline				40,715			
					PSE	1,773	0	0	0	0	0	0	PAED						
					RW Sup	242	0	0	0	18	0	0	0	RW Cert					
					Con Sup	5,085	1,015	2,945	622	4,281	0	0	0	RTL		4/29/22			
					RW Cap	281	0	0	0	0	0	0	0	Begin		6/16/23			
					Con Cap	33,593	8,488	33,036	6,079	40,715	0	0	0	End Const			6/30/25		
					Total	41,729	9,503	35,981	6,701	45,291									

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						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
12	03 5147 PLA 80	PSGC Phase 1 – I-80 Auburn Boulevard Ramp Meter	In Placer County.	This project will Install ramp metering for eastbound I-80 at the Auburn Slip onramp. This project will allow for responsive control of traffic at a key entrance point onto the corridor.	PAED	50	0	72	0	72	Baseline					350	
					PSE	100	0	78	0	78	PAED	4/20/21	4/20/21				
					RW Sup	5	0	3	0	3	RW Cert	7/19/21	7/19/21				
					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							
					13	03 6254 SAC 050	Sac 50 Design-Build	In Sacramento County on Route 50 from I-5 Junction to Watt Ave.	Add high occupancy vehicle lane and pavement rehab.	PAED	13,600	0	11,997	0	11,997	Baseline	
PSE	13,000	0	10,228	0						10,228	PAED	5/31/17					
RW Sup	4,300	0	1,806	0						1,806	RW Cert	2/3/20	9/25/19				
Con Sup	40,300	10,000	36,959	9,734						44,762	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	429,763	79,430						430,487	End Const	12/1/24		7/31/25			
Total	505,284	90,000	493,113	89,164						499,280							
14	03 CP094H SAC OFF	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.	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).						PAED	779	0	0	0	0	Baseline	
					PSE	6,029	0	0	0	6,029	PAED	6/13/16	6/13/16				
					RW Sup	0	0	0	0	0	RW Cert	4/1/25		4/30/26			
					Con Sup	0	0	0	0	0	RTL	4/1/25		6/30/26			
					RW Cap	0	0	0	0	0	Begin	12/1/25		9/23/26			
					Con Cap	30,144	25,000	0	0	30,144	End Const	6/1/28		9/23/29			
					Total	36,952	25,000	0	0	36,173							

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						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
15	04 0360Q SON 101	Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure	In Sonoma, Highway 101 and 116 connection to 0.3 miles north of Corona Road; Construct HOV lanes and sound walls.	CONSTRUCT HOV LANES INCLUDING SOUND WALLS, BRIDGES, MEDIAN AND RAMP WIDENING	PAED	0	0	0	0	0	Baseline					90,750	
					PSE	7,455	0	169	0	169	PAED	10/29/09	10/29/09				
					RW Sup	2,500	0	1,846	0	2,145	RW Cert	12/30/18	12/31/18				
					Con Sup	14,000	12,600	13,203	13,126	13,894	RTL	12/30/18	12/31/18				
					RW Cap	6,970	0	6,749	0	6,970	Begin	8/21/19	9/17/19				
					Con Cap	91,000	72,191	93,152	71,911	93,850	End Const	8/21/22	12/13/23				
					Total	121,925	84,791	115,119	85,037	117,028							

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						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Date	Date	Date	(\$1,000s)					
16	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	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	151	RW Cert	6/25/21	6/10/21						
					Con Sup	19,050	14,850	10,911	10,911	19,671	RTL	6/25/21	6/28/21						
					RW Cap	10,615	0	1,753	0	4,564	Begin	12/31/21	5/13/22						
					Con Cap	114,896	25,268	67,967	16,630	91,663	End Const	12/30/25		7/31/27					
					Total	159,518	40,118	81,227	27,541	116,568									
17	04 0376 NAP 221,29	Soscol Junction (SR 29/221/Soscol Ferry Road)		In Napa County. The project is an operational improvement located at the intersection of SR 29/SR 221/Soscol Ferry Road. The project will reconfigure the existing signalized intersection and build a new roundabout interchange with an elevated structure on SR 29 and roundabouts below grade, one north of SR 29, and one south of SR 29. The project will also construct a class I multiuse path on the north side of the intersection allowing bicycles and pedestrians to navigate the intersection.	PAED	6,100	0	6,909	0	6,909	Baseline		6/23/21			36,784			
					PSE	5,045	0	6,306	0	6,306	PAED	2/13/20	2/13/20						
					RW Sup	200	0	74	0	93	RW Cert	5/1/21	8/25/21						
					Con Sup	7,339	0	6,623	0	13,188	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	33,985	17,866	36,784	End Const	11/15/23		9/15/26					
					Total	55,569	19,341	53,949	17,866	63,380									

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**Solutions for Congested Corridors Program (SCCP) Project List
October 01 - December 31, 2024**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs				
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount					
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)										
18	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.	PAED	0	0	0	0	0	0	Baseline				6,891				
					PSE	0	0	0	0	0	0	0	PAED	10/31/18	10/31/18					
					RW Sup	0	0	0	0	0	0	0	0	RW Cert		6/30/22				
					Con Sup	500	0	223	0	476	RTL		3/27/23							
					RW Cap	0	0	0	0	0	0	0	0	Begin	2/1/22	11/30/23				
					Con Cap	4,305	0	4,880	0	6,891	End Const	2/1/26		2/16/28						
					Total	4,805	0	5,103	0	7,367										
					Establish follow-up highway landscape planting.															
19	04 2010E ALA,CC,S F		BART- Switch Machine Cabling Project - BART Labor	In Contra Costa, Alameda and San Francisco counties. BART labor needed to support Switch Machine Cabling project during installation and for material transport. This Includes replacement of Switch Power Supply Cabinets; Entrance Cabinets; Switchboards, Panelboards and Circuit Breakers; Raceways; and Cables along the wayside and in Train Control Rooms. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor. The Switch Machine Cabling will include upgrading raceway, power and communication cables at 21 train control rooms and 26 wayside interlocks and associated switches, including the power cable from the Station House Power to the Train Control Rooms in 22 locations.	PAED	0	0	0	0	0	0	Baseline		5/12/21		41,800				
					PSE	0	0	0	0	0	0	0	0	PAED	9/1/17	9/1/17				
					RW Sup	0	0	0	0	0	0	0	0	RW Cert	7/1/20	7/1/20				
					Con Sup	0	0	0	0	0	0	0	0	0	RTL	7/1/20	3/19/21			
					RW Cap	0	0	0	0	0	0	0	0	0	Begin	2/1/22	2/1/22			
					Con Cap	41,800	41,800	0	0	41,800	End Const	8/1/26		8/1/26						
					Total	41,800	41,800	0	0	41,800										

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount					
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)										
20	04	2010F	BART Train Control Modernization Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract	The MacArthur/Downtown Oakland Interlock Upgrade Contract will be implemented at MacArthur and Downtown Oakland BART stations, and will affect service through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Alameda and San Francisco counties.	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		6/27/26						
					Total	14,850	14,850	0	0	14,850										
					<p>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.</p>															
21	04	2010H	BART - Switch Machine Cabling Project - Procurement of Non-Revenue Equipment	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline					3,350				
					PSE	0	0	0	0		PAED	9/1/17	9/1/17							
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20							
					Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20							
					RW Cap	0	0	0	0	0	Begin	5/1/22	5/12/22							
					Con Cap	3,350	3,350	0	0	3,350	End Const	8/1/26		8/1/26						
					Total	3,350	3,350	0	0	3,350										
					<p>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.</p>															

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
											Date	Date	Date	(\$1,000s)					
22	04 2010J ALA,CC,S F	BART- Switch Machine Cabling Project - Procurement of Material	In Contra Costa, Alameda and San Francisco counties.	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.	PAED	0	0	0	0		Baseline					12,500			
					PSE	0	0	0	0		PAED	9/1/17	9/1/17						
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20						
					Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20						
					RW Cap	0	0	0	0	0	Begin	5/1/22	4/7/22						
					Con Cap	12,500	0	0	0	12,500	End Const	8/1/26			8/1/26				
					Total	12,500	0	0	0	12,500									
23	04 2010K ALA,CC,S F	BART - Switch Machine Cabling Project - Services	In Contra Costa, Alameda and San Francisco counties.	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.	PAED	0	0	0	0		Baseline			5/12/21		2,724			
					PSE	0	0	0	0		PAED	9/1/17	9/1/17						
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20						
					Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20						
					RW Cap	0	0	0	0	0	Begin	5/1/22	5/1/22						
					Con Cap	2,724	0	0	0	2,724	End Const	8/1/26			8/1/26				
					Total	2,724	0	0	0	2,724									

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October 01 - December 31, 2024**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs			
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
						Date	Date	Date	Date	Date									
24	04 2364 ALA 185	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	844	0	844	Baseline						13,593			
				PSE	7,750	0	6,510	0	6,510	PAED	12/15/23	10/15/20							
				RW Sup	0	0	0	0	0	RW Cert	12/30/24	10/6/21							
				Con Sup	0	0	0	0	0	RTL	2/11/25	10/8/21							
				RW Cap	403	0	0	0	403	Begin	10/6/25	10/27/22							
				Con Cap	111,950	39,375	0	0	111,950	End Const	10/7/27			3/31/25					
				Total	120,947	39,375	7,354	0	119,707										
								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.											
25	04 CP055Y ALA,CC,S F	BART Train Control Modernization Program - Communication Based Train Control (CBTC) Contract	In Alameda and San Francisco counties. The CBTC Contract will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is located in Alameda and San Francisco counties. The CBTC Contract will replace the existing train control system with a new communications-based train control system, allowing BART to achieve the shorter headways needed to operate more regularly scheduled trains through the Transbay Corridor. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	PAED	0	0	0	0	0	Baseline						1,065,871			
				PSE	12,129	0	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	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										

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**Solutions for Congested Corridors Program (SCCP) Project List
October 01 - December 31, 2024**

District 05

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
26	05 0073A SCR 1	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
				PSE		3,220	0	2,814	0	2,814	PAED	12/31/18	12/31/18			
				RW Sup		0	0	0	0	0	RW Cert	10/1/20	3/25/21			Schedule
				Con Sup		3,872	3,872	5,378	4,839	8,146	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	26,562	16,350	33,824	End Const	12/12/25		12/12/25		
				Total		35,952	23,507	35,504	21,189	44,784						
27	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	3,644	3,644	12,515	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	26,171	14,664	78,656	End Const	4/1/27		9/25/28		
				Total		88,955	52,837	33,680	18,308	93,980						
28	05 2893 SB	North Padaro Lane Coastal Access Improvements	In the County of Santa Barbara, south of community of Summerland along North Padaro Lane on the coast side of Highway 101. Construct 0.2 miles of sidewalk to complete gap in California Coastal Trail between Highway 101 and Loon Point Beach Parking area where coastal access exists. Add coastal trail signage along North Padaro Lane and for vertical access to beach.	PAED		60	0	53	0	53	Baseline		10/17/18			470
				PSE		208	0	210	0	210	PAED	3/1/19	7/10/19			
				RW Sup		0	0	0	0	0	RW Cert	3/31/20	6/16/22			
				Con Sup		0	0	0	0	0	RTL	7/31/20	8/1/22			
				RW Cap		140	0	35	0	70	Begin	4/1/21	12/13/22			
				Con Cap		583	583	520	520	589	End Const	12/31/22	8/31/23			
				Total		991	583	818	520	922						
NULL																

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Date	Date	Date	(\$1,000s)					
29	05 2894 SB		Summerland Area Coastal Access Improvements	In the County of Santa Barbara, in and near the community of Summerland, on Via Real, Wallace Avenue and Finney Road on both the inland and coastal side of Highway 101. Construct 0.4 miles of sidewalk and add coastal access parking along Wallace Avenue. Along Via Real, construction 0.4 miles of sidewalk to complete gap in California Coastal Trail between Greenwell Drive and North Padaro Lane and add a Class I multi purpose path.	PAED	300	0	300	0	300	Baseline		10/17/18			7,144			
					PSE	680	0	687	0	687	PAED	4/30/19	10/11/19						
					RW Sup	0	0	0	0	0	RW Cert	10/31/20	3/3/23						
					Con Sup	0	0	0	0	0	RTL	10/31/20	3/6/23						
					RW Cap	374	0	89	0	228	Begin	7/1/22	9/10/24						
					Con Cap	8,320	8,320	0	0	8,320	End Const	6/30/23		12/31/25					
					Total	9,674	8,320	1,076	0	9,535									
					NULL														
30	05 2897 SB		Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	Construct Class I bikeway along Santa Claus Lane (County of Santa Barbara) from Sandpoint Drive to South Padaro Lane to close a gap in the California Coastal Trail (CCT). To construct coastal access parking and improved and safe beach access across railroad tracks of UPRR.	PAED	0	0	39	0	39	Baseline		10/17/18			6,154			
					PSE	800	0	1,644	0	1,644	PAED	9/30/18	9/25/19						
					RW Sup	0	0	0	0	0	RW Cert	3/31/20	3/21/23						
					Con Sup	0	0	0	0	0	RTL	3/31/20	4/24/23						
					RW Cap	200	0	200	0	200	Begin	10/1/20	9/17/24						
					Con Cap	7,040	7,040	37	0	7,040	End Const	6/30/21		6/30/25					
					Total	8,040	7,040	1,920	0	8,923									
					NULL														
31	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	0	0	0	0	0	Baseline		6/23/21			20,209			
					PSE	2,623	0	2,623	0	2,623	PAED	9/18/19	9/18/19						
					RW Sup	0	0	0	0	0	RW Cert	11/30/22	10/18/22						
					Con Sup	0	0	0	0	0	RTL	11/30/22	10/18/22						
					RW Cap	820	0	0	0	820	Begin	3/1/23	5/16/23						
					Con Cap	22,218	16,463	10,588	9,948	22,218	End Const	11/1/24		4/30/25					
					Total	25,661	16,463	13,211	9,948	25,661									
					NULL														

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32	05 3197 SB	Contactless Card Readers on VCTC Coastal Express Commuter Buses	This project includes procurement of forty-one (41) contactless card readers and associated system equipment for the Ventura County Transportation Commission (VCTC) commuter bus fleet. VCTC operates the popular Coastal Express commuter line, which since 2001 has been jointly funded by SBCAG and VCTC, with VCTC as the service provider. The Coastal Express line travels between residential communities in Ventura County, such as in the cities of Oxnard and Ventura, to education, leisure, and work sites in Santa Barbara County, including to Santa Barbara, Goleta and UCSB. Bus stops in Ventura County include locations within, or immediately adjacent to, designated Disadvantage Communities.	PAED	0	0	0	0	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	
				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	0	0	700	End Const	6/30/24		5/1/25	
				Total	700	600	0	0	700					
33	05 3198 SB	Electric Transit Bus Replacement	The project is located within the Santa Barbara Metropolitan Transit District boundaries, which closely corresponds to the South Coast of Santa Barbara County. Install electrical infrastructure for charging of electric buses. Procure eight (8) replacement 40-ft. electric buses & eight (8) associated chargers to replace renewable diesel buses that are beyond their FTA useful life benchmark.	PAED	0	0	0	0	Baseline	1/25/24		12,388		
				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	13,771	End Const	1/31/25		12/31/26	
				Total	13,771	10,500	0	0	13,771					
34	05 3199 SB	Sheffield Drive to Ortega Hill Pedestrian and Bicycle Connector	The project will complete a gap closure in the California Coastal Trail and Pacific Bike Route in Summerland/Montecito to improve accessibility and safety. Existing bicycle and pedestrian facilities along North Jameson Lane in Montecito will be connected to an existing Class 1 facility over Ortega Hill into the community of Summerland through construction of an approximately 500' multi-purpose path connection.	PAED	40	0	40	0	40	Baseline	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	4/30/25		
				Con Sup	0	0	0	0	0	RTL	4/1/24	5/30/25		
				RW Cap	0	0	0	0	0	Begin	10/1/24	12/1/25		
				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					

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
35	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			0
					60	0	0	0	85	PAED	11/7/23	11/7/23				
					0	0	0	0	0	RW Cert	12/15/23					
					0	0	0	0	0	RTL	12/15/23					
					40	0	0	0	40	Begin	3/15/24					
					1,325	1,325	0	0	1,325	End Const	12/30/24					
					1,450	1,325	0	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.											
36	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	10	10	Baseline		1/25/24			0
					50	0	0	0	50	PAED	10/31/23	10/16/23				
					0	0	0	0	0	RW Cert	12/15/23		4/1/25			
					0	0	0	0	0	RTL	12/15/23		5/1/25			
					0	0	0	0	0	Begin	3/15/23		12/1/25			
					575	575	0	0	575	End Const	12/30/24		3/30/26			
					635	575	10	0	635							
					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.											
37	05 7101G SB 101	Santa Barbara U.S. 101 Multimodal Corridor Project - 4E South -City of Santa Barbara	IN SANTA BARBARA COUNTY IN AND NEAR SANTA BARBARA FROM 0.1 MILE SOUTH OF OLIVE MILL ROAD OVERCROSSING TO 0.3 MILE SOUTH OF CABRILLO BOULEVARD UNDERCROSSING. CONSTRUCT HOV LANES. THIS IS A CMGC PROJECT.	PAED	0	0	0	0	0	0	Baseline		6/27/24			43,951
					0	0	0	0	0	PAED	8/26/14	8/26/14				
					0	0	0	0	0	RW Cert	10/2/23	3/20/24				
					12,360	12,360	462	462	12,293	RTL	11/1/23	3/28/24				
					0	0	0	0	0	Begin	2/1/24	7/26/24				
					60,229	39,067	4,628	4,114	43,951	End Const	6/4/27		5/27/27			
					72,589	51,427	5,090	4,576	56,244							
38	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	0	0	0	0	0	0	Baseline					3,536
					250	0	500	0	500	PAED		12/18/20				
					0	0	0	0	0	RW Cert		5/14/21				
					500	0	762	0	994	RTL		6/24/21				
					0	0	0	0	0	Begin		5/27/22				
					1,768	0	2,798	0	3,537	End Const			6/1/27			
					2,518	0	4,060	0	5,031							

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No.	District PPNO County	Route	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)			
39	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	Construct HOV Lanes and rehabilitate roadway.	PAED	2,725	0	6,535	0	6,535	Baseline					162,317		
					PSE	14,395	0	15,908	0	15,908	PAED	8/26/14	6/4/18					
					RW Sup	1,010	0	476	0	476	RW Cert	11/1/20	2/5/21					
					Con Sup	31,315	12,250	21,836	8,542	27,850	RTL	1/1/21	3/19/21					
					RW Cap	10,900	0	121	0	0	Begin	7/15/21	5/26/21					
					Con Cap	164,567	51,060	154,353	48,592	162,317	End Const	12/15/25		1/24/25				
					Total	224,912	63,310	199,229	57,134	213,086								
					40	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	0	0	0	0	0	Baseline		
PSE	0	0	0	0						0	PAED		8/26/14					
RW Sup	0	0	0	0						0	RW Cert		12/21/23					
Con Sup	10,559	10,559	1,110	773						11,657	RTL		1/11/24					
RW Cap	0	0	0	0						0	Begin		6/3/24					
Con Cap	66,396	41,396	22,269	12,966						71,698	End Const			8/11/27				
Total	76,955	51,955	23,379	13,739						83,355								
41	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 Ballard 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	0	0	0	0	0	Baseline		
					PSE	0	0	0	0	0	PAED		2/25/22					
					RW Sup	0	0	0	0	0	RW Cert		7/5/22					
					Con Sup	33	0	1	0	31	RTL		8/14/23					
					RW Cap	7	0	1	0	7	Begin	1/1/24	9/5/23					
					Con Cap	0	0	0	0	0	End Const	8/24/29		8/23/29				
					Total	40	0	2	0	38								
					42	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	0	0	0	0	0	Baseline		
PSE	600	0	705	0						705	PAED		12/7/22					
RW Sup	50	0	0	0						0	RW Cert		3/29/24					
Con Sup	600	0	0	0						1,189	RTL		6/11/24					
RW Cap	0	0	0	0						0	Begin			1/10/25				
Con Cap	2,250	0	0	0						4,500	End Const			9/18/28				
Total	3,500	0	705	0						6,394								
43	05 7102W SB 101	South Coast 101 HOV-Padaro (Segment 4B) Fish Passage	In Santa Barbara County, near Summerland, at Toro Creek Bridge.	Fish Passage.						PAED	0	0	0	0	0	Baseline		
					PSE	200	0	399	0	909	PAED	8/26/14	6/4/18					
					RW Sup	50	0	5	0	40	RW Cert	2/15/25		10/3/25				
					Con Sup	0	0	0	0	0	RTL	2/15/25		10/16/25				
					RW Cap	0	0	0	0	157	Begin	7/1/25		3/17/26				
					Con Cap	0	0	0	0	4,340	End Const	1/15/27		11/23/26				
					Total	250	0	404	0	5,446								

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount					
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)										
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Date	Date	Date	(\$1,000s)						
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.	Mitigation monitoring for 05-0N702.	PAED	0	0	0	0		Baseline					0				
					PSE	0	0	0	0	0	PAED	8/26/14	6/4/18							
					RW Sup	0	0	0	0	0	RW Cert		4/22/24							
					Con Sup	35	0	0	0	27	RTL		6/6/24							
					RW Cap	5	0	0	0	0	Begin	2/4/25		2/3/25						
					Con Cap	0	0	0	0	0	End Const	3/1/30		3/1/30						
					Total	40	0	0	0	27										
45	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	0	0	0	0		Baseline					3,734				
					PSE	200	0	59	0	59	PAED		1/5/22							
					RW Sup	0	0	0	0	0	RW Cert		1/5/23							
					Con Sup	476	0	608	0	1,069	RTL		3/6/23							
					RW Cap	0	0	0	0	0	Begin		8/2/23							
					Con Cap	2,531	0	2,532	0	3,734	End Const			7/7/27						
					Total	3,207	0	3,199	0	4,862										
46	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	0	0	0	0		Baseline					1				
					PSE	0	0	0	0	0	PAED	8/26/14								
					RW Sup	0	0	0	0	0	RW Cert	11/1/20								
					Con Sup	40	0	1	0	36	RTL	1/1/21								
					RW Cap	0	0	0	0	0	Begin	7/15/21	7/5/23							
					Con Cap	0	0	0	0	0	End Const	12/15/25		3/28/30						
					Total	40	0	1	0	36										
47	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	0	0	0	0		Baseline					0				
					PSE	400	0	0	0	400	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	505	RTL	3/5/27		6/16/26						
					RW Cap	5	0	0	0	5	Begin	10/4/27		12/24/27						
					Con Cap	2,090	0	0	0	0	End Const	11/30/28		10/4/32						
					Total	3,000	0	0	0	910										
48	05 7105Y SB 101	SB US 101 Multimodal Corridor - Segment 4E Mitigation Planting	In Santa Barbara County in Santa Barbara on Route 101, 0.1 mile South of Olive Mill Overcrossing to Sycamore Creek Bridge.	Construct Mitigation Planting.	PAED	0	0	0	0		Baseline					0				
					PSE	900	0	0	0	603	PAED	8/26/14	10/27/17							
					RW Sup	0	0	0	0	34	RW Cert	12/6/27		6/30/25						
					Con Sup	1,750	0	0	0	71	RTL	1/3/28		5/1/26						
					RW Cap	0	0	0	0	0	Begin	7/3/28		3/1/27						
					Con Cap	9,800	0	0	0	7,200	End Const	7/1/32		9/24/30						
					Total	12,450	0	0	0	7,908										

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District 07

No.	District PPNO County Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
					Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
										Date	Date	Date	(\$1,000s)		
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	13,121	0	13,121	0	13,121	Baseline		10/13/21		0	
					PSE	121,000	0	5,281	0	121,000	PAED	5/21/21	5/21/21		
					RW Sup	0	0	128	0	0	RW Cert	1/31/25		5/1/26	
					Con Sup	0	0	0	0	0	RTL	12/31/24		5/1/26	
					RW Cap	10,000	0	0	0	10,000	Begin	6/1/24			
					Con Cap	0	0	0	0	0	End Const	12/31/28		12/31/28	
					Total	144,121	0	18,530	0	144,121					
					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	0	0	0	0	0	Baseline		10/13/21		0	
					PSE	0	0	0	0	0	PAED	5/21/21	5/21/21		
					RW Sup	0	0	0	0	0	RW Cert	12/1/24	2/28/24		
					Con Sup	0	0	0	0	0	RTL	12/1/24			
					RW Cap	0	0	0	0	0	Begin	1/1/25		5/30/25	
					Con Cap	80,000	0	0	0	80,000	End Const	12/1/27		12/27/27	
					Total	80,000	0	0	0	80,000					
					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.										

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Date	Date	Date	(\$1,000s)		
51	07	I-105 Express Lanes -	Construction	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 Tolloed ExpressLanes in each direction with discounts for HOV).	PAED	0	0	0	0		Baseline				389,126	
	4858C	LA	Segment 1		PSE	0	0	0	0		PAED	5/21/21	5/21/21			
	105,110				RW Sup	0	0	0	0	0	RW Cert	2/28/24	2/28/24			
					Con Sup	0	0	1	0	0	RTL	3/1/24				
					RW Cap	0	0	0	0	0	Begin	6/1/24	11/21/24			
					Con Cap	560,000	150,000	0	0	560,000	End Const	6/1/27		6/1/27		
					Total	560,000	150,000	1	0	560,000						
				Roadway Segment I of Construction of Double High Occupancy Toll Lanes (ExpressLanes).												
52	07	I-105 Express Lanes -	Construction	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 Tolloed ExpressLanes in each direction with discounts for HOV).	PAED	0	0	0	0		Baseline				0	
	4858D	LA	Segment 2		PSE	0	0	0	0		PAED	5/21/21	5/21/21			
	105				RW Sup	0	0	0	0	0	RW Cert	1/31/25				
					Con Sup	0	0	0	0	0	RTL	12/31/24		5/1/26		
					RW Cap	0	0	0	0	0	Begin	3/1/25		6/1/26		
					Con Cap	430,000	0	0	0	430,000	End Const	12/31/28		12/31/28		
					Total	430,000	0	0	0	430,000						
				Roadway Segment II of Construction of Double High Occupancy Toll Lanes (ExpressLanes).												
53	07	I-105 Express Lanes -	Construction	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 Tolloed ExpressLanes in each direction with discounts for HOV).	PAED	0	0	0	0		Baseline				0	
	4858E	LA	Segment 3		PSE	0	0	0	0		PAED	5/21/21	5/21/21			
	105				RW Sup	0	0	0	0	0	RW Cert	1/31/25				
					Con Sup	0	0	0	0	0	RTL	12/31/24		5/1/26		
					RW Cap	0	0	0	0	0	Begin	3/1/25		6/1/26		
					Con Cap	230,000	0	0	0	230,000	End Const	12/31/28		12/31/28		
					Total	230,000	0	0	0	230,000						
				Roadway Segment III of Construction of Double High Occupancy Toll Lanes (ExpressLanes).												

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount					
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)										
						Date	Date	Date	Date	Date										
54	07 5497 LA	Airport Metro Connector 96th Street Transit Station	In Los Angeles near Aviation Boulevard / 96th Street. Construct new multi-modal transit station for the Metro Crenshaw / Los Angeles International (LAX) Line that will also add a stop to the Metro Green Line.	PAED	15,750	0	15,238	0	15,238	Baseline		10/18/18				470,627	Cost Schedule			
				PSE	29,250	0	29,797	0	29,797	PAED	5/2/17	5/2/17								
				RW Sup	0	0	0	0	0	RW Cert	7/30/19	6/30/19								
				Con Sup	0	0	0	0	0	RTL	6/30/19	5/30/20								
				RW Cap	76,200	0	98,474	0	98,474	Begin	12/31/19	9/22/21								
				Con Cap	404,000	150,000	469,088	0	695,926	End Const	6/1/23	3/31/25								
				Total	525,200	150,000	612,597	0	839,435											
				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.																
55	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	0	0	0	0	0	Baseline						0				
				PSE	4,438	0	69	0	4,438	PAED	12/15/23	12/15/23								
				RW Sup	0	0	0	0	0	RW Cert	5/15/25		5/13/25							
				Con Sup	0	0	0	0	0	RTL	5/15/25		5/15/25							
				RW Cap	2,278	0	0	0	2,278	Begin	10/1/25		10/1/25							
				Con Cap	20,417	20,417	0	0	20,417	End Const	8/27/27		8/27/27							
				Total	27,133	20,417	69	0	27,133											
NULL																				
56	07 6202 LA	North San Fernando Valley Battery Electric Bus Project (Buses)	In the City of Los Angeles, Metro will acquire 75 new Battery Electric Buses (BEBs) that are needed to operate the North San Fernando Valley Transit Corridor Bus Enhanced Network Project (Measure M Major Capital Program). This PPR is specific to the BEB purchase. It fulfills Metro's commitment to transform bus service by introducing zero emission vehicles together with enhanced high frequency transit corridor infrastructure to improve speed, reliability and safety in high-priority corridors that serve some of the most disadvantaged communities in LA County. The new buses would replace and augment the existing fleet of Compressed Natural Gas (CNG) vehicles on four Metro transit lines running in the NSFV; Bus Lines 152, 162, 166 and 240.	PAED	0	0	0	0	0	Baseline						0				
				PSE	0	0	0	0	0	PAED	1/8/21	1/8/21								
				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		6/30/25							
				Con Cap	115,246	25,507	0	0	123,598	End Const	6/1/28		6/1/28							
				Total	115,246	25,507	0	0	123,598											
				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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No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs	
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount		
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
											Date	Date	Date	(\$1,000s)			
57		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	0 928 0 0 0 7,600 8,528	Baseline PAED RW Cert RTL Begin End Const		3/21/24 12/28/23 10/31/24 6/30/25 12/30/25 6/1/28		0		
				NULL													
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		3/21/24 12/28/23 10/31/24 6/30/25 12/30/25 6/1/28		0		

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**Solutions for Congested Corridors Program (SCCP) Project List
October 01 - December 31, 2024**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
						Date	Date	Date	Date	Date						
59	07	07	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	
	6206	VAR			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				
					Con Sup	0	0	0	0	0	RTL	3/1/25				
					RW Cap	0	0	0	0	0	Begin	7/1/25				
					Con Cap	16,160	0	0	0	16,160	End Const	4/1/26				
					Total	21,400	0	0	0	21,400						
				<p>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.</p>												
60	07	6209	Los Angeles Metro CORE Capacity & System Integration Project (Platform Extension and Station Improvements)	Located in the South Bay Cities Subregion of Los Angeles County.	PAED	0	0	0	0		Baseline		6/27/24		0	
	LA				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		2/28/25		
					RW Cap	0	0	0	0	0	Begin	11/15/25		11/15/25		
					Con Cap	111,200	0	0	0	111,200	End Const	10/20/27		10/20/27		
					Total	120,000	0	0	0	120,000						
				<p>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.</p>												

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No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs			
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
						Date	Date	Date	Date	Date									
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. The proposed CORE project includes multiple components. This component includes the replacement of four existing 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.	PAED	0	0	0	0	0	0	Baseline		6/28/24			20,000			
				PSE	0	0	0	0	0	0	0	PAED	12/18/23	12/18/23					
				RW Sup	0	0	0	0	0	0	0	0	RW Cert	12/18/23	12/18/23				
				Con Sup	0	0	0	0	0	0	0	0	RTL	12/18/23	12/18/23				
				RW Cap	0	0	0	0	0	0	0	0	Begin	12/1/23	12/18/23				
				Con Cap	24,810	20,000	0	0	20,000	End Const	10/31/26			10/31/26					
				Total	24,810	20,000	0	0	20,000										
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	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		12/12/25					Schedule	
				Con Sup	0	0	0	0	0	RTL	10/13/24		12/12/25						
				RW Cap	0	0	0	0	0	Begin	10/14/24		12/11/26						
				Con Cap	32,450	0	0	0	32,450	End Const	10/31/26		12/17/29						
				Total	35,161	0	0	0	35,161										

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount			
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)								
						Date	Date	Date	Date	Date								
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								
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.	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	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	12/18/23	12/18/23					
					Con Sup	0	0	0	0	0	RTL	12/18/23	12/18/23					
					RW Cap	0	0	0	0	0	Begin	7/1/24	7/1/24					
					Con Cap	9,151	0	0	0	9,151	End Const	3/30/27		3/30/27				
					Total	9,151	0	0	0	9,151								

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**Solutions for Congested Corridors Program (SCCP) Project List
October 01 - December 31, 2024**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Date	Date	Date	(\$1,000s)		
65		07	Venice Blvd Bus	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	0	0	0	0		Baseline		3/21/24		0	
		6213	Speed and Reliability- (Lighting)		PSE	0	0	0	0		PAED	12/28/23	12/28/23			
		LA			RW Sup	0	0	0	0	0	RW Cert	2/1/25		2/1/25		
					Con Sup	0	0	0	0	0	RTL	6/30/25		6/30/25		
					RW Cap	0	0	0	0	0	Begin	12/30/25		12/30/25		
					Con Cap	55	0	0	0	55	End Const	6/1/28		6/1/28		
					Total	55	0	0	0	55						
				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.												
66		07	Inglewood Transit Connector	The ITC Project is a three-station, 1.6-mile fully automated, elevated, fixed-guideway transit system in the City of Inglewood, California, one of the fastest-growing cities in Los Angeles County.	PAED	82,151	0	82,151	0	82,151	Baseline		3/21/24		3,684	
		CP062C			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				
				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.	Total	2,051,710	6,340	82,151	0	2,051,710						

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**Solutions for Congested Corridors Program (SCCP) Project List
October 01 - December 31, 2024**

District 08

District																		
PPNO																		
County																		
No.	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			
67	08 1232 SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Mainline Improvements	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the SB County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	6,704	0	6,228	0	6,228	Baseline		6/24/21			0			
				PSE	20,440	0	10,947	0	10,947	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	65,026	0	92,311	Begin	10/24/22	10/3/23						
				Con Cap	116,932	65,000	28,210	0	126,901	End Const	10/25/24			6/26/26				
				Total	236,387	65,000	110,411	0	236,387									
			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 SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Maintenance Facility (D/B Contract)	In San Bernardino County, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	0	0	0	0	0	Baseline					0			
				PSE	0	0	0	0	0	PAED	5/12/20	5/12/20						
				RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/23						
				Con Sup	0	0	0	0	0	RTL	10/1/21	10/13/23						
				RW Cap	0	0	0	0	0	Begin	10/24/22	4/12/24						
				Con Cap	3,500	0	0	0	12,863	End Const	5/14/24			4/12/26				
				Total	3,500	0	0	0	12,863									
							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.	District PPNO County	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
					Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)		Date	Date	Date	(\$1,000s)	
69	08 1232C SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Vehicles	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 27,160 27,160	0 0 0 0 0 0 0	0 0 0 0 0 2,368 2,368	0 0 0 0 0 0 0	0 0 0 0 0 27,160 27,160	Baseline PAED RW Cert RTL Begin End Const	6/23/21 5/12/20 10/21/22 7/22/22 7/30/21 10/24/22 5/14/24	6/23/21 5/12/20 7/22/22 7/22/22 3/1/23 6/26/26		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.												
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 0 176,000 189,793	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	0 13,793 0 0 0 176,000 189,793	Baseline PAED RW Cert RTL Begin End Const	12/7/23 4/8/15 11/14/24 11/14/24 6/11/25 3/17/27	12/7/23 4/8/15 4/18/25 4/30/25 12/31/25 9/2/27		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												

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**Solutions for Congested Corridors Program (SCCP) Project List
October 01 - December 31, 2024**

District 11

No.	District PPNO County Route	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)	
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. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths and soundwalls (CMGC).	PAED	0	0	0	0		Baseline				256,038	
				PSE	0	0	1,330	0	1,330	PAED	8/30/14				
				RW Sup	0	0	0	0		RW Cert	6/30/18				
				Con Sup	44,670	32,000	44,620	31,966	44,812	RTL	6/30/18				
				RW Cap	0	0	0	0	0	Begin	10/31/18	11/16/18			
				Con Cap	256,059	163,000	256,893	163,104	256,818	End Const	9/1/22	10/31/23			
				Total	300,729	195,000	302,843	195,070	302,960						
72	11 0615J SD 005	I-5 NCC CARLSBAD HOV	IN CITY OF CARLSBAD FROM PALOMAR AIRPORT RD TO SR78. CONSTRUCT ONE HOV LANE IN EACH DIRECTION AND AUXILIARY LANE AT CANNON SOUTHBOUND	PAED	0	0	207	0	207	Baseline				67,755	
				PSE	0	0	13,004	0	13,004	PAED		8/30/14			
				RW Sup	0	0	965	0	965	RW Cert		12/2/20			
				Con Sup	8,001	0	7,927	0	8,034	RTL		12/3/20			
				RW Cap	0	0	20	0	0	Begin		10/5/21			
				Con Cap	67,812	0	63,880	0	67,755	End Const			9/30/25		
				Total	75,813	0	86,003	0	89,965						
73	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 CONSTRUCT CHESTNUT COMMUNITY ENHANCEMENT, SOUND WALL, AUX LN, ACTIVE TRANS IMP AND ASSET MANAGEMENT	PAED	0	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	6,227	0	9,192	RTL		10/14/22			
				RW Cap	0	0	0	0	0	Begin		11/21/23			
				Con Cap	32,032	0	51,176	0	81,029	End Const			11/16/26		
				Total	39,063	0	57,916	0	90,734						

District 12

No.	District PPNO County Route	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)	

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount					
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)										
						Date	Date	Date	Date	Date										
74	12 1301A 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.	PAED	0	0	0	0	0	0	Baseline		6/24/20			230				
				PSE	0	0	0	0	0	0	0	PAED	4/22/21	4/21/21						
				RW Sup	0	0	0	0	0	0	0	0	RW Cert	5/30/21	5/29/21					
				Con Sup	0	0	0	0	0	0	0	0	RTL	5/30/21	8/26/21					
				RW Cap	0	0	0	0	0	0	0	0	Begin	12/15/21	12/22/21					
				Con Cap	230	230	0	0	230			230	End Const	12/15/26		12/15/26				
				Total	230	230	0	0	230			230								
				<p>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.</p>																
75	12 1301A ORA	Route 53/553 (Bravo! Main Street) Bus Stop Improvements - Shelters	In the City of Santa Ana, Orange County.	PAED	0	0	0	0	0	0	Baseline		6/24/20			428				
				PSE	0	0	0	0	0	0	0	PAED	6/30/21	7/8/21						
				RW Sup	0	0	0	0	0	0	0	0	RW Cert	2/15/23	2/15/23					
				Con Sup	0	0	0	0	0	0	0	0	RTL	2/15/23	2/15/23					
				RW Cap	0	0	0	0	0	0	0	0	Begin	8/15/23	8/25/23					
				Con Cap	114	114	0	0	114			114	End Const	8/15/24	10/1/24					
				Total	114	114	0	0	114			114								
				<p>The project will install new bus shelters at up to three bus stops along the Bravo! Main Street Rapid Bus and OC Bus Route 53/53X corridor. 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.</p>																
76	12 2156 ORA	Central Orange County Corridor - Bravo! Main Street Rapid Bus	In Orange County, Anaheim Regional Transportation intermodal Center to South Coast Metro Park and Ride.	PAED	0	0	0	0	0	0	Baseline		6/24/20			9,051				
				PSE	0	0	0	0	0	0	0	PAED	4/29/20	4/29/20						
				RW Sup	0	0	0	0	0	0	0	0	RW Cert							
				Con Sup	0	0	0	0	0	0	0	0	RTL	5/1/20	10/1/20					
				RW Cap	0	0	0	0	0	0	0	0	Begin	10/31/20	11/11/20					
				Con Cap	5,414	4,331	0	0	5,414			5,414	End Const	12/25/23	12/1/24					
				Total	5,414	4,331	0	0	5,414			5,414								
				<p>Purchase five (5) heavy duty zero-emission battery electric buses.</p>																

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount		
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
77	12 2175 ORA	Central Orange County Corridor - Traffic Light Synchronization - Warner Avenue	Signal Synchronization and required communications Infrastructure on: Warner Avenue Signal Sync (PCH to Pullman Street) approximately 42 Signals - 14.4 miles. Project is a design-build.	PAED		0	0	0	0		Baseline		6/24/20			4,467	
					PSE	0	0	0	0		PAED	1/24/20	12/24/19				
					RW Sup	0	0	0	0	0	RW Cert		12/25/19				
					Con Sup	0	0	0	0	0	RTL		5/11/20				
					RW Cap	0	0	0	0	0	Begin	12/24/20	11/9/20				
					Con Cap	5,115	4,092	3,120	3,120	5,115	End Const	12/24/24		7/31/26			
					Total	5,115	4,092	3,120	3,120	5,115							
					NULL												
78	12 2176 ORA	Central Orange County Corridor - Traffic Light Synchronization - MacArthur Boulevard	Signal Synchronization and required communications Infrastructure on: MacArthur Blvd/Talbert (east of Beach Boulevard to SR-55) approximately 26 signals - 8.2 miles. Project is a design-build.	PAED		0	0	0	0		Baseline		6/24/20			3,458	
					PSE	0	0	0	0		PAED	1/24/20	12/24/19				
					RW Sup	0	0	0	0	0	RW Cert		12/25/19				
					Con Sup	0	0	0	0	0	RTL		3/23/20				
					RW Cap	0	0	0	0	0	Begin	12/24/20	8/10/20				
					Con Cap	3,689	2,951	1,130	1,130	3,689	End Const	12/24/24		4/30/26			
					Total	3,689	2,951	1,130	1,130	3,689							
					NULL												
79	12 2177 ORA	Central Orange County Corridor - Traffic Light Synchronization - Edinger Avenue	Signal Synchronization and required communications Infrastructure on three corridors: Edinger Avenue Signal Sync (Bolsa Chica to Auto Mall) - approximately 41 signals - 12.2 miles. Project is a design-build.	PAED		0	0	0	0		Baseline		6/24/20			5,394	
					PSE	0	0	0	0		PAED	1/24/20	12/24/19				
					RW Sup	0	0	0	0	0	RW Cert		12/25/19				
					Con Sup	0	0	0	0	0	RTL		1/27/20				
					RW Cap	0	0	0	0	0	Begin	12/24/20	7/13/20				
					Con Cap	6,196	4,957	1,464	1,464	6,196	End Const	12/24/24		3/31/26			
					Total	6,196	4,957	1,464	1,464	6,196							
					NULL												

District 75

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

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount		
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
						Date	Date	Date	(\$1,000s)								
80	75 2090H SON	SMART Windsor Rail System Extension Project	In Sonoma County between Sonoma County Airport SMART Station to the Town of Windsor.	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.	PAED	0	0	0	0		Baseline		10/18/23			35,981	
					PSE	0	0	0	0		PAED	6/1/08	6/1/08				
					RW Sup	0	0	0	0	0	RW Cert						
					Con Sup	0	0	0	0	0	RTL	9/1/18	9/1/18				
					RW Cap	0	0	0	0	0	Begin	10/18/23	12/20/23				
					Con Cap	34,000	30,000	2,322	0	36,322	End Const	6/30/25		6/30/25			
					Total	34,000	30,000	2,322	0	36,322							
					81	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.	The station is currently served by ten daily Amtrak intercity passenger trains and six daily Metrolink commuter rail trains.	PAED	700	0	700	0	700	Baseline	
PSE	1,360	0	14	0						1,360	PAED	10/1/23	11/8/23				
RW Sup	0	0	0	0						0	RW Cert	7/1/24		4/1/25		Schedule	
Con Sup	0	0	0	0						0	RTL	7/1/24		4/1/25			
RW Cap	400	0	0	0						400	Begin	10/1/24		10/1/25			
Con Cap	12,540	7,920	0	0						12,540	End Const	11/1/26		6/30/27			
Total	15,000	7,920	714	0						15,000							
82	75 6220 VEN	Rail Stations' EV Chargers	In Ventura County, station improvements at two (2) rail facilities including the Camarillo Station and Oxnard Station.	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 .						PAED	13	0	13	0	13	Baseline	
					PSE	51	0	0	0	51	PAED	10/26/23	12/5/23				
					RW Sup	0	0	0	0	0	RW Cert	9/15/24		4/28/25			
					Con Sup	0	0	0	0	0	RTL	8/1/24		4/28/25			
					RW Cap	0	0	0	0	0	Begin	10/1/24		11/25/25			
					Con Cap	347	60	0	0	60	End Const	8/14/26		12/25/26			
					Total	411	60	13	0	124							
					83	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.	NULL	PAED	379	0	379	0	379	Baseline	
PSE	1,398	0	595	0						1,398	PAED	11/21/23	11/21/23				
RW Sup	0	0	0	0						0	RW Cert	9/15/24		3/15/25			
Con Sup	0	0	0	0						0	RTL	8/1/24		3/15/25			
RW Cap	0	0	0	0						0	Begin	6/1/25		9/5/25			
Con Cap	4,384	3,000	0	0						3,000	End Const	8/14/26		12/5/26			
Total	6,161	3,000	974	0						4,777							

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount					
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)										
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Date	Date	Date	(\$1,000s)						
84	75 9879 PLA	Sacramento to Roseville 3rd Mainline Track	The Sacramento to Roseville Third Mainline - Phase One addition of the third main line starts in Sacramento County, near UP Milepost 100.99 at the westernmost limit and extends to approximately UP Milepost 107.74 in the City of Roseville in Placer County.	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.	PAED	3,782	0	4,930	0	4,930	Baseline				0					
					PSE	13,783	0	18,568	0	18,568	PAED	11/18/15	2/21/24							
					RW Sup	0	0	0	0	0	RW Cert	4/30/24			9/30/28					
					Con Sup	0	0	0	0	0	RTL	10/31/24			9/30/28					
					RW Cap	25,264	0	92,148	0	92,148	Begin	11/1/24			11/30/29					
					Con Cap	152,010	25,000	322,370	0	322,370	End Const	10/31/28			5/31/34					
					Total	194,839	25,000	438,016	0	438,016										
85	75 9887 VEN LOS	Leesdale Passing Siding	This project is to upgrade, power, and extend the existing 3,330-ft siding to the west 3.7 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					
					PSE	3,500	0	0	0	3,500	PAED	10/1/23	3/10/23							
					RW Sup	0	0	0	0	0	RW Cert	10/1/24	10/1/24							
					Con Sup	0	0	0	0	0	RTL	12/1/24			3/31/25					
					RW Cap	0	0	0	0	0	Begin	3/1/25			7/1/26					
					Con Cap	66,000	43,500	0	0	66,000	End Const	2/1/27			6/1/28					
					Total	69,500	43,500	0	0	69,500										

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount		
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
86	75	SMART Windsor Rail Project - PTC and Signal Crossings	SON	SMA	In Sonoma County between Sonoma County Airport SMART station to the Town of Windsor. The SMART Windsor Rail Systems Project is part of an overall transportation network extension and the environmental and design phases were completed under the overall corridor extension project.	PAED	0	0	0	0		Baseline		10/18/23		12,320	
						PSE	0	0	0	0	0	PAED	6/1/08	6/1/08			
						RW Sup	0	0	0	0	0	RW Cert					
						Con Sup	0	0	0	0	0	RTL	9/1/18	9/1/18			
						RW Cap	0	0	0	0	0	Begin	9/1/22	12/13/23			
						Con Cap	11,750	0	1,334	0	13,084	End Const	12/31/23		6/30/25		
						Total	11,750	0	1,334	0	13,084						
						<p>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.</p>											
87	75	Build North Coast Corridor (NCC)	SC001	SD	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						
						<p>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.</p>											

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)		Date	Date	Date	(\$1,000s)	
88		75	Metrolink Double Track Project: Moreno Valley to Perris	In Western Riverside County in the city of Perris: Construct approx.	PAED	0	0	0	0	0	Baseline		12/6/23		0	
		SC002			PSE	3,000	0	0	0	3,000	PAED	11/23/23	11/23/23			
		RIV			RW Sup	0	0	0	0	0	RW Cert	4/9/24		10/31/25		
					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						
				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.												

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