

Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2025

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	PSGC Phase 1 - Dry Creek Greenway	In Placer County.	PAED	1,467	0	1,467	0	1,467	Baseline					12,676
		PLA			PSE	2,371	0	2,371	0	2,371	PAED	12/31/20	3/20/19			
					RW Sup	0	0	0	0	0	RW Cert	8/23/21	3/1/23			
					Con Sup	0	0	0	0	0	RTL	10/25/21	8/29/23			
					RW Cap	910	0	192	0	192	Begin Const	3/31/22	9/28/23			
					Con Cap	11,746	6,239	12,781	3,896	11,746	End Const	3/31/24		6/30/26		
					Total	16,494	6,239	16,811	3,896	15,776						
				<p>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.</p>												
2	03	1526A	Dry Creek Greenway Multi-Use Trail Project, Roseville	The project area extends along Dry, Cirby and Linda Creeks from Darling Way to Rocky Ridge Drive in south Roseville and includes undercrossings of I- 80 and Sunrise Avenue as it traverses the older Cherry Glen, Hillcrest, Cirby Side, Meadow Oaks and Sierra Gardens neighborhoods.	PAED	0	0	0	0	0	Baseline					0
		PLA			PSE	0	0	0	0	0	PAED		3/20/19			
					RW Sup	0	0	0	0	0	RW Cert		3/1/23			
					Con Sup	0	0	0	0	0	RTL		8/29/23			
					RW Cap	0	0	0	0	0	Begin Const		9/28/23			
					Con Cap	0	0	7,358	3,896	3,462	End Const			6/30/26		
					Total	0	0	7,358	3,896	3,462						
				<p>The project would construct 2 miles of Class I trail from the existing Saugstad Park trail at Darling Way to the existing Maidu Park Trail at Rocky Ridge Drive, closing trail gaps, removing active transportation barriers and resulting in an interconnected trail system more than 10 miles long.</p>												

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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 over budget

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No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs
3	03 1531 SAC	PSGC Phase 1 - Auburn Boulevard Complete Streets	In the city of Citrus Heights, on Auburn Boulevard between Oak Grove Avenue north to Orlando Avenue (City of Roseville), connection to the Louis-Orlando Transit Station.	PAED	0	0	0	0	0	0	Baseline		6/24/21		28,918	Cost
				PSE	1,528	0	3,145	0	3,145	PAED	12/7/15	12/7/15				
				RW Sup	0	0	0	0	0	RW Cert	9/30/21	4/28/23				
				Con Sup	0	0	0	0	0	RTL	8/30/21	10/23/23				
				RW Cap	2,990	0	1,660	0	1,660	Begin Const	12/8/22	5/9/24				
				Con Cap	21,867	2,860	3,579	714	21,867	End Const	1/23/25	1/31/27				
				Total	26,385	2,860	8,384	714	26,672							
				This project will reconstruct 4,400LF of this aging, vehicle-oriented corridor. Project will construct new curb, gutter, sidewalk, bicycle lanes, transit stop access and amenity upgrades, traffic signal upgrades, decorative streets lights, landscaped raised medians, drainage improvements, landscaping improvements and a new gateway traffic signal near the north City limit.												
4	03 1532A SAC	PSGC Phase 1 – Light Rail Modernization Stations Phase 2	City of Sacramento and Sacramento Count.	PAED	0	0	0	0	0	0	Baseline		6/23/21		5,874	
				PSE	0	0	0	0	0	PAED	7/31/19	7/31/19				
				RW Sup	0	0	0	0	0	RW Cert	10/26/21	10/26/21				
				Con Sup	0	0	0	0	0	RTL	4/1/22	10/16/23				
				RW Cap	0	0	0	0	0	Begin Const	6/30/22	12/29/23				
				Con Cap	6,040	2,942	6,040	0	6,040	End Const	7/1/24	6/30/26				
				Total	6,040	2,942	6,040	0	6,040							
				Light Rail Vehicle Station Conversions to accommodate low floor light rail vehicles (LRVs). Funds will be used for full build station conversions on the northeastern corridor of the Blue light rail lines. Other funding sources (not part of this project) will be used for conversions on the Gold Line. Station Conversions include raising the platform up at least 8 inches above the top of the rail in order to allow for automatic passenger ramp deployment. Without the conversion of the stations low-floor vehicles will not be able to provide service on the Blue Line NEC.												
5	03 1533 SAC	PSGC Phase 1 - Watt Avenue Complete Streets	In Sacramento County, on Watt Avenue, from I-80 westbound ramps to Roseville Rd Between Orange Grove Avenue and Roseville Rd, construct buffered bike lanes, separated pedestrian-friendly sidewalks, landscaped medians, improved transit facilities for pedestrians including bus turnouts, improve street lighting, improve signalized intersections, and other streetscape amenities to encourage mobility by active modes of transportation and provide community identity.	PAED	144	0	144	0	144	Baseline		6/23/21		13,535		
				PSE	1,540	0	2,598	0	2,598	PAED	7/21/20	7/21/20				
				RW Sup	0	0	0	0	0	RW Cert	10/31/22	6/5/24				
				Con Sup	0	0	0	0	0	RTL	12/31/22	9/11/24				
				RW Cap	1,216	0	3,457	0	3,457	Begin Const	4/3/23	12/10/24				
				Con Cap	12,840	8,100	13,257	8,100	15,995	End Const	12/31/24	1/31/26				
				Total	15,740	8,100	19,456	8,100	22,194							
				Between Orange Grove Avenue to I-80 westbound ramps, extend class 2 bike lane and sidewalk improvements.												

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3 to 6 months behind schedule

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

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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)				
6	03 1534 SAC	PSGC Phase 1 – Watt/I-80 Light Rail Station		In northeast Sacramento County, in North Highlands just before the Interstate 80, Business 80 interchange. The focus of the project is to improve bicycle, pedestrian and bus access from the Watt Ave Station Plaza (on the west side of Watt Ave) to the Watt/I-80 Light Rail Station. Improvement include expanding the Watt Ave Station Plaza, including a new stairway connecting to the light rail platform, new pedestrian lighting, removing concrete barriers, adding wayfinding signage and adding passenger amenities such as seating, shade/rain shelters and landscape buffers (with guardrail) between the plaza and vehicular traffic. The project will also increasing pedestrian amenities on the west side of Watt Ave, including wider sidewalks, pedestrian-level lighting, landscape buffers and new ornamental metal security fencing along the overcrossing.	PAED	0	0	0	0	0	Baseline		6/23/21		20,000			
					PSE	0	0	0	0	0	PAED	6/1/21	1/18/22				Cost	
					RW Sup	0	0	0	0	0	RW Cert	10/26/21	6/30/22					
					Con Sup	0	0	0	0	0	RTL	1/1/22	6/30/23					
					RW Cap	0	0	0	0	0	Begin Const	5/1/22	1/26/24					
					Con Cap	9,846	7,937	13,816	0	24,574	End Const	6/30/23		6/30/26				
					Total	9,846	7,937	13,816	0	24,574								
7	03 1535A PLA	PSGC Phase 1 - South Placer Transit - Five Electric Buses		In Placer and Sacramento counties. The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm. The service will be provided using five (5) new 40' battery electric buses (4 buses and 1 spare).	PAED	10	0	10	0	10	Baseline				4,705			
					PSE	50	0	50	0	50	PAED	6/24/20	3/17/22					
					RW Sup	0	0	0	0	0	RW Cert	12/31/20	3/18/22					
					Con Sup	0	0	0	0	0	RTL	4/2/21	3/18/22					
					RW Cap	0	0	0	0	0	Begin Const	6/1/22	5/25/22					
					Con Cap	10,045	4,705	6,437	0	10,045	End Const	6/30/23		11/18/26				
					Total	10,105	4,705	6,497	0	10,105								

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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)				
8	03 1535B PLA	PSGC Phase 1 - South Placer Transit - Five Chargers	In Placer and Sacramento counties.	The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm. The service will be provided using five (5) new chargers (3 depot chargers and 2 on-route chargers) to support the battery-electric buses being purchased as part of the parent project.	PAED	0	0	0	0	0	Baseline				1,295			
					PSE	137	0	137	0	137	PAED	6/24/20	6/24/20					
					RW Sup	0	0	0	0	0	RW Cert	12/31/20	12/31/22					
					Con Sup	0	0	0	0	0	RTL	4/2/21	4/30/23					
					RW Cap	0	0	0	0	0	Begin Const	3/23/23	12/6/23					
					Con Cap	1,295	1,295	1,221	0	1,295	End Const	9/28/23	6/30/26					
					Total	1,432	1,295	1,358	0	1,432								
9	03 1787A SAC	US 50 Multimodal Corridor Enhancement Project/Gold Line Light Rail Improvements Between Sunrise Blvd to Downtown Folsom	In Sacramento County, from Sacramento Valley Station to the Downtown Folsom Station. This project will enhance the light rail capacity on the Gold Line. The project consists of the construction of track sidings to allow trains to pass in the section of single tracks on the Gold Line between the Sunrise Station and Historic Folsom Station. This will permit trains to operate with 15-minute frequencies between those stations, where they currently operate with 30-minute frequencies. The additional frequencies will increase ridership and reduce vehicle miles traveled on US-50. This will also help improve traffic signal phasing for all roadway intersection along Folsom Blvd in Folsom, thus improving roadway traffic flow. This project is a co-applicant with the Caltrans Sacramento US 50 HOV Project from I-5 to Watt Ave for the SB1 Solutions for Congested Corridor Program funds.	PAED	1,041	0	1,041	0	1,041	Baseline				21,944				
				PSE	8,866	0	8,866	0	8,866	PAED	4/1/20	4/1/20						
				RW Sup	0	0	0	0	0	RW Cert	10/31/20	10/31/20						
				Con Sup	0	0	0	0	0	RTL	3/31/21	1/14/22						
				RW Cap	1,540	0	1,540	0	1,540	Begin Const	4/1/21	4/12/22						
				Con Cap	20,653	20,300	20,392	0	20,653	End Const	3/31/23	4/30/26						
				Total	32,100	20,300	31,839	0	32,100									

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
10	03 1804A SAC		Auburn Boulevard Complete Streets – Phase 2	The project is located on Auburn Boulevard in the City of Citrus Heights, extending from the City of Roseville (Orlando Avenue) to Rusch Park (600 linear ft. north Antelope Road). The project is the final phase of a vibrant active, "complete street" project including bike lane installations, min. 6 ft. wide sidewalks, transit enhancements, and landscaping. NJ: An education and encouragement program will be provided at two elementary schools to increase walking and bicycling at each school and within the surrounding community.	PAED	0	0	0	0	0	0	Baseline				28,919			
					PSE	0	0	0	0	0	0	0	PAED		12/7/15				
					RW Sup	0	0	0	0	0	0	0	0	RW Cert		4/28/23			
					Con Sup	0	0	0	0	0	0	0	0	RTL		5/2/23			
					RW Cap	0	0	0	0	0	0	0	0	Begin Const		5/9/24			
					Con Cap	0	0	3,579	714	29,596	End Const			1/31/27					
					Total	0	0	3,579	714	29,596									
					11	03 2201 SAC		PSGC Phase 1 – Light Rail Modernization LRVs	Light Rail Vehicles will operate on the Blue Lines North East Corridor (NEC) which includes stations within the City of Sacramento and Sacramento County. Purchase eight (8) Low-Floor Light Rail Vehicles (LRV) to replace eight (8) high floor LRVs which are past their useful life. SacRT has entering into a contact with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor LRVs. SacRT has identified funding for the first 20 vehicles and has issued Siemens a Notice to Proceed with the manufacturing of those LRV. The contract includes options for the remaining 56 vehicles that will need to be exercised within the next 7 years. The S700 low-floor LRVs will have low-level boarding at every doorway, a spacious seating design, and larger windows for better light and views. They will feature improved accessibility with wider aisles, built-in storage space for luggage and areas for bicycles.	PAED	0	0	0	0	0	0	Baseline		6/23/21
PSE	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 Const	6/30/22	9/29/23			
Con Cap	49,936	22,994	29,566	0						47,614	End Const	7/1/26		6/30/26					
Total	49,936	22,994	29,566	0						47,614									
12	03 5101C PLA 080		Pla-80 EB Aux Lane and WB 5th Lane	In Placer County, in Roseville and Rocklin, between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane.						PAED	755	0	0	0	277	0	Baseline		
					PSE	1,773	0	0	0	0	0	0	PAED						
					RW Sup	242	0	0	0	19	0	0	0	RW Cert					
					Con Sup	5,085	1,015	3,903	828	4,590	0	0	0	RTL		4/29/22			
					RW Cap	281	0	0	0	0	0	0	0	Begin Const		6/16/23			
					Con Cap	33,593	8,488	39,317	7,498	40,715	End Const			6/22/26					
					Total	41,729	9,503	43,220	8,326	45,601									

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					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
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	13,617	0	11,997	0	11,997	Baseline				397,785		
				PSE	10,243	0	10,228	0	10,228	PAED	5/31/17					
				RW Sup	3,075	0	2,100	0	2,100	RW Cert	2/3/20	9/25/19				
				Con Sup	48,800	10,000	43,480	10,000	50,125	RTL	2/14/20	9/26/19				
				RW Cap	2,640	0	2,360	0	0	Begin Const	7/15/20	6/30/20				
				Con Cap	470,665	80,000	465,669	79,880	450,187	End Const	12/1/24		10/30/26			
				Total	549,040	90,000	535,834	89,880	524,637							
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		8/16/24		0		
				PSE	6,029	0	0	0	6,029	PAED	6/13/16	6/13/16			Cost	
				RW Sup	0	0	0	0	0	RW Cert	4/1/25		4/28/26			
				Con Sup	0	0	0	0	0	RTL	4/1/25		4/28/26			
				RW Cap	0	0	0	0	0	Begin Const	12/1/25		12/31/27			
				Con Cap	30,144	25,000	6,794	0	36,938	End Const	6/1/28		12/31/30			
				Total	36,952	25,000	6,794	0	42,967							

District 04

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					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)										
15	04 0361M MRN 101	04	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	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	78	0	89	RW Cert	6/25/21	6/10/21							
					Con Sup	19,050	14,850	14,305	14,305	17,840	RTL	6/25/21	6/28/21							
					RW Cap	10,615	0	3,548	0	7,295	Begin Const	12/31/21	5/13/22							
					Con Cap	114,896	25,268	87,268	21,098	93,163	End Const	12/30/25		12/31/26						
					Total	159,518	40,118	105,718	35,403	118,906										
					16	04 0376 NAP 221,29	04	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	
PSE	5,045	0	6,306	0						6,306	PAED	2/13/20	2/13/20							
RW Sup	200	0	77	0						101	RW Cert	5/1/21	8/25/21							
Con Sup	7,339	0	6,809	0						7,959	RTL	6/30/21	8/26/21							
RW Cap	100	0	52	0						100	Begin Const	11/15/21	5/13/22							
Con Cap	36,785	19,341	36,129	18,993						36,784	End Const	11/15/23		11/30/26						
Total	55,569	19,341	56,282	18,993						58,159										
17	04 0658J SCL,SM 101	04	US 101 Managed Lanes Project - Highway Planting Replacement	This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, Redwood City, Palo Alto, and East Palo Alto in both Santa Clara and San Mateo County on U.S.101, from 2 miles South of the Santa Clara County line to 0.3 mile south of Grand Avenue Interchange. Establish follow-up highway landscape planting.						PAED	0	0	0	0	0	Baseline				
					PSE	0	0	0	0	0	PAED	10/31/18	10/31/18							
					RW Sup	0	0	0	0	0	RW Cert		6/30/22							
					Con Sup	500	0	519	0	736	RTL		3/27/23							
					RW Cap	0	0	0	0	0	Begin Const	2/1/22	11/30/23							
					Con Cap	4,305	0	5,892	0	6,891	End Const	2/1/26		12/15/28						
					Total	4,805	0	6,411	0	7,627										

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Bold Phase allocated

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2025**

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	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		Baseline		5/12/21			41,800				
					PSE	0	0	0	0		PAED	9/1/17	9/1/17							
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20							
					Con Sup	0	0	0	0	0	RTL	7/1/20	3/19/21							
					RW Cap	0	0	0	0	0	Begin Const	2/1/22	2/1/22							
					Con Cap	41,800	41,800	0	0	41,800	End Const	8/1/26		1/31/27						
					Total	41,800	41,800	0	0	41,800										
19	04	2010F ALA,CC,S F	BART Train Control Modernization Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract	The MacArthur/Downtown Oakland Interlock Upgrade Contract will be implemented at MacArthur and Downtown Oakland BART stations, and will affect service through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Alameda and San Francisco counties. The MacArthur/Downtown Oakland Interlock Upgrade Contract includes installation of new surface mounted train control raceways and associated cables to new Switch Power Supply Cabinets (SPSC) and associated interlock switches will be designed along the K Line from MacArthur Train Control Room to Interlocking K23, K25 or K35. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	PAED	0	0	0	0		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 Const	2/1/22	12/8/23							
					Con Cap	14,850	14,850	0	0	14,850	End Const	6/1/24		6/18/26						
					Total	14,850	14,850	0	0	14,850										

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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)		
20	04	BART - Switch	Machine Cabling	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				3,350	
	2010H	Machine Cabling	Project - Procurement	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.	PSE	0	0	0	0		PAED	9/1/17	9/1/17			
	ALA,CC,S	Project - Procurement	of Non-Revenue		RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			
	F	Equipment			Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20			
					RW Cap	0	0	0	0	0	Begin Const	5/1/22	5/12/22			
					Con Cap	3,350	3,350	0	0	3,350	End Const	8/1/26		1/31/27		
					Total	3,350	3,350	0	0	3,350						
21	04	BART- Switch	Machine Cabling	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				12,500	
	2010J	Machine Cabling	Project - Procurement	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.	PSE	0	0	0	0		PAED	9/1/17	9/1/17			
	ALA,CC,S	Project - Procurement	of Material		RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			
	F				Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20			
					RW Cap	0	0	0	0	0	Begin Const	5/1/22	4/7/22			
					Con Cap	12,500	0	0	0	12,500	End Const	8/1/26		1/31/27		
					Total	12,500	0	0	0	12,500						

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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							
22	04	2010K	BART - Switch Machine Cabling Project - Services ALA,CC,S F	In Contra Costa, Alameda and San Francisco counties.	PAED	0	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	RW Cert	7/1/20	7/1/20					
					Con Sup	0	0	0	0	RTL	7/1/20	7/1/20					
					RW Cap	0	0	0	0	Begin Const	5/1/22	5/1/22					
					Con Cap	2,724	0	0	0	End Const	8/1/26		1/31/27				
					Total	2,724	0	0	0								
					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.												
23	04	2364	East Bay Greenway Multimodal, North Segment Project Phase 1 185	The parent project is only for the pre-construction phase.	PAED	1,158	0	1,158	0	1,158	Baseline					0	
					PSE	15,500	0	12,400	0	15,500	PAED	12/1/25	9/19/25				
					RW Sup	664	0	0	0	664	RW Cert	7/15/26		4/17/26			
					Con Sup	0	0	0	0	30,426	RTL	9/30/26		4/30/26			
					RW Cap	0	0	0	0	0	Begin Const	10/19/26		2/27/27			
					Con Cap	0	0	0	0	148,907	End Const	1/25/29		4/15/29			
					Total	17,322	0	13,558	0	196,655							
					The construction phase will be delivered in four separate construction packages (PPNO 2364A, PPNO 2364B, PPNO 2364C, PPNO 2364D) Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the Cities of Oakland and San Leandro, spanning 10.6 miles, from Lake Merritt BART Station in Downtown Oakland to the Bayfair BART Station in San Leandro via East 10th Street, East 12th Street, San Leandro Street/Blvd, and East 14th Street (SR 185). The project will consist of Class I shared use paths, Class IV protected bikeways, and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements to improve speed and passenger comfort, and placemaking features.												

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

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

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount			
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)								
29	04	2365E SCL	BART Silicon Valley Phase II Extension (BSVII) Project	In the cities of San Jose and Santa Clara. Extend BART on a new alignment from Berryessa to downtown San Jose and Santa Clara Caltrain Station in the City of Santa Clara. Project includes all elements of the rail extension including rights of way, utility relocations, power, signal & communication systems, vehicles, stations, new maintenance/storage facility, and associated core BART system capital upgrades to support operation of the extension.	PAED	220,130	0	220,130	0	220,130	Baseline					10,691,282		
					PSE	1,198,328	0	1,198,328	0	1,198,328	PAED	3/2/18	3/2/18					
					RW Sup	0	0	0	0	0	RW Cert	12/31/26		12/31/26				
					Con Sup	0	0	0	0	0	RTL	9/24/21	9/24/21					
					RW Cap	635,866	0	0	0	635,866	Begin Const	4/24/23	4/24/23					
					Con Cap	10,091,283	75,000	0	0	9,945,918	End Const	11/30/36		11/30/36				
					Total	12,145,607	75,000	1,418,458	0	12,000,24								
30	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 Const	8/1/20	8/1/20					
					Con Cap	1,342,871	0	0	0	1,065,871	End Const	8/1/31		8/1/31				
					Total	1,355,000	0	0	0	1,065,871								

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)								
31	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. Construct auxiliary lanes, bus-on-shoulder, and bicycle/pedestrian overcrossing near Chanticleer Avenue.	PAED	0	0	0	0	0	Baseline					31,324	Cost	
					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					
					Con Sup	3,872	3,872	6,812	4,862	7,147	RTL	10/1/20	4/26/21					
					RW Cap	750	0	750	0	0	Begin Const	11/27/22	11/16/22					
					Con Cap	28,110	19,635	33,959	19,564	36,718	End Const	12/12/25		3/31/26				
					Total	35,952	23,507	44,335	24,426	46,679								

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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)	
32	05 0073C SCR 1	State Route 1 - State Park to Bay/Porter Auxiliary Lanes	Near Capitola and Aptos, State Route 1 from State Park Drive to Bay/Porter Interchanges.	PAED		2,635	0	1,830	0	1,830	Baseline		6/23/21		78,656	
				PSE		3,060	0	980	0	980	PAED	5/10/21	5/11/21			
				RW Sup		0	0	0	0	0	RW Cert	8/1/22	12/2/22			Schedule
				Con Sup		8,760	8,760	8,872	8,872	15,690	RTL	10/1/22	12/5/22			
				RW Cap		1,100	0	1,056	0	0	Begin Const	4/1/23	7/24/23			
				Con Cap		73,400	44,077	45,431	25,455	78,656	End Const	4/1/27		11/26/29		
				Total		88,955	52,837	58,169	34,327	97,156						
				Construct auxiliary lanes between interchanges. Includes reconstruction of the Capitola Avenue overcrossing to accommodate new lanes on State Route 1 and improve bicycle and pedestrian facilities; hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles); bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; additional project elements: add emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought-tolerant landscaping SCCP/LPP Title: Watsonville-Santa Cruz Multimodal Improvements -Bay Ave/Porter St to State Park Dr - Contract #2.												
33	05 0073D SCR 01	SR 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulders, and Coastal Rail Trail Segment 12 Project (Contract #1)	Near Aptos on Highway 1 between Freedom Blvd and State Park Dr Construct auxiliary lanes on State Route 1 between Freedom Blvd and Rio Del Mar Blvd and Rio Del Mar and State Park Drive Interchanges, modify shoulders to allow buses to use shoulders under interchanges, construct soundwalls and retaining walls.	PAED		3,950	0	3,950	0	3,950	Baseline				0	
				PSE		10,000	0	11,278	0	10,000	PAED	2/20/24	2/20/24			
				RW Sup		0	0	0	0	0	RW Cert	4/21/26		10/1/26		
				Con Sup		29,622	29,622	0	0	29,622	RTL	5/21/26		11/2/26		
				RW Cap		16,608	0	4,380	0	16,608	Begin Const	11/21/26		4/1/27		
				Con Cap		171,664	38,952	0	0	171,664	End Const	11/21/29		11/26/29		
				Total		231,844	68,574	19,608	0	231,844						
				Includes reconstruction of two bridges over Highway 1 and widening of the highway bridge over Aptos Creek/Spreckles Drive. MBSST bicycle/pedestrian rail trail from just south of the Rio del Mar Boulevard crossing of the Santa Cruz Branch Rail line to State Park Drive, includes 4 bicycle and pedestrian overcrossing bridges over Highway 1 (x2) and Soquel Drive (x2).												

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2025**

No.	District PPNO County	Route Title	Location and Type of Work	Phase	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Milestone	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs			
34	05 1834B SB	Cabrillo Boulevard Pedestrian Improvements	The Cabrillo Project is located on Cabrillo Boulevard between U.S. 101 and Los Patos way in the City of Santa Barbara. The project will replace the UPRR undercrossing, and construct pedestrian and bicycle improvements on Cabrillo Boulevard, between the Highway 101/Cabrillo interchange and Cabrillo Boulevard and Los Patos Way intersection. More project specifications are included in Additional Information tab.	PAED	3,578	0	0	0	0	Baseline				0				
				PSE	4,027	0	1,477	0	4,027	PAED	5/22/18	5/22/18						
				RW Sup	0	0	0	0	0	RW Cert	3/31/27		3/31/27					
				Con Sup	0	0	0	0	0	RTL	3/31/27		3/31/27					
				RW Cap	5,487	0	0	0	5,487	Begin Const	7/1/27		7/1/27					
				Con Cap	45,679	38,403	0	0	45,679	End Const	6/30/29		6/29/29					
				Total	58,771	38,403	1,477	0	55,193									
				NULL														
35	05 2894 SB	Summerland Area Coastal Access Improvements	In the County of Santa Barbara, in and near the community of Summerland, on Via Real, Wallace Avenue and Finney Road on both the inland and coastal side of Highway 101. Construct 0.4 miles of sidewalk and add coastal access parking along Wallace Avenue. Along Via Real, construction 0.4 miles of sidewalk to complete gap in California Coastal Trail between Greenwell Drive and North Padaro Lane and add a Class I multi purpose path.	PAED	300	0	300	0	300	Baseline		10/17/18		7,144				
				PSE	680	0	687	0	687	PAED	4/30/19	10/1/19						
				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 Const	7/1/22	9/10/24						
				Con Cap	8,320	8,320	2,448	1,224	8,320	End Const	6/30/23		9/1/26					
				Total	9,674	8,320	3,524	1,224	9,535									
				NULL														
36	05 2897 SB	Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	Construct Class I bikeway along Santa Claus Lane (County of Santa Barbara) from Sandpoint Drive to South Padaro Lane to close a gap in the California Coastal Trail (CCT). To construct coastal access parking and improved and safe beach access across railroad tracks of UPRR.	PAED	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 Const	10/1/20	9/17/24						
				Con Cap	7,040	7,040	3,686	0	3,786	End Const	6/30/21		3/1/26					
				Total	8,040	7,040	5,569	0	5,669									
				NULL														

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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)		
37	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	0	Baseline		6/23/21		20,209	Cost
					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	820	0	820	Begin Const	3/1/23	5/16/23				
					Con Cap	22,218	16,463	23,335	14,110	25,715	End Const	11/1/24	2/2/26				
					Total	25,661	16,463	26,778	14,110	29,158							
38	05 3198 SB		Electric Transit Bus Replacement 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.	The project is located within the Santa Barbara Metropolitan Transit District boundaries, which closely corresponds to the South Coast of Santa Barbara County.	PAED	0	0	0	0	0	Baseline		1/25/24		13,771		
					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 Const	3/31/24	12/4/24				
					Con Cap	13,771	10,500	0	0	13,771	End Const	1/31/25	12/1/26				
					Total	13,771	10,500	0	0	13,771							
39	05 3199 SB		Sheffield Drive to Ortega Hill Pedestrian and Bicycle Connector 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.	The project will complete a gap closure in the California Coastal Trail and Pacific Bike Route in Summerland/Montecito to improve accessibility and safety.	PAED	40	0	40	0	40	Baseline		1/25/24		0		
					PSE	120	0	0	0	120	PAED	10/17/23	10/17/23				
					RW Sup	0	0	0	0	0	RW Cert	10/1/23	6/23/25				
					Con Sup	0	0	0	0	0	RTL	4/1/24	4/1/26				
					RW Cap	0	0	0	0	0	Begin Const	10/1/24	10/30/26				
					Con Cap	2,250	2,250	0	0	2,250	End Const	2/1/25	4/30/27				
					Total	2,410	2,250	40	0	2,410							

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July 01 - December 31, 2025**

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)							
40	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. 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.	PAED	25	0	0	0	0	0	Baseline		1/25/24			1,325	
				PSE	60	0	85	0	85	PAED	11/7/23	11/7/23					
				RW Sup	0	0	0	0	0	RW Cert	12/15/23	4/7/25					
				Con Sup	0	0	0	0	0	RTL	12/15/23	8/28/25					
				RW Cap	40	0	0	0	40	Begin Const	3/15/24	10/22/25					
				Con Cap	1,325	1,325	0	0	1,325	End Const	12/30/24	9/15/26					
				Total	1,450	1,325	85	0	1,450								
				41	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. 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.	PAED	10	0	10	0	10	Baseline		1/25/24	
PSE	50	0	0					0	50	PAED	10/31/23	10/16/23					
RW Sup	0	0	0					0	0	RW Cert	12/15/23	4/21/25					
Con Sup	0	0	0					0	0	RTL	12/15/23	2/2/26					
RW Cap	0	0	0					0	0	Begin Const	3/15/23	3/2/26					
Con Cap	575	575	0					0	575	End Const	12/30/24	8/28/28					
Total	635	575	10					0	635								
42	05 3273 SB	Santa Barbara Zero Emission Vehicle Charging Infrastructure	The project will install Zero Emission Vehicle chargers in the City of Santa Barbara at the West Cabrillo Pavilion Lot (1118 E CABRILLO BLVD, SANTA BARBARA, CA). Eight DC Fast Chargers (DCFC) will be installed at this location.					PAED	1	0	0	0	0	Baseline			
				PSE	90	0	0	0	90	PAED	11/7/25	11/5/25					
				RW Sup	0	0	0	0	0	RW Cert	3/1/26	3/1/26					
				Con Sup	0	0	0	0	0	RTL	4/1/26	4/1/26					
				RW Cap	24	0	0	0	24	Begin Const	12/1/26	12/1/26					
				Con Cap	1,662	1,662	0	0	1,662	End Const	6/30/27	6/30/27					
				Total	1,777	1,662	0	0	1,776								

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July 01 - December 31, 2025**

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								
43	05 3274 SB		Santa Barbara Eastside Active Transportation Improvements	In the City of Santa Barbara, construct a series of bicycle and pedestrian safety enhancements to the City's Eastside neighborhood to encourage active transportation modes: A. Safe Routes to School Safety Enhancements, including curb extensions and high visibility crosswalks at the intersections of Montecito/Voluntario, Montecito/Soledad, Quinientos/Voluntario, Quinientos/Soledad, and Carpinteria/Soledad. B. Cacique Bike Boulevard/Bike Friendly Street improvements including curb extensions at Canada/Hutash, Canada/Punta Gorda, and Voluntario/Cacique. This route connects to the existing Cacique/US 101 undercrossing and would also connect pedestrians and cyclists to the future overcrossing at Canada/Pitos. CONTINUED IN ADDITIONAL INFORMATION TAB.	PAED	1,000	0	1,000	0	1,000	Baseline					0		
					PSE	523	0	0	0	523	PAED	11/1/25	9/30/25					
					RW Sup	0	0	0	0	0	RW Cert			4/1/27				
					Con Sup	0	0	0	0	0	RTL	4/1/27		4/1/27				
					RW Cap	50	0	0	0	50	Begin Const	11/1/27		11/1/27				
					Con Cap	8,755	8,755	0	0	8,755	End Const	6/1/28		6/1/28				
					Total	10,328	8,755	1,000	0	10,328								
					NULL													
44	05 3275 SB		VCTC Coastal Express zero-emission buses	This project is for the purchase of three (3) 45' zero-emission transit replacement buses for VCTC Coastal Express route connecting Ventura and Santa Barbara counties. The project will improve travel time reliability, facilitating service expansion.	PAED	0	0	0	0	0	Baseline					0		
					PSE	0	0	0	0	0	PAED	11/3/25	10/9/25					
					RW Sup	0	0	0	0	0	RW Cert			4/1/27				
					Con Sup	0	0	0	0	0	RTL	4/1/27		4/1/27				
					RW Cap	0	0	0	0	0	Begin Const	12/1/27		12/1/27				
					Con Cap	6,000	6,000	0	0	6,000	End Const	6/30/28		6/30/28				
					Total	6,000	6,000	0	0	6,000								
					NULL													
45	05 3276 SCR		Soquel Drive Multimodal Project - State Park Drive to Freedom Boulevard (SB1-Cycle 4: Contract #2)	In the unincorporated area of Santa Cruz County on Soquel Drive between State Park Drive to Freedom Blvd This contract includes local road, transit, and active transportation type projects. • Adaptive traffic signal control at 2 intersections • Separated bikeways and buffered bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) • 8 green bike boxes at 5 intersections for left turn movements • Pedestrian improvements including - 30 accessible pedestrian signal (APS) push buttons - 5045 feet of new curb, gutter, retaining wall and sidewalk construction - 7 crosswalk upgrades, 4 sidewalk curb extensions - 16 ADA ramps • Cape seal of pavement for entire 2.4-mile project length.	PAED	805	0	805	0	805	Baseline					0		
					PSE	2,411	0	2,411	0	2,411	PAED	10/31/25						
					RW Sup	0	0	0	0	0	RW Cert	3/30/27		8/7/27				
					Con Sup	0	0	0	0	0	RTL	5/31/27		10/8/27				
					RW Cap	2,411	0	2,411	0	2,411	Begin Const	11/30/27		4/8/28				
					Con Cap	21,290	21,290	4,373	0	25,663	End Const	11/30/29		4/9/30				
					Total	26,917	21,290	10,000	0	31,290								
					NULL													

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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							
46	05 7101G SB 101	Santa Barbara U.S. 101 Multimodal Corridor Project - 4E South -City of Santa Barbara	In Santa Barbara County in and near Santa Barbara from 0.1 mile south of Olive Mill Road overcrossing to 0.3 mile south of Cabrillo Boulevard undercrossing.	Construct HOV lanes. This is a CMGC project.	PAED	0	0	0	0	0	Baseline			6/27/24		43,951	
					PSE	0	0	0	0	0	PAED	8/26/14	8/26/14				
					RW Sup	0	0	0	0	0	RW Cert	10/2/23	3/20/24				
					Con Sup	12,360	12,360	3,988	3,988	12,337	RTL	11/1/23	3/28/24				
					RW Cap	0	0	0	0	0	Begin Const	2/1/24	7/26/24				
					Con Cap	60,229	39,067	25,046	22,233	47,251	End Const	6/4/27		12/1/26			
					Total	72,589	51,427	29,034	26,221	59,588							
47	05 7101H SB 101	Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4E North - Cabrillo Interchange	In Santa Barbara, from 0.4 mile north of Olive Mill Road Overcrossing to Sycamore Creek Bridge No 51-0332.	Construct HOV Lanes. This is a CMGC project.	PAED	0	0	0	0	0	Baseline					0	
					PSE	0	0	0	0	0	PAED	10/27/17	10/27/17				
					RW Sup	0	0	0	0	0	RW Cert	9/26/25	12/30/25				
					Con Sup	14,238	0	0	0	14,005	RTL	9/29/25	12/30/25				
					RW Cap	0	0	0	0	0	Begin Const	3/2/26		3/13/26			
					Con Cap	125,968	54,200	0	0	125,000	End Const	3/2/29		1/8/29			
					Total	140,206	54,200	0	0	139,005							
48	05 7101L SB 101	Carpinteria to Santa Barbara Widening – 4A Carpinteria Mitigation Pltg	In Santa Barbara County In Carpinteria From 0.2 Mile South of Bailard Avenue Overcrossing To 0.7 Mile South of South Padaro Lane	Install mitigation planting	PAED	0	0	0	0	0	Baseline					3,536	
					PSE	250	0	500	0	500	PAED		12/18/20				
					RW Sup	0	0	0	0	0	RW Cert		5/14/21				
					Con Sup	500	0	810	0	1,039	RTL		6/24/21				
					RW Cap	0	0	0	0	0	Begin Const		5/27/22				
					Con Cap	1,768	0	2,872	0	3,537	End Const			10/26/26			
					Total	2,518	0	4,182	0	5,076							
49	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	503	0	503	RW Cert	11/1/20	2/5/21				
					Con Sup	31,315	12,250	26,560	10,390	27,461	RTL	1/1/21	3/19/21				
					RW Cap	10,900	0	508	0	0	Begin Const	7/15/21	5/26/21				
					Con Cap	164,567	51,060	160,831	50,580	162,317	End Const	12/15/25	12/31/25				
					Total	224,912	63,310	210,845	60,970	212,724							
50	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					71,697	
					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	4,343	3,025	13,496	RTL		1/11/24				
					RW Cap	0	0	0	0	0	Begin Const		6/3/24				
					Con Cap	66,396	41,396	47,529	27,671	71,698	End Const			8/11/27			
					Total	76,955	51,955	51,872	30,696	85,194							

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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)			
51	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		Baseline					1		
					PSE	0	0	0	0		PAED		2/25/22					
					RW Sup	0	0	0	0	0	RW Cert		7/5/22					
					Con Sup	33	0	7	0	33	RTL		8/14/23					
					RW Cap	7	0	2	0	7	Begin Const	1/1/24	9/5/23					
					Con Cap	0	0	0	0	0	End Const	8/24/29			8/23/29			
					Total	40	0	9	0	40								
52	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		Baseline					5,300		
					PSE	400	0	725	0	725	PAED		12/7/22					
					RW Sup	0	0	0	0	0	RW Cert		3/29/24					
					Con Sup	600	0	682	0	1,288	RTL		6/11/24					
					RW Cap	0	0	0	0	0	Begin Const		1/10/25					
					Con Cap	2,250	0	3,000	0	5,300	End Const			9/18/28				
					Total	3,250	0	4,407	0	7,313								
53	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	31	RTL		6/6/24					
					RW Cap	5	0	0	0	0	Begin Const	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	31								
54	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	774	0	1,117	RTL		3/6/23					
					RW Cap	0	0	0	0	0	Begin Const		8/2/23					
					Con Cap	2,531	0	2,848	0	3,734	End Const			7/7/27				
					Total	3,207	0	3,681	0	4,910								
55	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	38	RTL		1/1/21					
					RW Cap	0	0	0	0	0	Begin Const	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	38								

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2025**

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)			
56	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.	PAED	0	0	0	0	0	0	Baseline					0			
				PSE	400	0	0	0	0	0	0	PAED	6/27/17	8/26/14					
				RW Sup	0	0	0	0	0	0	0	RW Cert	12/14/26		5/14/26				
				Con Sup	505	0	0	0	0	0	0	RTL	3/5/27		8/13/26				
				RW Cap	5	0	0	0	0	0	0	Begin Const	10/4/27		2/19/27				
				Con Cap	2,090	0	0	0	0	0	2,090	End Const	11/30/28		5/2/33				
				Total	3,000	0	0	0	0	0	2,090								
				Landscape mitigation and biological monitoring.															
57	05 7105Y SB 101	SB US 101 Multimodal Corridor - Segment 4E South Mitigation Planting	In Santa Barbara County in Santa Barbara on Route 101, 0.1 mile South of Olive Mill Overcrossing to 0.3 mile South of Cabrillo Cabrillo Undercrossing.	PAED	0	0	0	0	0	0	Baseline					0			
				PSE	500	0	0	0	0	488	0	PAED	8/26/14	10/27/17					
				RW Sup	0	0	0	0	0	0	0	RW Cert	3/1/26		8/11/26				
				Con Sup	450	0	0	0	0	421	0	RTL	5/1/26		10/9/26				
				RW Cap	0	0	0	0	0	0	0	Begin Const	5/18/27		10/28/27				
				Con Cap	1,800	0	0	0	0	1,800	0	End Const	5/18/31		5/30/31				
				Total	2,750	0	0	0	0	2,709	0								
				Construct Mitigation Planting This is a CMGC Project.															
58	05 7106Y SB 101	SB US 101 Multimodal Corridor - Segment 4E North Mitigation Planting	In Santa Barbara County in Santa Barbara on Route 101, 0.4 mile North of Olive Mill Overcrossing to Sycamore Creek Bridge.	PAED	0	0	0	0	0	0	Baseline					0			
				PSE	400	0	0	0	0	55	0	PAED	8/26/14	10/27/17					
				RW Sup	0	0	0	0	0	0	0	RW Cert	5/1/28	4/29/25					
				Con Sup	1,300	0	0	0	0	1,216	0	RTL	5/1/28		4/21/28				
				RW Cap	0	0	0	0	0	0	0	Begin Const	10/1/28		10/25/28				
				Con Cap	5,400	0	0	0	0	5,400	0	End Const	10/1/32		3/22/29				
				Total	7,100	0	0	0	0	6,671	0								
				Construct Mitigation Planting This is a CMGC Project.															

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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)			
59		05	Local Roadway Rapid	Project is located on two Santa Cruz METRO routes: Route # 1 in unincorporated Santa Cruz County on Soquel Dr between La Fonda Ave and Freedom Blvd, and Route #2 in the City of Watsonville on SR-152 (Main St) between SR-1 and East Lake Ave The project adds "bus rapid transit light" infrastructure to the critical Watsonville-Santa Cruz Multimodal Corridor Program: • New "Rapid" transit bus stop enhancements: in-lane boarding platforms (bus bulbs), shelters, real-time bus arrival displays, every 1/3 mile, or 57 total. • Relocation and consolidation of bus stops in over 80 locations. • Transit signal priority (TSP) at 60 intersections • Queue jump at 7 locations in Watsonville and Soquel • Reconfigured bus access with 0.6 mile of bidirectional bus-only lane and intersection changes into/out of Santa Cruz Transit Center • To improve ped access to rapid stops, 1 new crosswalk w/ PHB/HAWK, 5 new crosswalks w/ RRFB, high-visibility improvements at 2 intersections.	PAED	0	0	0	0	0	Baseline					0		
	CP128D		Bus Improvements –		PSE	250	0	0	0	2,601	PAED	3/31/23	1/17/25					
	SCR	1	Soquel Drive and Highway 152 (SB1-Cycle 4: Contract #3)		RW Sup	0	0	0	0	0	RW Cert	11/29/24		4/26/27				
					Con Sup	0	0	0	0	0	RTL	1/31/25		4/27/27				
					RW Cap	320	0	0	0	320	Begin Const	4/7/25		6/28/27				
					Con Cap	23,879	13,836	0	0	22,673	End Const	9/30/26		3/31/29				
					Total	24,449	13,836	0	0	25,594								
					NULL													

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)			
60		07	I-105 Express Lanes -	In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Rd and on I-110 between I-105 Separation and 103rd Street to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add to a second ExpressLane in each direction (total of two Tolle ExpressLanes in each direction with discounts for HOV). 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	PAED	13,121	0	13,121	0	13,121	Baseline		10/13/21			0		
		4858	Pre-Construction		PSE	121,000	0	7,860	0	121,000	PAED	5/21/21	5/21/21					
		LA			RW Sup	0	0	168	0	0	RW Cert	1/31/25		5/6/26				
		105,110			Con Sup	0	0	0	0	0	RTL	12/31/24		5/6/26				
					RW Cap	10,000	0	0	0	10,000	Begin Const	6/1/24		6/30/26				
					Con Cap	0	0	0	0	0	End Const	12/31/28		12/29/28				
					Total	144,121	0	21,149	0	144,121								

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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							
61	07	I-105 Express Lanes -	Los Angeles County, on I-105 between Sepulveda	PAED	0	0	0	0	0	0	Baseline		10/13/21			0	
	4858A	Roadside Toll	Boulevard/Imperial Highway Intersection and Studebaker	PSE	0	0	25	0	0	0	PAED	5/21/21	5/21/21				
	LA	Collection System	Road and on I-110 between I-105 Separation and 103rd	RW Sup	0	0	0	0	0	0	RW Cert	12/1/24					
	105,110	(RTCS)	Street.	Con Sup	0	0	0	0	0	0	RTL	12/1/24					
			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.	RW Cap	0	0	0	0	0	0	Begin Const	1/1/25		5/1/26			
				Con Cap	80,000	0	0	0	0	80,000	0	End Const	12/1/27		6/29/29		
				Total	80,000	0	25	0	80,000								
62	07	I-105 Express Lanes -	In Los Angeles County, on I-105 between Sepulveda	PAED	0	0	0	0	0	0	Baseline					389,126	
	4858C	Construction	Blvd/Imperial Highway Intersection and Central Avenue and	PSE	0	0	0	0	0	0	PAED	5/21/21	5/21/21				
	LA	Segment 1	on I-110 between I-105 Separation and 103rd Street to	RW Sup	0	0	0	0	0	0	RW Cert	2/28/24	2/28/24				
	105,110		convert the existing High Occupancy Vehicle (HOV) lane to	Con Sup	0	0	914	0	0	0	RTL	3/1/24	3/29/24				
			one ExpressLane and add a second ExpressLane in each	RW Cap	0	0	0	0	0	0	Begin Const	6/1/24	11/21/24				
			direction (total of two Tolled ExpressLanes in each direction	Con Cap	560,000	150,000	5	0	560,000	0	End Const	6/1/27		12/31/27			
			with discounts for HOV).	Total	560,000	150,000	919	0	560,000								
			Roadway Segment I of Construction of Double High														
			Occupancy Toll Lanes (ExpressLanes).														
63	07	I-105 Express Lanes -	In Los Angeles County, on I-105 between Central Avenue	PAED	0	0	0	0	0	0	Baseline					386,117	
	4858D	Construction	and I-710 to convert the existing High Occupancy Vehicle	PSE	0	0	0	0	0	0	PAED	5/21/21	5/21/21				
	LA	Segment 2	(HOV) lane to one ExpressLane and add a second	RW Sup	0	0	0	0	0	0	RW Cert	1/31/25		4/30/26			
	105		ExpressLane in each direction (total of two Tolled	Con Sup	0	0	0	0	0	0	RTL	12/31/24					
			ExpressLanes in each direction with discounts for HOV).	RW Cap	0	0	0	0	0	0	Begin Const	3/1/25	12/5/25				
			Roadway Segment II of Construction of Double High	Con Cap	430,000	0	0	0	430,000	0	End Const	12/31/28		6/29/29			
			Occupancy Toll Lanes (ExpressLanes).	Total	430,000	0	0	0	430,000								

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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)					
64	07 4858E LA 105		I-105 Express Lanes - Construction Segment 3	In Los Angeles County, on I-105 between I-710 and Studebaker Rd to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add a second ExpressLane in each direction (total of two Tolled ExpressLanes in each direction with discounts for HOV).	PAED	0	0	0	0	0	Baseline					272,882			
					PSE	0	0	0	0	0	PAED	5/21/21	5/21/21						
					RW Sup	0	0	0	0	0	RW Cert	1/31/25		4/30/26					
					Con Sup	0	0	0	0	0	RTL	12/31/24							
					RW Cap	0	0	0	0	0	Begin Const	3/1/25	12/5/25						
					Con Cap	230,000	0	0	0	230,000	End Const	12/31/28		6/29/29					
					Total	230,000	0	0	0	230,000									
									Roadway Segment III of Construction of Double High Occupancy Toll Lanes (ExpressLanes).										
65	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	3,406	0	4,438	PAED	12/15/23	12/15/23						
					RW Sup	0	0	0	0	0	RW Cert	5/15/25		2/27/26					
					Con Sup	0	0	0	0	0	RTL	5/15/25		3/20/26					
					RW Cap	2,278	0	0	0	2,278	Begin Const	10/1/25		10/30/26					
					Con Cap	20,487	20,417	4,000	0	24,417	End Const	8/27/27		12/17/27					
					Total	27,203	20,417	7,406	0	31,633									
									NULL										
66	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 Const	12/30/24		6/30/26					
					Con Cap	115,246	25,507	0	0	115,246	End Const	6/1/28		6/30/29					
					Total	115,246	25,507	0	0	115,246									
									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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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
67	07	07	Venice Blvd. Bus	In the city of Los Angeles, Metro will construct boarding islands on a Tier 1 NextGen Corridor (Venice Blvd) in the	PAED	0	0	0	0		Baseline		3/21/24		0	
	6203	LA	Speed and Reliability (Bus Boarding Islands and Bus Pads)	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.	PSE	928	0	0	0	928	PAED	12/28/23	3/29/21			
					RW Sup	0	0	0	0	0	RW Cert	10/31/24	10/31/24			
					Con Sup	0	0	0	0	0	RTL	6/30/25		6/30/26		
					RW Cap	0	0	0	0	0	Begin Const	12/30/25		12/30/26		
					Con Cap	7,600	5,320	0	0	7,600	End Const	6/1/28		6/1/28		
					Total	8,528	5,320	0	0	8,528						
				NULL												
68	07	07	Venice Blvd Bus	In the City of Los Angeles along Venice Blvd, between	PAED	0	0	0	0		Baseline		3/21/24		0	
	6204	LA	Speed and Reliability- (Real-Time Passenger Info and Bus Shelters)	Inglewood Blvd and Fairfax Ave Metro will purchase and install bus shelters equipped with real-time passenger information displays (ePaper).	PSE	0	0	0	0	0	PAED	12/28/23	3/29/21			
					RW Sup	0	0	0	0	0	RW Cert	10/31/24	10/31/24			
					Con Sup	0	0	0	0	0	RTL	6/30/25		3/31/26		
					RW Cap	0	0	0	0	0	Begin Const	12/30/25		12/30/26		
				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.	Con Cap	1,620	1,173	0	0	1,620	End Const	6/1/28		6/30/28		
					Total	1,620	1,173	0	0	1,620						

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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)		
69		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	Mobility and Congestion Relief Program ITS Elements		PSE	5,240	0	0	0	5,240	PAED	12/31/23	12/31/23			
		VAR			RW Sup	0	0	0	0	0	RW Cert	3/1/25	3/1/25			
					Con Sup	0	0	0	0	0	RTL	3/1/25	3/1/25			
					RW Cap	0	0	0	0	0	Begin Const	7/1/25		9/1/26		
					Con Cap	16,160	0	0	0	16,160	End Const	4/1/26		1/1/28		
					Total	21,400	0	0	0	21,400						
				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.												
70		07	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	
		6209			PSE	8,800	0	0	0	8,800	PAED	12/18/23	12/18/23			
		LA			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		6/30/26		
					RW Cap	0	0	0	0	0	Begin Const	11/15/25		9/30/26		
					Con Cap	111,200	0	0	0	111,200	End Const	10/20/27				
				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.	Total	120,000	0	0	0	120,000						

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount		
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
71	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		Baseline		6/28/24			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	12/31/25				
					RW Cap	0	0	0	0	0	Begin Const	12/1/23	6/30/26				
					Con Cap	24,810	20,000	0	0	24,810	End Const	10/31/26	10/31/28				
					Total	24,810	20,000	0	0	24,810							
72	07 6210B LA	Los Angeles Metro CORE Capacity & System Integration Project (New-TPSS)	Located in the South Bay Cities Subregion of Los Angeles County.	The proposed CORE project includes multiple components. This component includes the installation of two new Traction Power Substations (TPSS) on the Metro K Line in the cities of Inglewood and Los Angeles. The two new TPSS units provide additional traction power needed to move three-car trains reliably throughout the system.	PAED	0	0	0	0		Baseline		6/28/24			0	
					PSE	2,711	0	0	0	2,711	PAED	12/18/23	12/18/23				
					RW Sup	0	0	0	0	0	RW Cert	10/13/24	10/13/24				
					Con Sup	0	0	0	0	0	RTL	10/13/24	12/22/25				
					RW Cap	0	0	0	0	0	Begin Const	10/14/24	4/30/26				
					Con Cap	32,450	0	0	0	32,450	End Const	10/31/26	4/30/29				
					Total	35,161	0	0	0	35,161							

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

**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2025**

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)					
73	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			14,235			
					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 Const	12/20/23		3/31/26					
					Con Cap	14,235	0	0	0	14,235	End Const	12/30/26			1/31/27				
					Total	14,235	0	0	0	14,235									
74	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			9,151			
					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 Const	7/1/24	7/1/24						
					Con Cap	9,151	0	0	0	9,151	End Const	3/30/27		6/30/30					
					Total	9,151	0	0	0	9,151									

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Bold Phase allocated

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

**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2025**

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)		
75		07	Venice Blvd Bus	In the City of Los Angeles along Venice Blvd, between	PAED	0	0	0	0		Baseline		3/21/24		0	
		6213	Speed and Reliability- (Lighting)	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.	PSE	0	0	0	0		PAED	12/28/23	3/29/21			
		LA			RW Sup	0	0	0	0	0	RW Cert	2/1/25	8/31/25			
					Con Sup	0	0	0	0	0	RTL	6/30/25		3/31/26		
					RW Cap	0	0	0	0	0	Begin Const	12/30/25		12/30/26		
					Con Cap	55	0	0	0	55	End Const	6/1/28		6/30/28		
					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.												
76		07	Inglewood Transit	The ITC Project is a three-station, 1.6-mile fully automated, elevated, fixed-guideway transit system in the City of	PAED	82,151	0	0	0		Baseline		3/21/24		1,750,289	
		CP062C	Connector	Inglewood, California, one of the fastest-growing cities in Los Angeles County.	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 Const	2/27/24	2/27/24			
				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.	Con Cap	1,750,289	6,340	0	0	1,750,289	End Const	3/31/29		3/31/29		
					Total	2,051,710	6,340	0	0	1,969,559						

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2025**

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
77	08	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		65,000	
	1232			PSE	20,440	0	12,031	0	12,031	PAED	5/12/20	5/12/20			
	SBD			RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/22		Schedule	
				Con Sup	0	0	0	0	0	RTL	7/30/21	7/29/22			
				RW Cap	92,311	0	79,834	0	107,560	Begin Const	10/24/22	10/3/23			
				Con Cap	116,932	65,000	66,225	0	134,875	End Const	10/25/24		1/11/27		
				Total	236,387	65,000	164,318	0	260,694						
			The project includes the construction of 21 stations between Pomona and Rancho Cucamonga. The project will also provide level boarding, transit signal priority, off-board fare options, optimized operating plans, branded shelters/canopies in the aforementioned stations, security cameras, and variable message signs.												
78	08	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	
	1232B			PSE	0	0	0	0	0	PAED	5/12/20	5/12/20			
	SBD			RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/23			
				Con Sup	0	0	0	0	0	RTL	10/1/21	10/13/23			
				RW Cap	0	0	0	0	0	Begin Const	10/24/22	4/12/24			
				Con Cap	3,500	0	0	0	14,649	End Const	5/14/24		4/30/27		
				Total	3,500	0	0	0	14,649						
			The project includes modifications to an existing maintenance facility in order to maintain the additional 18 zero-emission battery-electric buses that are needed to operate the new Bus Rapid Transit service.												

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July 01 - December 31, 2025**

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)			
79	08	West Valley	Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Vehicles	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	0	0	0	0		Baseline		6/23/21		0		
	1232C				PSE	0	0	0	0		PAED	5/12/20	5/12/20				
	SBD				RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/22/22				
					Con Sup	0	0	0	0	0	RTL	7/30/21	7/22/22				
					RW Cap	0	0	0	0	0	Begin Const	10/24/22	3/1/23				
					Con Cap	27,160	0	19,171	0	23,980	End Const	5/14/24		1/11/27			
					Total	27,160	0	19,171	0	23,980							
				Headways will be 10 min in peak commute period and 15 min off-peak, providing a high level of service to the community. In order to provide the required Bus Rapid Transit (BRT) service, the project includes the procurement of 18 zero-emission battery-electric buses.													
80	08	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	0	0	0	0		Baseline		12/7/23		120,269		
	1276				PSE	13,793	0	2,542	0	2,542	PAED	4/8/15	4/8/15				
	RIV				RW Sup	0	0	0	0	0	RW Cert	11/14/24	6/15/25				
					Con Sup	0	0	0	0	0	RTL	11/14/24	6/15/25				
					RW Cap	0	0	0	0	0	Begin Const	6/11/25	12/10/25				
					Con Cap	194,775	44,500	0	0	194,775	End Const	3/17/27		12/10/28			
					Total	208,568	44,500	2,542	0	197,317							
				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
July 01 - December 31, 2025**

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	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
81	11 0615J SD 005	I-5 NCC CARLSBAD HOV		IN CITY OF CARLSBAD FROM PALOMAR AIRPORT RD TO SR78.	PAED	207	0	207	0	207	Baseline					67,755			
					PSE	1,209	0	13,001	0	13,001	PAED		8/30/14						
					RW Sup	0	0	968	0	968	RW Cert		12/2/20						
					Con Sup	8,001	0	7,988	0	7,995	RTL		12/3/20						
					RW Cap	23	0	20	0	0	Begin Const		10/5/21						
					Con Cap	80,355	0	65,380	0	67,755	End Const		9/30/25						
					Total	89,795	0	87,564	0	89,926									
									CONSTRUCT ONE HOV LANE IN EACH DIRECTION AND AUXILIARY LANE AT CANNON SOUTHBOUND										
82	11 0615K SD 005	I-5 NCC FINAL CMGC PACKAGE		IN SD COUNTY AT VARIOUS LOCATIONS FROM LOMAS SANTA FE DR UC TO 0.2 MILE NORTH OF OCEANSIDE BLVD UC	PAED	0	0	0	0	0	Baseline					78,283			
					PSE	0	0	512	0	512	PAED		8/30/14						
					RW Sup	0	0	1	0	1	RW Cert		5/16/22						
					Con Sup	7,031	0	10,420	0	11,438	RTL		10/14/22						
					RW Cap	0	0	0	0	0	Begin Const		11/21/23						
					Con Cap	32,032	0	82,787	0	86,552	End Const			11/16/26					
					Total	39,063	0	93,720	0	98,503									
									CONSTRUCT CHESTNUT COMMUNITY ENHANCEMENT, SOUND WALL, AUX LN, ACTIVE TRANS IMP AND ASSET MANAGEMENT										
83	11 1545 SD 805	I-805 South Managed Lanes Conversion Project (HOV to HOT)		Convert existing HOV lanes to HOT lanes on I-805 from 0.3 mile south of the E Palomar St overcrossing to Landis Street overcrossing. Install technology that would support HOT lanes.	PAED	0	0	0	0	0	Baseline					0			
					PSE	10,374	0	1,199	0	8,997	PAED	6/22/11	6/22/11						
					RW Sup	700	0	0	0	0	RW Cert	3/19/27		3/19/27					
					Con Sup	25,980	9,900	0	0	665	RTL	3/31/27		3/31/27					
					RW Cap	0	0	0	0	0	Begin Const	10/29/27		11/12/27					
					Con Cap	94,020	29,700	0	0	90,000	End Const	12/31/30		12/31/30					
					Total	131,074	39,600	1,199	0	99,662									

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	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)										
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Date	Date	Date	(\$1,000s)						
84	12 1301 ORA	Route 53/553 (Bravo! Main Street) Bus Stop Improvements - Signage and Real Time Displays	In the cities of Anaheim, Orange, Santa Ana and Irvine in Orange County.	The project will install real-time display and signage at up to 23 bus stops along the Bravo! Main Street Rapid Bus and OC Bus Route 53/53X corridor. Additionally, the project includes performance testing and support services for the real-time displays and signage following project implementation. Route 53/53X operates from Anaheim through Orange and Santa Ana to Irvine via Main Street and Bravo! Main Street Rapid Bus (Route 533) operates on Main Street from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard in Santa Ana.	PAED	0	0	0	0		Baseline		6/24/20			230				
					PSE	0	0	0	0	0	PAED	4/22/21	4/21/21							
					RW Sup	0	0	0	0	0	RW Cert	5/30/21	5/29/21							
					Con Sup	0	0	0	0	0	RTL	5/30/21	8/26/21							
					RW Cap	0	0	0	0	0	Begin Const	12/15/21	12/22/21							
					Con Cap	230	230	0	0	230	End Const	12/15/26		12/15/26						
					Total	230	230	0	0	230										
85	12 2175 ORA	Central Orange County Corridor - Traffic Light Synchronization - Warner Avenue	Signal Synchronization and required communications Infrastructure on: Warner Avenue Signal Sync (PCH to Pullman Street) approximately 42 Signals - 14.4 miles. Project is a design-build.	NULL	PAED	0	0	0	0		Baseline		6/24/20			4,467				
					PSE	0	0	0	0	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 Const	12/24/20	11/9/20							
					Con Cap	5,115	4,092	3,261	3,261	5,115	End Const	12/24/24		7/31/26						
					Total	5,115	4,092	3,261	3,261	5,115										
86	12 2176 ORA	Central Orange County Corridor - Traffic Light Synchronization - MacArthur Boulevard	Signal Synchronization and required communications Infrastructure on: MacArthur Blvd/Talbert (east of Beach Boulevard to SR-55) approximately 26 signals - 8.2 miles. Project is a design-build.	NULL	PAED	0	0	0	0		Baseline		6/24/20			3,458				
					PSE	0	0	0	0	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 Const	12/24/20	8/10/20							
					Con Cap	3,689	2,951	1,525	1,525	3,689	End Const	12/24/24		4/30/26						
					Total	3,689	2,951	1,525	1,525	3,689										
87	12 2177 ORA	Central Orange County Corridor - Traffic Light Synchronization - Edinger Avenue	Signal Synchronization and required communications Infrastructure on three corridors: Edinger Avenue Signal Sync (Bolsa Chica to Auto Mall) - approximately 41 signals - 12.2 miles. Project is a design-build.	NULL	PAED	0	0	0	0		Baseline		6/24/20			5,394				
					PSE	0	0	0	0	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 Const	12/24/20	7/13/20							
					Con Cap	6,196	4,957	2,504	2,504	6,196	End Const	12/24/24		3/31/26						
					Total	6,196	4,957	2,504	2,504	6,196										

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2025**

District 75

No.	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs			
					Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
										Date	Date	Date	(\$1,000s)					
88	75 2364N SON	Sonoma-Marín Area Rail Transit District (SMART) Healdsburg Extension Project	In Sonoma County between Town of Windsor SMART Station (MP63) to the Healdsburg northern city limits at Lytton Road (MP72), including unincorporated Sonoma County. The SMART Healdsburg Extension Project will complete construction of the civil and systems work for the rail and pathway project for approximately 9- miles of Class IV mainline track, six bridges including the major Healdsburg Russian River rail bridge replacement, freight spurs with systems where the business case is justified, necessary upgrades to SMART's dispatch system and rail operations center, one station with amenities, gauntlet tracks at the station to accommodate freight train passage, twenty one at-grade crossings, a paved non-motorized bicycle/pedestrian facility, new broadband capacity for public agencies, federally mandated Positive Train Control (PTC).	PAED	0	0	0	0		Baseline		12/4/25		0				
				PSE	3,250	0	0	0	3,250	PAED	7/21/08	7/21/08						
				RW Sup	0	0	0	0	0	RW Cert	3/1/21	3/1/21						
				Con Sup	0	0	0	0	0	RTL	3/1/26			12/22/26				
				RW Cap	0	0	0	0	0	Begin Const	4/1/26			12/22/26				
				Con Cap	265,500	56,000	0	0	265,500	End Const	12/31/28			12/31/28				
				Total	268,750	56,000	0	0	268,750									
							NULL											
89	75 2364P SON	Sonoma-Marín Area Rail Transit District (SMART) Healdsburg Extension Project (Zero Emission Switcher Locomotive - ZEV)	In Sonoma County between Town of Windsor SMART Station to the City of Healdsburg. The ZEV will be used throughout the SMART System. The SMART Healdsburg Extension Project will complete construction of the civil and systems work for the rail and pathway project for just over 5.5 miles of Class IV mainline track, six bridges including the major Healdsburg Russian River rail bridge replacement, freight spurs with systems where the business case is justified, necessary upgrades to SMART's dispatch system and rail operations center, one station with amenities, gauntlet tracks at the station to accommodate freight train passage, fourteen at-grade crossings, a paved non-motorized bicycle/pedestrian facility, new broadband capacity for public agencies, federally mandated Positive Train Control (PTC), capacity increasing rail vehicles including through acquisition of a Zero Emission Switcher Locomotive for freight or excursion services. This PPR covers only the Zero Emission Switcher.	PAED	0	0	0	0		Baseline		12/4/25		0				
				PSE	0	0	0	0	0	PAED	7/21/08	7/21/08						
				RW Sup	0	0	0	0	0	RW Cert	3/1/21	3/1/21						
				Con Sup	0	0	0	0	0	RTL	3/1/26			3/1/26				
				RW Cap	0	0	0	0	0	Begin Const	4/1/26			4/1/26				
				Con Cap	6,000	6,000	0	0	6,000	End Const	7/31/28			7/31/28				
				Total	6,000	6,000	0	0	6,000									

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**Solutions for Congested Corridors Program (SCCP) Project List
July 01 - December 31, 2025**

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)						
90	75	6219	Camarillo Station Improvements	In Camarillo, construct a pedestrian undercrossing at the Camarillo Station, 30 Lewis Rd, Camarillo in Ventura County on the LOSSAN Rail Corridor.	PAED	700	0	700	0	700	Baseline		5/17/24			0				
					PSE	1,360	0	300	0	1,360	PAED	10/1/23	11/8/23							
					RW Sup	0	0	0	0	0	RW Cert	7/1/24			3/1/26					
					Con Sup	0	0	0	0	0	RTL	7/1/24			4/1/26					
					RW Cap	400	0	0	0	400	Begin Const	10/1/24			12/15/26					
					Con Cap	12,540	7,920	0	0	12,540	End Const	11/1/26			12/31/28					
					Total	15,000	7,920	1,000	0	15,000										
					The station is currently served by ten daily Amtrak intercity passenger trains and six daily Metrolink commuter rail trains.															
91	75	6220	Rail Stations' EV Chargers	In Ventura County, station improvements at two (2) rail facilities including the Camarillo Station and Oxnard Station.	PAED	13	0	13	0	13	Baseline		5/16/24			0				
					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			4/27/26					
					Con Sup	0	0	0	0	0	RTL	8/1/24			6/26/26					
					RW Cap	0	0	0	0	0	Begin Const	10/1/24			12/26/26					
					Con Cap	347	60	0	0	60	End Const	8/14/26			9/15/27					
					Total	411	60	13	0	124										
					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 .															
92	75	6282	Camarillo Train Station ADA Improvements	In the City of Camarillo in Ventura County, the Camarillo Station Americans with Disabilities Act (ADA) Improvement Project (Project) will update the Camarillo Rail Station to be ADA compliant.	PAED	379	0	379	0	379	Baseline		5/16/24			0				
					PSE	1,398	0	748	0	1,398	PAED	11/21/23	11/21/23							
					RW Sup	0	0	0	0	0	RW Cert	9/15/24			4/27/26					
					Con Sup	0	0	0	0	0	RTL	8/1/24			4/27/26					
					RW Cap	0	0	0	0	0	Begin Const	6/1/25			10/26/26					
					Con Cap	4,384	3,000	0	0	3,000	End Const	8/14/26			3/16/27					
					Total	6,161	3,000	1,127	0	4,777										
					NULL															
93	75	9887	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.	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			12/1/26					
					RW Cap	0	0	0	0	0	Begin Const	3/1/25			2/1/27					
					Con Cap	66,000	43,500	0	0	66,000	End Const	2/1/27			6/30/29					
					Total	69,500	43,500	0	0	69,500										
					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.															

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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)					
94	75	SMART Windsor Rail	Project - PTC and Signal Crossings	In Sonoma County between Sonoma County Airport SMART station to the Town of Windsor. The SMART Windsor Rail Systems Project is part of an overall transportation network extension and the environmental and design phases were completed under the overall corridor extension project.	PAED	0	0	0	0		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 Const	9/1/22	12/13/23						
					Con Cap	11,750	0	0	0	13,084	End Const	12/31/23	6/16/25						
					Total	11,750	0	0	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>														
95	75	Metrolink Sustainable Locomotives Project	VAR	Equipment Procurement: The Project is a capital project that will procure 12 new Tier 4 diesel locomotives to replace 12 MP36 Tier 2 diesel locomotives now operating within SCRRRA's existing fleet.	PAED	0	0	0	0		Baseline					0			
					PSE	0	0	0	0		PAED	8/25/25	8/25/25						
					RW Sup	0	0	0	0	0	RW Cert								
					Con Sup	0	0	0	0	0	RTL								
					RW Cap	0	0	0	0	0	Begin Const	6/30/26		6/30/26					
					Con Cap	150,779	52,606	0	0	150,779	End Const	6/30/29		6/30/29					
					Total	150,779	52,606	0	0	150,779									
					<p>These locomotives will be used on all lines throughout Metrolink's six-county service area, including Los Angeles County, Orange County, San Bernardino County, Riverside County, Ventura County, and Northern San Diego County. Midlife Conversion: The project intends to not preclude a midlife conversion of the new Tier 4 locomotives to a zero emission or hybrid powertrain in the future if/when the technology is widely available and service proven.</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)			
96		75	Build North Coast Corridor (NCC)	The project is located in the Cities of Carlsbad and Encinitas, on the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor between mileposts 234.5 and 235.1.	PAED	0	0	0	0		Baseline		8/27/25		103,300		
	SC001	SD	Batiquitos - Capital Costs	(LOSSAN) Rail Corridor between mileposts 234.5 and 235.1.	PSE	0	0	0	0		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 Const	8/1/24	8/1/24				
					Con Cap	103,300	<u>103,300</u>	<u>0</u>	<u>0</u>	<u>103,300</u>	End Const	8/1/27		8/1/27			
					Total	103,300	103,300	0	0	103,300							
				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.													
97		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		Baseline		12/6/23		0		
	SC002	RIV			PSE	3,000	0	0	0	3,000	PAED	11/23/23	11/23/23				
					RW Sup	0	0	0	0	0	RW Cert	4/9/24		6/30/26			
					Con Sup	0	0	0	0	0	RTL	4/9/24		6/30/26			
					RW Cap	0	0	0	0	0	Begin Const	6/26/24		2/26/27			
					Con Cap	<u>31,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>31,000</u>	End Const	1/8/26		2/28/29			
					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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