

Solutions for Congested Corridors Program (SCCP) Project List  
October 01 - December 31, 2021

No.	District PPNO County	Route Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs	
					Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount		
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)		Date	Date	Date	(\$1,000s)		
1*	03 1526 PLA	PSGC Phase 1 - Dry Creek Greenway	In Placer County.  The project area extends along Dry, Cirby and Linda Creeks from Riverside Avenue to Rocky Ridge Drive in south Roseville and includes undercrossings of I-80 and Sunrise Avenue as it traverses the older Cherry Glen, Hillcrest, Cirby Side, Meadow Oaks and Sierra Gardens neighborhoods. The project begins at the existing Saugstad Park trail at Darling Way and extends to the existing Maidu Park Trail at Rocky Ridge Drive, closing trail gaps, removing active transportation barriers and resulting in an interconnected trail system more than 10 miles long. The project includes: 2 miles of Class I paved multi-use trail, 3 new bicycle/pedestrian bridges, 3 new roadway undercrossings at I-80, Darling Way and Sunrise Avenue; a trailhead parking area; and the installation of safety features and trail amenities, including bike racks, benches, lighting and video surveillance.	PAED	1,467	0	910	0	910	Baseline				0		
				PSE	2,371	0	1,595	0	2,371	PAED	12/31/20	3/20/19				
				RW Sup	0	0	0	0	0	RW Cert	8/23/21		10/20/22		Schedule	
				Con Sup	0	0	0	0	0	RTL	10/25/21		12/1/22			
				RW Cap	910	0	0	0	910	Begin Const	3/31/22		1/31/23			
				Con Cap	11,746	6,239	0	0	11,746	End Const	3/31/24		10/15/24			
				Total	16,494	6,239	2,505	0	15,937							
				2*	03 1531 SAC	PSGC Phase 1 - Auburn Boulevard Complete Streets	In the city of Citrus Heights, on Auburn Boulevard between Oak Grove Avenue north to Orlando Avenue (City of Roseville), connection to the Louis-Orlando Transit Station.  This project will reconstruct 4,400LF of this aging, vehicle-oriented corridor. Project will construct new curb, gutter, sidewalk, bicycle lanes, transit stop access and amenity upgrades, traffic signal upgrades, decorative streets lights, landscaped raised medians, drainage improvements, landscaping improvements and a new gateway traffic signal near the north City limit.	PAED	0	0	0	0	0	Baseline		6/24/21
PSE	1,528	0	0					0	1,528	PAED	12/7/15	12/7/15				
RW Sup	0	0	0					0	0	RW Cert	9/30/21		9/30/22		Schedule	
Con Sup	0	0	0					0	0	RTL	8/30/21		8/28/23			
RW Cap	2,990	0	0					0	2,990	Begin Const	12/8/22		12/15/23			
Con Cap	21,867	2,860	0					0	21,867	End Const	1/23/25		6/30/25			
Total	26,385	2,860	0					0	26,385							
3*	03 1532A SAC	PSGC Phase 1 - Light Rail Modernization Stations Phase 2	City of Sacramento and Sacramento Count.  Light Rail Vehicle Station Conversions to accommodate low floor light rail vehicles (LRVs). Funds will be used for full build station conversions on the northeastern corridor of the Blue light rail lines. Other funding sources (not part of this project) will be used for conversions on the Gold Line. Station Conversions include raising the platform up at least 8 inches above the top of the rail in order to allow for automatic passenger ramp deployment. Without the conversion of the stations low-floor vehicles will not be able to provide service on the Blue Line NEC.	PAED	0	0	0	0	0	Baseline		6/23/21		2,942		
				PSE	0	0	0	0	0	PAED	7/31/19	7/31/19				
				RW Sup	0	0	0	0	0	RW Cert	10/26/21				Schedule	
				Con Sup	0	0	0	0	0	RTL	4/1/22		12/1/22			
				RW Cap	0	0	0	0	0	Begin Const	6/30/22		2/1/23			
				Con Cap	6,040	2,942	0	0	6,040	End Const	7/1/24		1/31/25			
				Total	6,040	2,942	0	0	6,040							
4*	03 1533 SAC	PSGC Phase 1 - Watt Avenue Complete Streets	In Sacramento County, on Watt Avenue, from I-80 westbound ramps to Roseville Rd. Between Orange Grove Avenue and Roseville Rd, construct buffered bike lanes, separated pedestrian-friendly sidewalks, landscaped medians, improved transit facilities for pedestrians including bus turnouts, improve street lighting, improve signalized intersections, and other streetscape amenities to encourage mobility by active modes of transportation and provide community identity.  Between Orange Grove Avenue to I-80 westbound ramps, extend class 2 bike lane and sidewalk improvements.	PAED	144	0	144	0	144	Baseline		6/23/21		0		
				PSE	1,540	0	656	0	1,540	PAED	7/21/20	7/21/20				
				RW Sup	0	0	0	0	0	RW Cert	10/31/22		10/31/22			
				Con Sup	0	0	0	0	0	RTL	12/31/22		1/27/23			
				RW Cap	1,216	0	769	0	1,216	Begin Const	4/3/23		4/3/23			
				Con Cap	12,840	8,100	0	0	12,840	End Const	12/31/24		12/31/24			
				Total	15,740	8,100	1,569	0	15,740							

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**Phase allocated**

3 to 6 months behind schedule

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

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District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPS
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone		
5*	03 1534 SAC	PSGC Phase 1 – Watt/I-80 Light Rail Station	In northeast Sacramento County, in North Highlands just before the Interstate 80, Business 80 interchange.	PAED	0	0	0	0	0	Baseline	6/23/21	0
				PSE	0	0	0	0	0	PAED	6/1/21	6/1/22
				RW Sup	0	0	0	0	0	RW Cert	10/26/21	10/26/22
				Con Sup	0	0	0	0	0	RTL	1/1/22	1/1/23
				RW Cap	0	0	0	0	0	Begin Const	5/1/22	5/1/23
				Con Cap	9,846	7,937	0	0	9,846	End Const	6/30/23	6/30/23
				Total	9,846	7,937	0	0	9,846			
			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.									
6*	03 1535 PLA	PSGC Phase 1 - South Placer Transit	In Placer and Sacramento counties.	PAED	10	0	0	0	0	Baseline	6/23/21	0
				PSE	50	0	0	0	50	PAED	6/24/20	6/24/20
				RW Sup	0	0	0	0	0	RW Cert	12/31/20	12/31/20
				Con Sup	0	0	0	0	0	RTL	4/2/21	
				RW Cap	0	0	0	0	0	Begin Const	10/1/21	1/30/22
				Con Cap	11,340	6,000	0	0	11,340	End Const	6/30/23	6/30/23
				Total	11,400	6,000	0	0	11,390			
			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). Battery charging would require three depot chargers (150 KW) and two on-route chargers (450 KW).									
7*	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.	PAED	1,041	0	823	0	823	Baseline		20,300
				PSE	8,866	0	5,126	0	5,126	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	667	0	667	Begin Const	4/1/21	4/1/22
				Con Cap	20,653	20,300	0	0	27,120	End Const	3/31/23	12/31/23
				Total	32,100	20,300	6,616	0	33,736			
			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.									

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date	(\$1,000s)	
8*	03 1787B SAC	Accelerating Rail Modernization and Expansion in the Capital Region - Purchase Light Rail Vehicle	In the City and County of Sacramento, City of Rancho Cordova, City of Folsom.	PAED	0	0	0	0	0	Baseline				0	
				PSE	0	0	0	0	0	PAED					
				RW Sup	0	0	0	0	0	RW Cert					
				Con Sup	0	0	0	0	0	RTL	2/22/19	2/22/19			
				RW Cap	0	0	0	0	0	Begin Const	3/27/20	3/27/20			
				Con Cap	117,902	0	0	0	117,902	End Const	2/12/26		12/31/24		
				Total	117,902	0	0	0	117,902						
9*	03 1787C SAC	Accelerating Rail Modernization and Expansion in the Capital Region - Station Improvements	In the City and County of Sacramento, City of Rancho Cordova, City of Folsom.	PAED	0	0	0	0	1,864	Baseline				0	
				PSE	1,864	0	0	0	1,864	PAED	7/31/19	7/31/19			
				RW Sup	0	0	0	0	0	RW Cert					
				Con Sup	0	0	0	0	0	RTL	3/31/20		1/17/22		Schedule Benefits
				RW Cap	0	0	0	0	0	Begin Const	4/1/20		4/1/22		
				Con Cap	9,030	0	0	0	9,030	End Const	6/30/21		8/30/23		
				Total	10,894	0	0	0	10,894						
10*	03 2201 SAC	PSGC Phase 1 – Light Rail Modernization LRVs	Light Rail Vehicles will operate on the Blue Lines North East Corridor (NEC) which includes stations within the City of Sacramento and Sacramento County.	PAED	0	0	0	0	0	Baseline		6/23/21		0	
				PSE	0	0	0	0	0	PAED	7/17/19	7/18/18			
				RW Sup	0	0	0	0	0	RW Cert	1/25/19	1/25/19			Schedule
				Con Sup	0	0	0	0	0	RTL	2/22/19	2/22/19			
				RW Cap	0	0	0	0	0	Begin Const	6/30/22		11/30/22		
				Con Cap	47,206	22,994	0	0	47,206	End Const	7/1/26		12/1/26		
				Total	47,206	22,994	0	0	47,206						
11*	03 5101 PLA 80	PSGC Phase 1 - I-80 Transit Reliability	In Placer County, from Highway 65 to Rocklin Road.	PAED	350	0	0	0	0	Baseline		6/23/21		9,503	
				PSE	361	0	0	0	0	PAED	10/14/16	10/14/16			
				RW Sup	45	0	0	0	0	RW Cert	6/30/21		4/28/22		Schedule
				Con Sup	1,290	1,015	0	0	0	RTL	4/29/22		4/29/22		
				RW Cap	55	0	0	0	0	Begin Const	11/14/22		11/14/22		
				Con Cap	9,379	8,488	0	0	0	End Const	3/24/25		3/24/25		
				Total	11,480	9,503	0	0	0						
12*	03 5147 PLA 80	PSGC Phase 1 – I-80 Auburn Boulevard Ramp Meter	In Placer County.	PAED	50	0	72	0	72	Baseline		6/23/21			
				PSE	100	0	72	0	85	PAED	4/20/21	4/20/21			
				RW Sup	5	0	2	0	5	RW Cert	7/19/21	7/19/21			
				Con Sup	150	150	0	0	150	RTL	8/2/21	8/2/21			
				RW Cap	5	0	0	0	0	Begin Const	1/15/22		2/15/22		
				Con Cap	350	350	0	0	338	End Const	10/3/22		10/3/22		
				Total	660	500	146	0	650						
13*	03 5854A SAC 005	Sac 5 Corridor Enhancement Project	In Sacramento, from 1.1 miles south of Elk Grove Blvd Overcrossing to Route 50 at American River Br (Br#24-68).	PAED	9,765	0	5,591	0	5,594	Baseline				299,785	
				PSE	16,970	0	18,483	0	18,483	PAED	6/27/13				
				RW Sup	3,300	0	1,756	0	2,740	RW Cert	12/26/17				
				Con Sup	33,070	1,280	26,397	964	34,581	RTL	3/26/18				
				RW Cap	2,157	0	729	0	788	Begin Const	10/22/18	5/31/19			
				Con Cap	289,690	13,520	243,969	12,449	299,786	End Const	12/15/22		12/15/22		
				Total	354,952	14,800	296,925	13,413	361,972						

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone					
14*	03	Sac 50 Design-Build	In Sacramento County on Route 50 from I-5 Junction to Watt Ave.	PAED	13,600	0	11,992	0	11,997	Baseline				397,785	
				PSE	13,000	0	10,220	0	10,220	PAED	5/31/17				
				RW Sup	4,300	0	1,139	0	1,139	RW Cert	2/3/20	9/25/19			
				Con Sup	36,800	10,000	8,617	2,404	35,170	RTL	2/14/20	9/26/19			
				RW Cap	5,700	0	1,003	0	0	Begin Const	7/15/20	6/30/20			
				Con Cap	<b>368,900</b>	<b>80,000</b>	<b>178,051</b>	<b>35,339</b>	<b>397,785</b>	End Const	12/1/24		12/1/24		
				Total	442,300	90,000	211,022	37,743	456,311						
15*	04	Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure	In Sonoma, Highway 101 and 116 connection to 0.3 miles north of Corona Road; Construct HOV lanes and sound walls.	PAED	0	0	0	0	0	Baseline		10/17/18		90,750	
				PSE	7,455	0	169	0	169	PAED	10/29/09	10/29/09			
				RW Sup	2,500	0	1,652	0	1,956	RW Cert	12/30/18	12/31/18			
				Con Sup	<b>14,000</b>	12,600	8,584	8,584	13,539	RTL	12/30/18	12/31/18			
				RW Cap	6,970	0	6,459	0	6,784	Begin Const	8/21/19	9/17/19			
				Con Cap	<b>91,000</b>	<b>72,191</b>	<b>62,644</b>	<b>49,817</b>	<b>90,750</b>	End Const	8/21/22		8/22/22		
				Total	121,925	84,791	79,508	58,401	113,198						
16*	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.	PAED	0	0	0	0	0	Baseline		6/23/21		0	
				PSE	14,600	0	504	0	7,300	PAED	10/29/09	10/29/09			
				RW Sup	357	0	62	0	75	RW Cert	6/25/21	6/10/21			
				Con Sup	<b>19,050</b>	14,850	0	0	17,350	RTL	6/25/21	6/28/21			
				RW Cap	10,615	0	48	0	7,295	Begin Const	12/31/21		4/22/22		
				Con Cap	<b>114,896</b>	<b>25,268</b>	<b>0</b>	<b>0</b>	<b>114,714</b>	End Const	12/30/25		4/20/26		
				Total	159,518	40,118	614	0	146,734						
17*	04	Soscot Junction (SR 29/221/Soscot Ferry Road)	In Napa County.	PAED	6,100	0	6,887	0	6,887	Baseline		6/23/21		0	
				PSE	<b>5,045</b>	0	5,754	0	5,754	PAED	2/13/20	2/13/20			
				RW Sup	200	0	47	0	0	RW Cert	5/1/21	8/25/21			
				Con Sup	<b>5,739</b>	0	0	0	0	RTL	6/30/21	8/26/21			
				RW Cap	100	0	52	0	300	Begin Const	11/15/21		3/29/22		
				Con Cap	<b>47,555</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>53,294</b>	End Const	11/15/23		12/16/24		
				Total	64,739	25,000	12,740	0	66,235						
18*	04	US 101 Managed Lanes Project - Northern Segment	In the cities of San Carlos, Millbrae, Burlingame, San Mateo and Belmont in San Mateo County, and Menlo Park and East Palo Alto in Santa Clara County, from Matadero Creek to just North of I-380.	PAED	21,000	0	14,335	0	14,335	Baseline		8/15/18		359,140	
				PSE	<b>38,477</b>	0	21,291	0	21,291	PAED	10/31/18	10/31/18			
				RW Sup	1,000	0	169	0	237	RW Cert	5/1/19	10/3/19			
				Con Sup	<b>29,000</b>	8,500	12,041	4,347	22,409	RTL	5/1/19	10/4/19			
				RW Cap	4,500	0	2,147	0	2,750	Begin Const	7/1/19	1/9/20			
				Con Cap	<b>314,540</b>	<b>116,690</b>	<b>295,293</b>	<b>95,938</b>	<b>359,140</b>	End Const	2/1/23		2/1/23		
				Total	408,517	125,190	345,276	100,285	420,162						

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					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)		Date	Date	Date	(\$1,000s)	
19*	04	US 101 Managed Lanes Project - Southern Segment	In Palo Alto, from 2 miles south of the Santa Clara County Line to Whipple Avenue Interchange.	PAED	0	0	0	0	0	Baseline		8/15/18		67,810	
	0658H			PSE	0	0	0	0	0	PAED	10/31/18	10/31/18			
	SCL,SM			RW Sup	0	0	0	0	0	RW Cert	11/5/18	12/14/18			
	101		Convert existing HOV Lanes to Express Lanes.	Con Sup	7,000	7,000	6,976	6,976	6,976	RTL	11/5/18	12/21/18			
				RW Cap	0	0	0	0	0	Begin Const	1/4/19	1/23/19			
				Con Cap	67,810	67,810	67,709	67,709	67,810	End Const	11/4/20		1/15/22		
				Total	74,810	74,810	74,685	74,685	74,786						
20*	04	US 101 Managed Lanes Project - Highway Planting Replacement	This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, Redwood City, Palo Alto, and East Palo Alto in both Santa Clara and San Mateo County on U.S.101, from 2 miles South of the Santa Clara County line to 0.3 mile south of Grand Avenue Interchange. Establish follow-up highway landscape planting.	PAED	0	0	0	0	334	Baseline	10/31/18	10/31/18		0	Cost Schedule
	0658J			PSE	0	0	0	0	0	PAED			4/29/22		
	SM,SCL			RW Sup	0	0	0	0	0	RW Cert			5/17/22		
	101			Con Sup	500	0	0	0	891	RTL			2/15/23		
				RW Cap	0	0	0	0	0	Begin Const	2/1/22		6/1/27		
				Con Cap	4,305	0	0	0	4,305	End Const	2/1/26				
				Total	4,805	0	0	0	5,530						
21*	04	US 101 Managed Lanes Project - Tolling System Integrator	This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, Redwood City, Palo Alto, and East Palo Alto in both Santa Clara and San Mateo County on U.S. 101 from 2 miles South of the Santa Clara County line to 0.3 mile south of Grand Avenue Interchange. Develop, install and test the tolling system for the managed lanes.	PAED	0	0	0	0	177	Baseline	10/31/18	10/31/18		45,000	
	0658K			PSE	0	0	177	0	0	PAED					
	SCL,SM			RW Sup	0	0	0	0	0	RW Cert	5/1/19	5/1/19			
	101			Con Sup	0	0	58	0	58	RTL	5/1/20				
				RW Cap	0	0	0	0	0	Begin Const	2/1/20	2/1/20			
				Con Cap	45,000	0	0	0	0	End Const	10/1/22		12/31/22		
				Total	45,000	0	235	0	235						
22*	04	BART Train Control Modernization Program - Switch Machine Cabling Contract	In Alameda and San Francisco counties. The Switch Machine Cabling Contract will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Alameda and San Francisco counties. The Switch Machine Cabling contract 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. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	PAED	0	0	0	0	0	Baseline		5/12/21		0	Schedule
	2010E			PSE	0	0	0	0	0	PAED	9/1/17	9/1/17			
	ALA,SF,CC			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	7/1/21		2/1/22		
				Con Cap	48,330	45,150	0	0	0	End Const	12/1/25		8/1/26		
				Total	48,330	45,150	0	0	0						
23*	04	BART Train Control Modernization Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract	In the city of Oakland. The 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 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 and K35. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	PAED	0	0	0	0	0	Baseline		5/12/21		0	Schedule
	2010F			PSE	0	0	0	0	0	PAED	9/1/17	9/1/17			
	CC,ALA,SF			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		12/1/22		
				RW Cap	0	0	0	0	0	Begin Const	2/1/22		6/1/23		
				Con Cap	14,850	14,850	0	0	0	End Const	6/1/24		10/1/25		
				Total	14,850	14,850	0	0	0						

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**Solutions for Congested Corridors Program (SCCP) Project List  
October 01 - December 31, 2021**

District	PPNO	County	Approved Budget	SCCP Budget	Total Expended	SCCP Expended	EAC	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount	CAPS			
No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date	(\$1,000s)	
24*	04	BART Train Control Modernization Program - Communication Based Train Control (CBTC) Contract	In Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline		5/12/21		0	Scope
	2010G			PSE	12,129	0	0	0		PAED	9/1/17	9/1/17			Cost
	CC,ALA, SF			RW Sup	0	0	0	0	0	RW Cert	9/1/17	9/1/17			Schedule
				Con Sup	0	0	0	0	0	RTL	9/1/17	9/1/17			Benefits
			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.	RW Cap	0	0	0	0	0	Begin Const	8/1/20	9/16/20			
				Con Cap	1,065,871	0	0	0	0	End Const	8/1/31				
				Total	1,078,000	0	0	0	0						
25*	04	BART - Switch Machine Cabling Project - Procurement of Non-Revenue Equipment	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				0	Scope
	2010H			PSE	0	0	0	0		PAED	9/1/17	9/1/17			Cost
	SF,ALA, CC			RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			Schedule
				Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20			Benefits
			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.	RW Cap	0	0	0	0	0	Begin Const	5/1/22		5/1/22		
				Con Cap	3,350	3,350	0	0	0	End Const	8/1/26		8/1/26		
				Total	3,350	3,350	0	0	0						
			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.												
26*	04	BART- Switch Machine Cabling Project - Procurement of Material	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				0	Scope
	2010J			PSE	0	0	0	0		PAED	9/1/17	9/1/17			Cost
	ALA,SF, CC			RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			Schedule
				Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20			Benefits
			Procurement of all materials needed to support construction crews on Switch Machine Cabling project during installation and for material transport. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	RW Cap	0	0	0	0	0	Begin Const	5/1/22		5/1/22		
				Con Cap	12,500	0	0	0	0	End Const	8/1/26		8/1/26		
				Total	12,500	0	0	0	0						
27*	04	BART - Switch Machine Cabling Project - Services	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline				0	Scope
	2010K			PSE	0	0	0	0		PAED	9/1/17	9/1/17			Cost
	CC,SF,LA			RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20			Schedule
				Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20			Benefits
			Procurement of Services needed to support construction crews on Switch Machine Cabling project during installation and for material transport. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	RW Cap	0	0	0	0	0	Begin Const	5/1/22		5/1/22		
				Con Cap	2,724	0	0	0	0	End Const	8/1/26		8/1/26		
				Total	2,724	0	0	0	0						

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone	Date	Date	Date	(\$1,000s)				
28*	04 2015E SCL 101,85	Silicon Valley Express Lanes Program - Phase 3	On US 101 from SR 237 to the Santa Clara/San Mateo county line and on SR 85 from SR 237 to the SR 85/US 101 interchange.  The project will: 1. Convert existing single carpool lanes to express lanes at the following locations: a. US 101 from near SR 237 north to SR 85 (in Mountain View) b. SR 85 from SR 237 north to US 101 (in Mountain View) including the existing US 101/SR 85 carpool lane-to-carpool lane direct connector ramps 2. Convert existing double carpool lanes to double express lanes on US 101 from SR 85 (in Mountain View) to the San Mateo County line in Palo Alto.	PAED	0	0	0	0	0	Baseline		8/15/18			23,473			
				PSE	8,700	0	8,700	0	8,700	PAED	8/11/15	8/11/15						
				RW Sup	0	0	0	0	0	RW Cert	7/1/18	6/29/18					Schedule	
				Con Sup	0	0	0	0	0	RTL	7/1/18	6/29/18						
				RW Cap	518	0	85	0	518	Begin Const	12/1/18	12/7/18						
				Con Cap	47,100	33,200	33,466	33,200	47,100	End Const	6/1/21		2/28/22					
				Total	56,318	33,200	42,251	33,200	56,318									
29*	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		6/23/21			0			
				PSE	3,220	0	2,986	0	3,220	PAED	12/31/18	12/31/18						
				RW Sup	0	0	0	0	0	RW Cert	10/1/20	3/25/21				Schedule		
				Con Sup	3,872	3,872	0	0	3,872	RTL	10/1/20	4/26/21						
				RW Cap	750	0	732	0	750	Begin Const	2/1/21		5/12/22					
				Con Cap	28,110	19,635	0	0	28,110	End Const	12/1/22		12/3/26					
Total	35,952	23,507	3,718	0	35,952													
30*	05 0073C SCR 1	State Route 1 - State Park to Bay/Porter Auxiliary Lanes	Near Capitola and Aptos, State Route 1 from State Park Drive to Bay/Porter Interchanges.  Construct auxiliary lanes between interchanges. Includes reconstruction of the Capitola Avenue overcrossing to accommodate new lanes on State Route 1.	PAED	2,635	0	2,635	0	2,635	Baseline		6/23/21			0			
				PSE	3,060	0	1,340	0	3,060	PAED	5/10/21	5/11/21						
				RW Sup	0	0	0	0	0	RW Cert	8/1/22		8/1/22					
				Con Sup	8,760	8,760	0	0	8,760	RTL	10/1/22		9/29/22					
				RW Cap	1,100	0	0	0	1,100	Begin Const	4/1/23		3/30/23					
				Con Cap	73,400	44,077	0	0	73,400	End Const	4/1/27		4/1/27					
				Total	88,955	52,837	3,975	0	88,955									
31*	05 2893 SB	North Padaro Lane Coastal Access Improvements	In the County of Santa Barbara, south of community of Summerland along North Padaro Lane on the coast side of Highway 101. Construct 0.2 miles of sidewalk to complete gap in California Coastal Trail between Highway 101 and Loon Point Beach Parking area where coastal access exists. Add coastal trail signage along North Padaro Lane and for vertical access to beach. NULL	PAED	60	0	60	0	60	Baseline		10/17/18			0			
				PSE	220	0	162	0	220	PAED	3/1/19	7/10/19						
				RW Sup	0	0	0	0	0	RW Cert	3/31/20		10/31/22			Schedule		
				Con Sup	0	0	0	0	0	RTL	7/31/20		12/31/22					
				RW Cap	140	0	31	0	140	Begin Const	4/1/21		2/28/23					
				Con Cap	1,770	1,770	0	0	1,770	End Const	12/31/22		2/29/24					
				Total	2,190	1,770	253	0	2,190									
32*	05 2894 SB	Summerland Area Coastal Access Improvements	In the County of Santa Barbara, in and near the community of Summerland, on Via Real, Wallace Avenue and Finney Road on both the inland and coastal side of Highway 101. Construct 0.4 miles of sidewalk and add coastal access parking along Wallace Avenue. Along Via Real, construction 0.4 miles of sidewalk to complete gap in California Coastal Trail between Greenwell Drive and North Padaro Lane and add a Class I multi purpose path.  NULL	PAED	300	0	300	0	300	Baseline		10/17/18			0			
				PSE	680	0	115	0	680	PAED	4/30/19	10/1/19						
				RW Sup	0	0	0	0	0	RW Cert	10/31/20		10/31/22			Schedule		
				Con Sup	0	0	0	0	0	RTL	10/31/20		12/31/22					
				RW Cap	520	0	22	0	520	Begin Const	7/1/22		2/28/23					
				Con Cap	8,320	8,320	0	0	8,320	End Const	6/30/23		2/29/24					
				Total	9,820	8,320	437	0	9,820									

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone			
33*	05 2896 SB 101	Santa Claus Lane Class I Bikeway	In City of Carpinteria through Summerland between Carpinteria Avenue and Santa Claus Lane.	PAED	500	0	500	0	500	Baseline	10/17/18	0	
				PSE	500	0	1,026	0	500	PAED	2/1/19	2/18/20	
				RW Sup	0	0	0	0	0	RW Cert	1/1/20	5/27/22	Schedule
				Con Sup	700	700	0	0	0	RTL	1/1/20	6/3/22	
				RW Cap	320	0	262	0	320	Begin Const	7/1/20	8/22/22	
				Con Cap	7,630	6,130	0	0	7,630	End Const	3/31/21	5/3/23	
				Total	9,650	6,830	1,788	0	8,950				
34*	05 2897 SB	Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	Construct Class I bikeway along Santa Claus Lane (County of Santa Barbara) from Sandpoint Drive to South Padaro Lane to close a gap in the California Coastal Trail (CCT).  To construct coastal access parking and improved and safe beach access across railroad tracks of UPRR.	PAED	0	0	39	0	39	Baseline	10/17/18	0	
				PSE	800	0	576	0	800	PAED	9/30/18	9/25/19	
				RW Sup	0	0	0	0	0	RW Cert	3/31/20	2/1/23	Schedule
				Con Sup	0	0	0	0	0	RTL	3/31/20	2/1/23	
				RW Cap	200	0	187	0	200	Begin Const	10/1/20	9/4/23	
				Con Cap	7,040	7,040	0	0	7,040	End Const	6/30/21	12/31/25	
				Total	8,040	7,040	802	0	8,079				
35*	05 2985 SB 101	Santa Monica Road and Via Real Intersection Improvements	At the intersection of Santa Monica Road, Via Real and the Santa Monica NB on and off ramp from Highway 101.  Construct intersection improvements to address forecast operational deficiencies at this all-way stop intersection.	PAED	750	0	300	0	300	Baseline	10/17/18	1,216	
				PSE	690	0	528	0	528	PAED	8/1/19	1/6/20	
				RW Sup	300	0	99	0	216	RW Cert	1/1/21	4/13/21	
				Con Sup	260	260	172	172	260	RTL	3/1/21	6/11/21	
				RW Cap	968	0	12	0	132	Begin Const	9/1/21	9/1/21	
				Con Cap	1,216	1,216	972	972	1,216	End Const	9/1/23	12/2/22	
				Total	4,184	1,476	2,083	1,144	2,652				
36*	05 3046 SCR	Soquel Drive Buffered Bike Lane and Congestion Mitigation Project (SCCP/LPP Cycle 2, Contract #3)	In the unincorporated area of Santa Cruz County on Soquel Avenue and Soquel Drive between La Fonda Avenue and State Park Drive.  Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Drive. •Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional) •46 green bike boxes at 23 intersections for left turn movements •Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street connections •Cape seal of pavement for entire project length.	PAED	0	0	0	0	0	Baseline	6/23/21	0	
				PSE	2,623	0	0	0	2,623	PAED	9/18/19	9/18/19	
				RW Sup	0	0	0	0	0	RW Cert	11/30/22	11/30/22	
				Con Sup	0	0	0	0	0	RTL	11/30/22	11/30/22	
				RW Cap	820	0	0	0	820	Begin Const	3/1/23	3/1/23	
				Con Cap	22,218	16,463	0	0	22,218	End Const	11/1/24	11/1/24	
				Total	25,661	16,463	0	0	25,661				
37*	05 7101P SB 101	Carpinteria to Santa Barbara Widening - Segment 4A Combined	In Santa Barbara County In Carpinteria From 0.2 Mile South of Bailard Avenue Overcrossing To 0.7 Mile South of South Padaro Lane  Construct HOV lanes	PAED	12,245	0	5,862	0	5,862	Baseline		108,761	
				PSE	9,700	0	10,680	0	10,680	PAED	8/26/14	8/26/14	
				RW Sup	1,140	0	1,077	0	1,077	RW Cert	1/15/20	2/4/20	
				Con Sup	18,470	0	7,596	0	14,523	RTL	2/1/20	2/4/20	
				RW Cap	10,620	0	1,996	0	0	Begin Const	8/15/20	4/2/20	
				Con Cap	89,548	0	73,916	0	79,732	End Const	8/15/24	2/2/23	
				Total	141,723	0	101,127	0	111,874				
38*	05 7101R SBT 101	Carpinteria to Santa Barbara Widening Project - Segment 4B	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	6,526	0	6,526	Baseline		162,317	
				PSE	14,395	0	15,846	0	15,846	PAED	8/26/14	6/4/18	
				RW Sup	1,010	0	426	0	426	RW Cert	11/1/20	2/5/21	
				Con Sup	31,315	12,250	1,573	616	26,192	RTL	1/1/21	3/19/21	
				RW Cap	10,900	0	106	0	0	Begin Const	7/15/21	5/26/21	
				Con Cap	164,567	51,060	28,262	8,961	162,317	End Const	12/15/25	11/8/24	
				Total	224,912	63,310	52,739	9,577	211,307				

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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)			
39*	05 7101S SB 101	Carpinteria to Santa Barbara Widening Project - Segment 4C Combined	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge.  Construct HOV Lanes and rehabilitate roadway.	PAED	2,380	0	4,667	0	4,667	Baseline					107,672		
				PSE	7,080	0	2,764	0	2,764	PAED	8/26/14	9/29/17					
				RW Sup	520	0	6	0	32	RW Cert	11/1/20	6/22/20					
				Con Sup	18,430	7,940	3,751	1,616	17,444	RTL	1/1/21	6/24/20					
				RW Cap	3,930	0	37	0	0	Begin Const	7/15/21	10/23/20					
				Con Cap	108,761	36,100	48,216	16,234	107,672	End Const	12/15/25			7/9/24			
				Total	141,101	44,040	59,441	17,850	132,579								
40*	05 7101X SB 101	South Coast 101 HOV Lanes - Carpinteria (Segment 4A) Mitigation	In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S Padaro Lane.  Construct HOV lanes.  This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).	PAED	0	0	0	0	0	Baseline					0		
				PSE	0	0	0	0	0	PAED							
				RW Sup	0	0	0	0	0	RW Cert							
				Con Sup	33	0	0	0	30	RTL							
				RW Cap	7	0	0	0	7	Begin Const							
				Con Cap	0	0	0	0	0	End Const							
				Total	40	0	0	0	37								
41*	05 7101Y SB 101	South Coast 101 HOV Lanes - Carpinteria (Segment 4A) Highway Planting	In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S Padaro Lane.  Construct HOV lanes.  This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).	PAED	0	0	0	0	0	Baseline					0		
				PSE	250	0	231	0	262	PAED		8/26/14					
				RW Sup	0	0	0	0	0	RW Cert		7/13/20					
				Con Sup	500	0	0	0	472	RTL		4/1/21					
				RW Cap	0	0	0	0	0	Begin Const				5/23/22			
				Con Cap	2,800	0	0	0	2,800	End Const				2/26/24			
				Total	3,550	0	231	0	3,534								
42*	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	0	Baseline					0		
				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	0	0	36	RTL	1/1/21						
				RW Cap	0	0	0	0	0	Begin Const	7/15/21						
				Con Cap	0	0	0	0	0	End Const	12/15/25			1/19/24			
				Total	40	0	0	0	36								
43*	05 7103Y SB 101	South Coast 101 HOV-Summerland (Segment 4C) Highway Planting	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge.  Highway planting for 05-0N703.	PAED	0	0	0	0	0	Baseline					0		
				PSE	200	0	0	0	423	PAED	8/26/14	10/27/17					
				RW Sup	0	0	0	0	0	RW Cert	5/26/21	5/25/21				Schedule	
				Con Sup	400	0	0	0	398	RTL	11/8/21	6/30/21					
				RW Cap	0	0	0	0	0	Begin Const	5/3/22			11/3/22			
				Con Cap	2,000	0	0	0	2,000	End Const	10/7/22			4/4/23			
				Total	2,600	0	0	0	2,821								
44*	07 4858 LA 105,110	I-105 Express Lanes - Construction	In Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street.  The proposed project will construct 16.1 miles of Express Lanes along the 18.1 mile I-105 Corridor in each direction between I-405 and Studebaker Road and result in two Express Lanes in each direction. The scope of work will include construction of sign structures, pavement restriping, bridge widenings, new/rebuilt retaining walls, new/rebuilt soundwalls, new auxiliary lanes, and new ramp meters.  This project is 16.1 centerline miles and 58.4 lane miles in length. A break down of the lane miles is provided in the additional information section.	PAED	13,121	0	13,121	0	13,121	Baseline		10/13/21			0		
				PSE	46,883	0	2	0	46,883	PAED	5/21/21	5/21/21					
				RW Sup	0	0	0	0	0	RW Cert	3/31/23			3/31/23		Schedule	
				Con Sup	0	0	0	0	0	RTL	5/31/23			5/31/23			
				RW Cap	3,081	0	0	0	3,081	Begin Const	6/1/23			12/1/23			
				Con Cap	546,036	150,000	0	0	546,036	End Const	12/1/27			12/1/27			
				Total	609,121	150,000	13,123	0	609,121								

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**Solutions for Congested Corridors Program (SCCP) Project List  
October 01 - December 31, 2021**

District	PPNO	County	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
45*	07 4858A LA 105,110	I-105 Express Lanes - Roadside Toll Collection System (RTCS)	Los Angeles County, on I-105 between Sepulveda Boulevard/Imperial Highway Intersection and Studebaker Road and on I-110 between I-105 Separation and 103rd Street.  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.	PAED	0	0	0	0	0	Baseline		10/13/21		0	
				PSE	0	0	0	0	0	PAED	5/21/21	5/21/21			
				RW Sup	0	0	0	0	0	RW Cert	12/1/24		12/1/24		
				Con Sup	0	0	0	0	0	RTL	12/1/24		12/1/24		
				RW Cap	0	0	0	0	0	Begin Const	1/1/25		1/1/25		
				Con Cap	80,000	0	0	0	80,000	End Const	12/1/27		12/27/27		
				Total	80,000	0	0	0	80,000						
46*	07 5497 LA	Airport Metro Connector 96th Street Transit Station	In Los Angeles near Aviation Boulevard / 96th Street. Construct new multi-modal transit station for the Metro Crenshaw / Los Angeles International (LAX) Line that will also add a stop to the Metro Green Line.  Multi-modal transit station will include Light Rail Station, transit station/terminal building, bus plaza, bicycle hub, pedestrian improvements and passenger pickup/drop-off area.	PAED	15,750	0	15,158	0	15,158	Baseline		10/18/18		150,000	
				PSE	29,250	0	29,769	0	29,769	PAED	5/2/17	5/2/17			
				RW Sup	0	0	0	0	0	RW Cert	7/30/19	6/30/19			
				Con Sup	0	0	0	0	0	RTL	6/30/19	5/30/20			
				RW Cap	76,200	0	67,171	0	81,021	Begin Const	12/31/19	9/22/21			
				Con Cap	404,000	150,000	57,635	0	713,537	End Const	6/1/23		3/31/24		
				Total	525,200	150,000	169,733	0	839,485						
47*	08 1230 SBD	Redlands Passenger Rail Project	Located at five station locations: San Bernardino Transit Center, Tippecanoe Avenue Station, New York Street Station, Downtown Redlands Station, and the University Station.  The rail service will run between San Bernardino Transit Center located at Rialto Avenue and E Street in downtown San Bernardino adjacent to San Manuel Stadium and will terminate at the University of Redlands. Construct nine-miles of Rail line.	PAED	11,384	0	11,453	0	11,453	Baseline		10/17/18		82,000	
				PSE	42,340	0	34,985	0	34,985	PAED	2/1/15	2/1/15			
				RW Sup	0	0	0	0	0	RW Cert	8/31/18	9/17/18			
				Con Sup	0	0	0	0	0	RTL	8/1/18	9/17/18			
				RW Cap	7,866	0	22,400	0	27,570	Begin Const	3/1/19	4/17/19			
				Con Cap	230,330	65,000	234,757	0	277,286	End Const	5/31/21		5/31/22		
				Total	291,920	65,000	303,595	0	351,294						
48*	08 1232 SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) - Mainline Improvements	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the SB County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.  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.	PAED	6,704	0	6,228	0	6,228	Baseline		6/24/21		0	
				PSE	20,440	0	6,277	0	20,916	PAED	5/12/20	5/12/20			
				RW Sup	0	0	0	0	0	RW Cert	10/21/22		1/16/23		
				Con Sup	0	0	0	0	0	RTL	7/30/21		1/16/23		
				RW Cap	92,311	0	2,156	0	92,311	Begin Const	10/24/22		1/17/23		
				Con Cap	116,932	65,000	0	0	116,932	End Const	10/25/24		12/5/24		
				Total	236,387	65,000	14,661	0	236,387						

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone			
49*	08	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Maintenance Facility (D/B Contract)	In San Bernardino County 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	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	1/16/23	Schedule
				Con Sup	0	0	0	0	0	RTL	10/1/21	1/16/23	
				RW Cap	0	0	0	0	0	Begin Const	10/24/22	3/27/23	
				Con Cap	3,500	0	0	0	3,500	End Const	5/14/24	4/10/24	
				Total	3,500	0	0	0	3,500				
			Headways will be 10 min in peak commute period and 15 min off-peak, providing a high level of service to the community. 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.										
50*	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	0	Baseline		0	Scope
	1232C			PSE	0	0	0	0	0	PAED	5/12/20	5/12/20	Cost
	SBD			RW Sup	0	0	0	0	0	RW Cert	10/21/22	1/16/23	Schedule
				Con Sup	0	0	0	0	0	RTL	7/30/21	1/16/23	Benefits
				RW Cap	0	0	0	0	0	Begin Const	10/24/22	1/20/23	
				Con Cap	27,160	0	0	0	27,160	End Const	5/14/24	11/8/24	
				Total	27,160	0	0	0	27,160				
			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.										
51*	11	I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road.	PAED	0	0	0	0	0	Baseline		256,038	
	0615F			PSE	0	0	1,330	0	1,330	PAED	8/30/14		
	SD			RW Sup	0	0	0	0	0	RW Cert	6/30/18		
	5			Con Sup	44,670	32,000	22,736	16,293	37,078	RTL	6/30/18		
			Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths and soundwalls (CMGC).	RW Cap	0	0	0	0	0	Begin Const	10/31/18	11/16/18	
				Con Cap	256,059	163,000	206,227	131,219	256,038	End Const	9/1/22	5/15/23	
				Total	300,729	195,000	230,293	147,512	294,446				
52*	11	I-5 North Coast Corridor HOV Extension, Phase 1, Carlsbad Seg, Package 3 (CMGC)	In the city of Carlsbad from Palomar Airport Road to SR-78. Package 3- Construct community enhancements; Plant Establishment.	PAED	0	0	0	0	0	Baseline		0	
	0615I			PSE	0	0	0	0	0	PAED	8/30/14	8/30/14	
	SD			RW Sup	0	0	0	0	0	RW Cert	2/28/20	12/1/20	
	5			Con Sup	7,031	0	0	0	7,027	RTL	5/22/20	12/3/20	
			CONSTRUCT HOV LANES FROM PALOMAR AIRPORT RD TO SR78 AS PART OF I-5 CMGC, SEGMENT 4C (PACKAGE 3)	RW Cap	0	0	0	0	0	Begin Const	7/1/22	9/15/22	
				Con Cap	32,032	0	0	0	30,300	End Const	12/1/23	12/1/23	
				Total	39,063	0	0	0	37,327				
53*	11	I-5 NCC CARLSBAD HOV	IN CITY OF CARLSBAD FROM PALOMAR AIRPORT RD TO SR78.	PAED	0	0	177	0	177	Baseline		67,755	
	0615J			PSE	0	0	10,546	0	10,546	PAED		8/30/14	
	SD			RW Sup	0	0	844	0	844	RW Cert		12/2/20	
	005			Con Sup	8,001	0	244	0	7,733	RTL		12/3/20	
			CONSTRUCT ONE HOV LANE IN EACH DIRECTION AND AUXILIARY LANE AT CANNON SOUTHBOUND	RW Cap	0	0	13	0	0	Begin Const		10/5/21	
				Con Cap	63,312	0	10,726	0	67,755	End Const		8/16/24	
				Total	71,313	0	22,550	0	87,055				

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54*	12 1301 ORA	Route 53/553 (Bravo! Main Street) Bus Stop Improvements - Signage and Real Time Displays	In the cities of Anaheim, Orange, Santa Ana and Irvine in Orange County.  The project will install real-time display and signage at up to 23 bus stops along the Bravo! Main Street Rapid Bus and OC Bus Route 53/53X corridor. Additionally, the project includes performance testing and support services for the real-time displays and signage following project implementation.  Route 53/53X operates from Anaheim through Orange and Santa Ana to Irvine via Main Street and Bravo! Main Street Rapid Bus (Route 533) operates on Main Street from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard in Santa Ana.	PAED	0	0	0	0	0	Baseline		6/24/20		230		
				PSE	0	0	0	0	0	PAED	4/22/21					
				RW Sup	0	0	0	0	0	RW Cert	5/30/21					Schedule
				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		12/15/27			
				Total	230	230	0	0	230							
55*	12 1301A ORA	Route 53/553 (Bravo! Main Street) Bus Stop Improvements - Shelters	In the City of Santa Ana, Orange County.  The project will install new bus shelters at up to three bus stops along the Bravo! Main Street Rapid Bus and OC Bus Route 53/53X corridor. Route 53/53X operates from Anaheim through Orange and Santa Ana to Irvine via Main Street and Bravo! Main Street Rapid Bus (Route 533) operates on Main Street from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard in Santa Ana.	PAED	0	0	0	0	0	Baseline				0		
				PSE	0	0	0	0	0	PAED	6/30/21	7/8/21				
				RW Sup	0	0	0	0	0	RW Cert	2/15/23		2/15/23			
				Con Sup	0	0	0	0	0	RTL	2/15/23		2/15/23			
				RW Cap	0	0	0	0	0	Begin Const	8/15/23		8/15/23			
				Con Cap	114	114	0	0	114	End Const	8/15/24		8/15/24			
				Total	114	114	0	0	114							
56*	12 1302 ORA	Orange County Central Corridor-Santa Clara Bicycle and Pedestrian Improvements	In the City of Santa Ana on East Santa Clara Avenue between Lincoln Avenue and Pasadena Street.  The project will construct a new sidewalk, a new intersection pedestrian crossing (at Wright Street) and a bike way facility on East Santa Clara Avenue between Lincoln Avenue and Pasadena Street (approximately 1.3 miles).	PAED	0	0	0	0	0	Baseline		6/24/20		0	Scope	
				PSE	0	0	0	0	0	PAED	8/15/20		3/31/22			
				RW Sup	0	0	0	0	0	RW Cert					Schedule	
				Con Sup	0	0	0	0	0	RTL	4/15/21		5/31/22			
				RW Cap	0	0	0	0	0	Begin Const	12/15/21		9/30/22			
				Con Cap	3,669	3,243	0	0	3,669	End Const	12/15/24		11/29/24			
				Total	3,669	3,243	0	0	3,669							
57*	12 2156 ORA	Central Orange County Corridor - Bravo! Main Street Rapid Bus	In Orange County, Anaheim Regional Transportation intermodal Center to South Coast Metro Park and Ride.  Purchase five (5) heavy duty zero-emission battery electric buses.	PAED	0	0	0	0	0	Baseline		6/24/20		4,331		
				PSE	0	0	0	0	0	PAED	4/29/20					
				RW Sup	0	0	0	0	0	RW Cert						
				Con Sup	0	0	0	0	0	RTL	5/1/20	10/1/20				
				RW Cap	0	0	0	0	0	Begin Const	10/31/20	11/11/20				
				Con Cap	5,414	4,331	0	0	5,414	End Const	12/25/23		6/12/23			
				Total	5,414	4,331	0	0	5,414							
58*	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	0	Baseline		6/24/20		4,467		
				PSE	0	0	0	0	0	PAED	1/24/20	1/24/20				
				RW Sup	0	0	0	0	0	RW Cert						
				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	0	0	5,115	End Const	12/24/24		12/24/24			
				Total	5,115	4,092	0	0	5,115							

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No.	Route	Title	Location and Type of Work	Phase	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	Milestone		
59*	12	Central Orange County	Signal Synchronization and required communications	PAED	0	0	0	0		Baseline	6/24/20	3,458
	2176	Corridor - Traffic Light Synchronization -	Infrastructure on:	PSE	0	0	0	0	1/24/20	1/24/20		
	ORA	MacArthur Boulevard	MacArthur Blvd/Talbert (east of Beach Boulevard to SR-55) approximately 26 signals - 8.2 miles.	RW Sup	0	0	0	0		RW Cert		
			Project is a design-build.	Con Sup	0	0	0	0		RTL	3/23/20	
				RW Cap	0	0	0	0	12/24/20	8/10/20		
				Con Cap	<b>3,689</b>	<u>2,951</u>	<u>0</u>	<u>0</u>	<u>3,689</u>	End Const	12/24/24	12/24/24
				Total	3,689	2,951	0	0	3,689			
60*	12	Central Orange County	Signal Synchronization and required communications	PAED	0	0	0	0		Baseline	6/24/20	5,394
	2177	Corridor - Traffic Light Synchronization -	Infrastructure on three corridors:	PSE	0	0	0	0	1/24/20	1/24/20		
	ORA	Edinger Avenue	Edinger Avenue Signal Sync (Bolsa Chica to Auto Mall) - approximately 41 signals - 12.2 miles.	RW Sup	0	0	0	0		RW Cert		
			Project is a design-build.	Con Sup	0	0	0	0		RTL	1/27/20	
			NULL	RW Cap	0	0	0	0	12/24/20	7/13/20		
				Con Cap	<b>6,196</b>	<u>4,957</u>	<u>0</u>	<u>0</u>	<u>6,196</u>	End Const	12/24/24	12/24/24
				Total	6,196	4,957	0	0	6,196			

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