

Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2024

District 03

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)						
1	03 1526 PLA	PSGC Phase 1 - Dry Creek Greenway	In Placer County. The project area extends along Dry, Cirby and Linda Creeks from Riverside Avenue to Rocky Ridge Drive in south Roseville and includes undercrossings of I- 80 and Sunrise Avenue as it traverses the older Cherry Glen, Hillcrest, Cirby Side, Meadow Oaks and Sierra Gardens neighborhoods. The project begins at the existing Saugstad Park trail at Darling Way and extends to the existing Maidu Park Trail at Rocky Ridge Drive, closing trail gaps, removing active transportation barriers and resulting in an interconnected trail system more than 10 miles long. The project includes: 2 miles of Class I paved multi-use trail, 3 new bicycle/pedestrian bridges, 3 new roadway undercrossings at I-80, Darling Way and Sunrise Avenue; a trailhead parking area; and the installation of safety features and trail amenities, including bike racks, benches, lighting and video surveillance.	PAED	1,467	0	1,467	0	1,467	Baseline				560					
				PSE	2,371	0	5,435	0	5,435	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	190	0	190	Begin	3/31/22	9/28/23							
				Con Cap	11,746	6,239	4,263	0	9,400	End Const	3/31/24			10/15/24					
				Total	16,494	6,239	11,355	0	16,492										
				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		28,919	
PSE	1,528	0	1,017					0	1,017	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	3,593	RTL	8/30/21	10/23/23							
RW Cap	2,990	0	0					0	1,973	Begin	12/8/22	5/9/24							
Con Cap	21,867	2,860	5,958					0	31,812	End Const	1/23/25			1/31/27					
Total	26,385	2,860	6,975					0	38,395										

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Bold Phase allocated

3 to 6 months behind schedule

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

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3	03 1532A SAC		PSGC Phase 1 – Light Rail Modernization Stations Phase 2	City of Sacramento and Sacramento Count.	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	10/26/21			
					Con Sup	0	0	0	0	0	RTL	4/1/22	10/16/23			
					RW Cap	0	0	0	0	0	Begin	6/30/22	12/29/23			
					Con Cap	6,040	<u>2,942</u>	<u>173</u>	0	<u>6,040</u>	End Const	7/1/24		11/29/24		
					Total	6,040	2,942	173	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.												
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.	PAED	144	0	144	0	144	Baseline		6/23/21		0	Cost
					PSE	1,540	0	1,317	0	2,190	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		8/15/24		
					RW Cap	1,216	0	2,868	0	2,868	Begin	4/3/23		9/15/24		
					Con Cap	12,840	<u>8,100</u>	<u>0</u>	0	<u>12,117</u>	End Const	12/31/24		10/15/25		
					Total	15,740	8,100	4,329	0	17,319						
				Between Orange Grove Avenue to I-80 westbound ramps, extend class 2 bike lane and sidewalk improvements.												

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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)				
5	03 1534 SAC	PSGC Phase 1 – Watt/I-80 Light Rail Station		In northeast Sacramento County, in North Highlands just before the Interstate 80, Business 80 interchange. The focus of the project is to improve bicycle, pedestrian and bus access from the Watt Ave Station Plaza (on the west side of Watt Ave) to the Watt/I-80 Light Rail Station. Improvement include expanding the Watt Ave Station Plaza, including a new stairway connecting to the light rail platform, new pedestrian lighting, removing concrete barriers, adding wayfinding signage and adding passenger amenities such as seating, shade/rain shelters and landscape buffers (with guardrail) between the plaza and vehicular traffic. The project will also increasing pedestrian amenities on the west side of Watt Ave, including wider sidewalks, pedestrian-level lighting, landscape buffers and new ornamental metal security fencing along the overcrossing.	PAED	0	0	0	0	0	0	Baseline		6/23/21			7,937			
					PSE	0	0	0	0	0	0	0	0	PAED	6/1/21	1/18/22				
					RW Sup	0	0	0	0	0	0	0	0	RW Cert	10/26/21	6/30/22				Schedule
					Con Sup	0	0	0	0	0	0	0	0	RTL	1/1/22	6/30/23				
					RW Cap	0	0	0	0	0	0	0	0	Begin	5/1/22	10/23/23				
					Con Cap	9,846	<u>7,937</u>	<u>1,921</u>	0	<u>9,846</u>	End Const	6/30/23			1/26/26					
					Total	9,846	7,937	1,921	0	9,846										
6	03 1535A PLA	PSGC Phase 1 - South Placer Transit - Five Electric Buses	In Placer and Sacramento counties. The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm. The service will be provided using five (5) new 40' battery electric buses (4 buses and 1 spare).	PAED	10	0	10	0	10	10	Baseline						10,105			
				PSE	50	0	232	0	232	PAED	6/24/20	3/17/22								
				RW Sup	0	0	0	0	0	0	0	0	RW Cert	12/31/20	3/18/22					
				Con Sup	0	0	0	0	0	0	0	0	RTL	4/2/21	3/18/22					
				RW Cap	0	0	0	0	0	0	0	0	Begin	6/1/22	5/25/22					
				Con Cap	10,045	<u>4,705</u>	<u>1,759</u>	0	<u>9,933</u>	End Const	6/30/23			9/1/24						
				Total	10,105	4,705	2,001	0	10,175											

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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)				
7	03 1535B PLA	PSGC Phase 1 - South Placer Transit - Five Chargers	In Placer and Sacramento counties.	<p>The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transits Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 pm. The service will be provided using five (5) new chargers (3 depot chargers and 2 on-route chargers) to support the battery-electric buses being purchased as part of the parent project.</p>	PAED	0	0	0	0	0	Baseline					1,295			
					PSE	137	0	136	0	136	PAED	6/24/20	6/24/20						
					RW Sup	0	0	0	0	0	RW Cert	12/31/20	12/31/22						
					Con Sup	0	0	0	0	0	RTL	4/2/21	4/30/23						
					RW Cap	0	0	0	0	0	Begin	3/23/23	12/6/23						
					Con Cap	1,295	1,295	1,251	0	1,251	End Const	9/28/23	10/1/24						
					Total	1,432	1,295	1,387	0	1,387									
8	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.	<p>This project will enhance the light rail capacity on the Gold Line. The project consists of the construction of track sidings to allow trains to pass in the section of single tracks on the Gold Line between the Sunrise Station and Historic Folsom Station. This will permit trains to operate with 15-minute frequencies between those stations, where they currently operate with 30-minute frequencies. The additional frequencies will increase ridership and reduce vehicle miles traveled on US-50. This will also help improve traffic signal phasing for all roadway intersection along Folsom Blvd in Folsom, thus improving roadway traffic flow. This project is a co-applicant with the Caltrans Sacramento US 50 HOV Project from I-5 to Watt Ave for the SB1 Solutions for Congested Corridor Program funds.</p>	PAED	1,041	0	1,041	0	1,041	Baseline					20,300			
					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	50	0	1,540	Begin	4/1/21	4/12/22						
					Con Cap	20,653	20,300	11,798	0	20,653	End Const	3/31/23	10/14/24						
					Total	32,100	20,300	21,755	0	32,100									

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9	03 1787B SAC		Accelerating Rail Modernization and Expansion in the Capital Regional - Purchase Light Rail Vehicle	In the City and County of Sacramento, City of Rancho Cordova, City of Folsom. SacRTs Accelerating Rail Modernization and Expansion in the Capital Region Project-purchase seven (7) new expansion and thirteen (13) new replacement low-floor light rail vehicles (LRVs).	PAED	0	0	0	0	0	Baseline				64,100	
					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	3/27/20	3/27/20			
					Con Cap	117,902	0	91,715	0	117,902	End Const	2/12/26	2/12/26			
					Total	117,902	0	91,715	0	117,902						
10	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. SacRTs Accelerating Rail Modernization and Expansion in the Capital Region Project-Gold Line platform conversions to enable level boarding on new low floor LRVs.	PAED	0	0	0	0	0	Baseline				4,515	
					PSE	1,864	0	1,864	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	1/10/22			
					RW Cap	0	0	0	0	0	Begin	4/1/20	9/16/22			
					Con Cap	9,030	0	9,030	0	9,030	End Const	6/30/21	8/30/24			
					Total	10,894	0	10,894	0	10,894						
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 entered into a contract 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	Baseline		6/23/21		22,994	
					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			
					Con Sup	0	0	0	0	0	RTL	2/22/19	2/22/19			
					RW Cap	0	0	0	0	0	Begin	6/30/22	9/29/23			
					Con Cap	48,643	22,994	9,627	0	46,959	End Const	7/1/26	6/30/26			
					Total	48,643	22,994	9,627	0	46,959						

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
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.	PAED	755	0	0	0	277	Baseline					40,715			
					PSE	1,773	0	0	0		PAED								
					RW Sup	242	0	0	0	16	RW Cert								
					Con Sup	5,085	1,015	2,139	451	4,487	RTL		4/29/22						
					RW Cap	281	0	0	0	0	Begin		6/16/23						
					Con Cap	<u>33,593</u>	<u>8,488</u>	<u>16,200</u>	<u>924</u>	<u>40,715</u>	End Const				3/15/25				
					Total	41,729	9,503	18,339	1,375	45,495									
13	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			350			
					PSE	100	0	78	0	78	PAED	4/20/21	4/20/21						
					RW Sup	5	0	3	0	4	RW Cert	7/19/21	7/19/21						
					Con Sup	150	150	138	138	146	RTL	8/2/21	8/2/21						
					RW Cap	5	0	0	0	0	Begin	1/15/22	1/24/22						
					Con Cap	350	350	315	315	350	End Const	10/3/22	10/19/23						
					Total	660	500	606	453	650									
14	03 6254 SAC 050	Sac 50 Design-Build		In Sacramento County on Route 50 from I-5 Junction to Watt Ave.	PAED	13,600	0	11,997	0	11,997	Baseline					397,785			
					PSE	13,000	0	10,228	0	10,228	PAED	5/31/17							
					RW Sup	4,300	0	1,807	0	1,807	RW Cert	2/3/20	9/25/19						
					Con Sup	36,800	10,000	32,815	8,907	43,684	RTL	2/14/20	9/26/19						
					RW Cap	5,700	0	1,715	0	0	Begin	7/15/20	6/30/20						
					Con Cap	<u>368,900</u>	<u>80,000</u>	<u>362,742</u>	<u>71,967</u>	<u>402,317</u>	End Const	12/1/24			7/31/25				
					Total	442,300	90,000	421,304	80,874	470,033									
15	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.	PAED	779	0	0	0	0	Baseline		12/7/23			0			
					PSE	6,029	0	0	0	6,029	PAED	6/13/16	6/13/16						
					RW Sup	0	0	0	0	0	RW Cert	4/1/25			4/30/26		Schedule		
					Con Sup	0	0	0	0	0	RTL	4/1/25			6/30/26				
					RW Cap	0	0	0	0	0	Begin	12/1/25			9/23/26				
					Con Cap	<u>30,144</u>	<u>25,000</u>	<u>0</u>	<u>0</u>	<u>30,144</u>	End Const	6/1/28			9/23/29				
					Total	36,952	25,000	0	0	36,173									

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16	04 0360Q SON 101	Marin Sonoma Narrows Segment C2 -HOV Lanes Gap Closure	In Sonoma, Highway 101 and 116 connection to 0.3 miles north of Corona Road; Construct HOV lanes and sound walls. CONSTRUCT HOV LANES INCLUDING SOUND WALLS, BRIDGES, MEDIAN AND RAMP WIDENING	PAED	0	0	0	0	0	Baseline		10/17/18		90,750							
				PSE	7,455	0	169	0	169	PAED	10/29/09	10/29/09									
				RW Sup	2,500	0	1,837	0	2,137	RW Cert	12/30/18	12/31/18									
				Con Sup	14,000	12,600	13,193	13,126	13,941	RTL	12/30/18	12/31/18									
				RW Cap	6,970	0	6,746	0	6,970	Begin	8/21/19	9/17/19									
				Con Cap	91,000	72,191	93,150	71,910	93,850	End Const	8/21/22	12/13/23									
				Total	121,925	84,791	115,095	85,036	117,067												
17	04 0361M MRN 101	Marin Sonoma Narrows (MSN) Contract B7	On Route 101, in Marin County, in and near city of Novato, from just south of the Franklin Avenue Overhead to 0.3 miles south of the Marin/Sonoma County line. 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	77	0	151	RW Cert	6/25/21	6/10/21			Schedule						
				Con Sup	19,050	14,850	8,780	8,780	16,265	RTL	6/25/21	6/28/21									
				RW Cap	10,615	0	481	0	4,564	Begin	12/31/21	5/13/22									
				Con Cap	114,896	25,268	50,145	12,282	91,663	End Const	12/30/25	7/31/27									
				Total	159,518	40,118	60,002	21,062	113,162												
18	04 0376 NAP 221,29	Soscol Junction (SR 29/221/Soscol Ferry Road)	In Napa County. The project is an operational improvement located at the intersection of SR 29/SR 221/Soscol Ferry Road. The project will reconfigure the existing signalized intersection and build a new roundabout interchange with an elevated structure on SR 29 and roundabouts below grade, one north of SR 29, and one south of SR 29. The project will also construct a class I multiuse path on the north side of the intersection allowing bicycles and pedestrians to navigate the intersection.	PAED	6,100	0	6,909	0	6,909	Baseline		6/23/21		36,784							
				PSE	5,045	0	6,306	0	6,306	PAED	2/13/20	2/13/20									
				RW Sup	200	0	72	0	85	RW Cert	5/1/21	8/25/21			Schedule						
				Con Sup	7,339	0	5,358	0	7,689	RTL	6/30/21	8/26/21									
				RW Cap	100	0	52	0	100	Begin	11/15/21	5/13/22									
				Con Cap	36,785	19,341	27,864	14,648	36,784	End Const	11/15/23	9/15/26									
				Total	55,569	19,341	46,561	14,648	57,873												

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2024**

No.	District PPNO County Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
					Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)		Date	Date	Date	(\$1,000s)	
19	04 0658D SCL,SM 101	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	14,340	0	14,340	Baseline				359,140	
				PSE	38,477	0	22,673	0	22,673	PAED	10/31/18	10/31/18			
				RW Sup	1,000	0	176	0	240	RW Cert	5/1/19	10/3/19			
				Con Sup	29,543	8,500	23,322	8,419	23,441	RTL	5/1/19	10/4/19			
				RW Cap	4,500	0	2,147	0	2,180	Begin	7/1/19	1/9/20			
			Construct Express Lanes, from Whipple Avenue to just North of I-380.	Con Cap	342,540	116,690	355,836	116,668	359,140	End Const	2/1/23	11/4/22			
				Total	437,060	125,190	418,494	125,087	422,014						
20	04 0658J SCL,SM 101	US 101 Managed Lanes Project - Highway Planting Replacement	This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, Redwood City, Palo Alto, and East Palo Alto in both Santa Clara and San Mateo County on U.S.101, from 2 miles South of the Santa Clara County line to 0.3 mile south of Grand Avenue Interchange.	PAED	0	0	0	0	0	Baseline				6,891	
				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	14	0	506	RTL		3/27/23			
				RW Cap	0	0	0	0	0	Begin	2/1/22	11/30/23			
				Con Cap	4,305	0	2,291	0	6,891	End Const	2/1/26		2/16/28		
				Total	4,805	0	2,305	0	7,397						
			Establish follow-up highway landscape planting.												
21	04 2010E ALA,CC,S F	BART- Switch Machine Cabling Project - BART Labor	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0	0	Baseline		5/12/21		41,800	
				PSE	0	0	0	0	0	PAED	9/1/17	9/1/17			Cost
				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	3/19/21			
				RW Cap	0	0	0	0	0	Begin	2/1/22	2/1/22			
			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.	Con Cap	41,800	41,800	0	0	41,800	End Const	8/1/26		8/1/26		
				Total	41,800	41,800	0	0	41,800						

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22	04 2010F ALA,CC,S F	BART Train Control Modernization Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract	The MacArthur/Downtown Oakland Interlock Upgrade Contract will be implemented at MacArthur and Downtown Oakland BART stations, and will affect service through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline		5/12/21		14,850	Schedule
				PSE	0	0	0	0		PAED	9/1/17	9/1/17			
				RW Sup	0	0	0	0	0	RW Cert	1/1/21	1/1/21			
				Con Sup	0	0	0	0	0	RTL	1/1/21	4/28/23			
				RW Cap	0	0	0	0	0	Begin	2/1/22	12/8/23			
				Con Cap	14,850	14,850	0	0	14,850	End Const	6/1/24	6/27/26			
				Total	14,850	14,850	0	0	14,850						
			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.												
23	04 2010G ALA,CC,S	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		1,065,871	
				PSE	12,129	0	0	0		PAED	9/1/17	9/1/17			
				RW Sup	0	0	0	0	0	RW Cert	9/1/17	9/1/17			
				Con Sup	0	0	0	0	0	RTL	9/1/17	9/1/17			
				RW Cap	0	0	0	0	0	Begin	8/1/20	9/16/20			
				Con Cap	1,065,871	0	0	0	1,065,871	End Const	8/1/31	8/1/31			
				Total	1,078,000	0	0	0	1,065,871						
							The CBTC Contract will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is located in Alameda and San Francisco counties. The CBTC Contract will replace the existing train control system with a new communications-based train control system, allowing BART to achieve the shorter headways needed to operate more regularly scheduled trains through the Transbay Corridor. This scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.								

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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							
24	04 2010H AL,CC,S F	BART - Switch Machine Cabling Project - Procurement of Non-Revenue Equipment	In Contra Costa, Alameda and San Francisco counties.	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.	PAED	0	0	0	0	0	Baseline					3,350	
					PSE	0	0	0	0	0	PAED	9/1/17	9/1/17				
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20				Schedule
					Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20				
					RW Cap	0	0	0	0	0	Begin	5/1/22	5/12/22				
					Con Cap	3,350	3,350	0	0	3,350	End Const	8/1/26		8/1/26			
					Total	3,350	3,350	0	0	3,350							
25	04 2010J ALA,CC,S F	BART - Switch Machine Cabling Project - Procurement of Material	In Contra Costa, Alameda and San Francisco counties.	Procurement of all materials needed to support construction crews on Switch Machine Cabling project during installation and for material transport. The project will be implemented through the Transbay Corridor (segment) connecting Oakland and San Francisco and is in Contra Costa, Alameda and San Francisco counties. The scope element is an integral part of the overall benefits from implementing the TCMP through the Transbay Corridor.	PAED	0	0	0	0	0	Baseline					12,500	
					PSE	0	0	0	0	0	PAED	9/1/17	9/1/17				
					RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20				
					Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20				
					RW Cap	0	0	0	0	0	Begin	5/1/22	4/7/22				
					Con Cap	12,500	0	0	0	12,500	End Const	8/1/26		8/1/26			
					Total	12,500	0	0	0	12,500							

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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								
26	04 2010K ALA,CC,S F	BART - Switch Machine Cabling Project - Services	In Contra Costa, Alameda and San Francisco counties.	PAED	0	0	0	0		Baseline					2,724		
				PSE	0	0	0	0		PAED	9/1/17	9/1/17					
				RW Sup	0	0	0	0	0	RW Cert	7/1/20	7/1/20					
				Con Sup	0	0	0	0	0	RTL	7/1/20	7/1/20					
				RW Cap	0	0	0	0	0	Begin	5/1/22	5/1/22					
				Con Cap	2,724	0	0	0	2,724	End Const	8/1/26		8/1/26				
				Total	2,724	0	0	0	2,724								
				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.													
27	04 2364 ALA 185	East Bay Greenway Multimodal, North Segment Project Phase 1	Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the Cities of Oakland and San Leandro, spanning 10.6 miles, from Lake Merritt BART Station in Downtown Oakland to the Bayfair BART Station in San Leandro via East 10th Street, East 12th Street, San Leandro Street/Blvd, and East 14th Street (SR 185).	PAED	844	0	844	0	844	Baseline						0	
				PSE	7,750	0	4,500	0	7,750	PAED	12/15/23	12/15/23					
				RW Sup	0	0	0	0	0	RW Cert	12/30/24		12/30/24				
				Con Sup	0	0	0	0	0	RTL	2/11/25		2/11/25				
				RW Cap	403	0	0	0	403	Begin	10/6/25		10/6/25				
				Con Cap	131,450	39,375	0	0	111,950	End Const	10/7/27		10/7/27				
				Total	140,447	39,375	5,344	0	120,947								
				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.													

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)						
					Date	Date	Date	Date	Date						

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount		
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
28	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	0	Baseline		6/23/21			31,324	Schedule
				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	4,154	4,154	8,339	RTL	10/1/20	4/26/21					
				RW Cap	750	0	750	0	0	Begin	2/1/21	11/16/22					
				Con Cap	28,110	19,635	18,151	10,953	31,324	End Const	12/1/22		12/12/25				
				Total	35,952	23,507	25,869	15,107	42,477								
				29	05 0073C SCR 1	State Route 1 - State Park to Bay/Porter Auxiliary Lanes	Near Capitola and Aptos, State Route 1 from State Park Drive to Bay/Porter Interchanges. Construct auxiliary lanes between interchanges. Includes reconstruction of the Capitola Avenue overcrossing to accommodate new lanes on State Route 1 and improve bicycle and pedestrian facilities; hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles); bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; additional project elements: add emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought-tolerant landscaping SCCP/LPP Title: Watsonville-Santa Cruz Multimodal Improvements –Bay Ave/Porter St to State Park Dr - Contract #2.	PAED	2,635	0	1,830	0	1,830	Baseline		6/23/21	
PSE	3,060	0	979					0	979	PAED	5/10/21	5/11/21					
RW Sup	0	0	0					0	0	RW Cert	8/1/22	12/2/22					
Con Sup	8,760	8,760	1,435					1,435	10,188	RTL	10/1/22	12/5/22					
RW Cap	1,100	0	1,036					0	0	Begin	4/1/23	7/24/23					
Con Cap	73,400	44,077	9,114					5,106	78,656	End Const	4/1/27		9/25/28				
Total	88,955	52,837	14,394					6,541	91,653								
30	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	53	0	53	Baseline		10/17/18	
				PSE	208	0	206	0	206	PAED	3/1/19	7/10/19					
				RW Sup	0	0	0	0	0	RW Cert	3/31/20	6/16/22					
				Con Sup	0	0	0	0	0	RTL	7/31/20	8/1/22					
				RW Cap	140	0	35	0	140	Begin	4/1/21	12/13/22					
				Con Cap	583	583	1,061	520	583	End Const	12/31/22	8/31/23					
				Total	991	583	1,355	520	982								

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31	05 2894 SB		Summerland Area Coastal Access Improvements	In the County of Santa Barbara, in and near the community of Summerland, on Via Real, Wallace Avenue and Finney Road on both the inland and coastal side of Highway 101.	PAED	300	0	300	0	300	Baseline		10/17/18			
					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	7/1/22		9/4/24		
					Con Cap	8,320	8,320	0	0	8,320	End Const	6/30/23		12/31/25		
					Total	9,674	8,320	1,076	0	9,535						
					NULL											
32	05 2897 SB		Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	Construct Class I bikeway along Santa Claus Lane (County of Santa Barbara) from Sandpoint Drive to South Padaro Lane to close a gap in the California Coastal Trail (CCT). To construct coastal access parking and improved and safe beach access across railroad tracks of UPRR.	PAED	0	0	39	0	39	Baseline		10/17/18			0
					PSE	800	0	2,044	0	1,644	PAED	9/30/18	9/25/19			
					RW Sup	0	0	0	0	0	RW Cert	3/31/20	3/21/23			
					Con Sup	0	0	0	0	0	RTL	3/31/20	4/24/23			
					RW Cap	200	0	200	0	200	Begin	10/1/20		9/15/24		
					Con Cap	7,040	7,040	0	0	9,905	End Const	6/30/21		5/1/26		
					Total	8,040	7,040	2,283	0	11,788						
					Cost											
33	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					1,216
					PSE	619	0	548	0	548	PAED	8/1/19	1/6/20			
					RW Sup	300	0	102	0	102	RW Cert	1/1/21	4/13/21			
					Con Sup	260	260	260	260	260	RTL	3/1/21	6/11/21			
					RW Cap	508	0	46	0	132	Begin	9/1/21	9/1/21			
					Con Cap	1,216	1,216	1,068	1,068	1,216	End Const	9/1/23	3/30/22			
					Total	3,653	1,476	2,324	1,328	2,558						

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
34	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			
				PSE	2,623	0	2,623	0	2,623	PAED	9/18/19	9/18/19							
				RW Sup	0	0	0	0	0	RW Cert	11/30/22	10/18/22							
				Con Sup	0	0	0	0	0	RTL	11/30/22	10/18/22							
				RW Cap	820	0	0	0	820	Begin	3/1/23	5/16/23							
				Con Cap	22,218	<u>16,463</u>	<u>2,965</u>	<u>2,325</u>	22,858	End Const	11/1/24			11/1/24					
				Total	25,661	16,463	5,588	2,325	26,301										
35	05 3197 SB	Contactless Card Readers on VCTC Coastal Express Commuter Buses	This project includes procurement of forty-one (41) contactless card readers and associated system equipment for the Ventura County Transportation Commission (VCTC) commuter bus fleet. VCTC operates the popular Coastal Express commuter line, which since 2001 has been jointly funded by SBCAG and VCTC, with VCTC as the service provider. The Coastal Express line travels between residential communities in Ventura County, such as in the cities of Oxnard and Ventura, to education, leisure, and work sites in Santa Barbara County, including to Santa Barbara, Goleta and UCSB. Bus stops in Ventura County include locations within, or immediately adjacent to, designated Disadvantage Communities.	PAED	0	0	0	0	0	0	Baseline		1/25/24			0			
				PSE	0	0	0	0	0	PAED	10/26/23	10/26/23							
				RW Sup	0	0	0	0	0	RW Cert	3/31/24	4/26/24							
				Con Sup	0	0	0	0	0	RTL	3/31/24	4/26/24							
				RW Cap	0	0	0	0	0	Begin	3/31/24			12/2/24					
				Con Cap	700	<u>600</u>	<u>0</u>	<u>0</u>	700	End Const	6/30/24			12/20/24					
				Total	700	600	0	0	700										

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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							
36	05 3198 SB	Electric Transit Bus Replacement	The project is located within the Santa Barbara Metropolitan Transit District boundaries, which closely corresponds to the South Coast of Santa Barbara County. Install electrical infrastructure for charging of electric buses. Procure eight (8) replacement 40-ft. electric buses & eight (8) associated chargers to replace renewable diesel buses that are beyond their FTA useful life benchmark.	PAED	0	0	0	0		Baseline		1/25/24			0	
				PSE	0	0	0	0		PAED	11/14/23	11/14/23				
				RW Sup	0	0	0	0	0	RW Cert	3/31/24	4/2/24				
				Con Sup	0	0	0	0	0	RTL	3/31/24	4/2/24				
				RW Cap	0	0	0	0	0	Begin	3/31/24		12/20/24			
				Con Cap	13,771	10,500	0	0	13,771	End Const	1/31/25		12/31/26			
				Total	13,771	10,500	0	0	13,771							
37	05 3199 SB	Sheffield Drive to Ortega Hill Pedestrian and Bicycle Connector	The project will complete a gap closure in the California Coastal Trail and Pacific Bike Route in Summerland/Montecito to improve accessibility and safety. Existing bicycle and pedestrian facilities along North Jameson Lane in Montecito will be connected to an existing Class 1 facility over Ortega Hill into the community of Summerland through construction of an approximately 500' multi-purpose path connection.	PAED	40	0	40	0	40	Baseline		1/25/24			0	
				PSE	120	0	0	0	120	PAED	10/17/23	10/17/23				
				RW Sup	0	0	0	0	0	RW Cert	10/1/23		4/30/25			
				Con Sup	0	0	0	0	0	RTL	4/1/24		5/30/25			
				RW Cap	0	0	0	0	0	Begin	10/1/24		12/1/25			
				Con Cap	2,250	2,250	0	0	2,250	End Const	2/1/25		6/30/26			
				Total	2,410	2,250	40	0	2,410							
38	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	Baseline		1/25/24			0	
				PSE	60	0	0	0	60	PAED	11/7/23	11/7/23				
				RW Sup	0	0	0	0	0	RW Cert	12/15/23		12/15/24			
				Con Sup	0	0	0	0	0	RTL	12/15/23		12/15/24			
				RW Cap	40	0	0	0	40	Begin	3/15/24		12/15/24			
				Con Cap	1,325	1,325	0	0	1,325	End Const	12/30/24		9/15/25			
				Total	1,450	1,325	0	0	1,425							

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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)		
39		05	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		0	
		3203			PSE	50	0	0	0	50	PAED	10/31/23	10/16/23			
		SB			RW Sup	0	0	0	0	0	RW Cert	12/15/23		4/1/25		
					Con Sup	0	0	0	0	0	RTL	12/15/23		5/1/25		
					RW Cap	0	0	0	0	0	Begin	3/15/23		12/1/25		
					Con Cap	575	575	0	0	575	End Const	12/30/24		3/30/26		
					Total	635	575	10	0	635						
40		05	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		38,262	
		7101G			PSE	0	0	0	0	0	PAED	8/26/14	8/26/14			
		SB			RW Sup	0	0	0	0	0	RW Cert	10/2/23	3/20/24			
		101			Con Sup	12,360	12,360	0	0	11,667	RTL	11/1/23	3/28/24			
					RW Cap	0	0	0	0	0	Begin	2/1/24		8/8/24		
					Con Cap	60,229	39,067	0	0	68,644	End Const	6/4/27		6/25/27		
					Total	72,589	51,427	0	0	80,311						
41		05	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	
		7101L			PSE	250	0	500	0	500	PAED		12/18/20			
		SB			RW Sup	0	0	0	0	0	RW Cert		5/14/21			
		101			Con Sup	500	0	692	0	1,015	RTL		6/24/21			
					RW Cap	0	0	0	0	0	Begin		5/27/22			
					Con Cap	1,768	0	2,754	0	3,537	End Const			6/1/27		
					Total	2,518	0	3,946	0	5,052						
42		05	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	
		7101R			PSE	14,395	0	15,900	0	15,900	PAED	8/26/14	6/4/18			
		SB			RW Sup	1,010	0	474	0	474	RW Cert	11/1/20	2/5/21			
		101			Con Sup	31,315	12,250	19,363	7,575	25,343	RTL	1/1/21	3/19/21			
					RW Cap	10,900	0	121	0	0	Begin	7/15/21	5/26/21			
					Con Cap	164,567	51,060	141,362	44,558	162,317	End Const	12/15/25		1/24/25		
					Total	224,912	63,310	183,755	52,133	210,569						

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
43	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	4,674	0	4,674	Baseline					107,672			
					PSE	7,080	0	2,742	0	2,742	PAED	8/26/14	9/29/17						
					RW Sup	520	0	7	0	40	RW Cert	11/1/20	6/22/20						
					Con Sup	18,430	7,940	14,245	6,137	15,250	RTL	1/1/21	6/24/20						
					RW Cap	3,930	0	37	0	0	Begin	7/15/21	10/23/20						
					Con Cap	108,761	36,100	103,085	34,523	107,672	End Const	12/15/25	6/14/24						
					Total	141,101	44,040	124,790	40,660	130,378									
					44	05 7101U SB 101		SB 101 4D South Three Creeks	IN SANTA BARBARA COUNTY AT MONTECITO FROM 0.2 MILE NORTH OF SHEFFIELD DRIVE UNDERCROSSING TO 0.3 MILE SOUTH OF SAN YSIDRO RAOD OVERCROSSING. NULL	PAED	0	0	0	0	0	Baseline			
PSE	0	0	0	0						0	PAED		8/26/14						
RW Sup	0	0	0	0						0	RW Cert		12/21/23				Schedule		
Con Sup	10,559	10,559	46	32						13,782	RTL		1/11/24						
RW Cap	0	0	0	0						0	Begin		6/3/24						
Con Cap	66,396	41,396	0	0						71,698	End Const			8/11/27					
Total	76,955	51,955	46	32						85,480									
45	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					1			
					PSE	0	0	0	0	0	PAED		2/25/22						
					RW Sup	0	0	0	0	0	RW Cert		7/5/22						
					Con Sup	33	0	0	0	33	RTL		8/14/23						
					RW Cap	7	0	1	0	7	Begin		9/5/23						
					Con Cap	0	0	0	0	0	End Const			8/24/29					
					Total	40	0	1	0	40									
46	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	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	276	0	956	RTL		3/6/23						
					RW Cap	0	0	0	0	0	Begin		8/2/23						
					Con Cap	2,531	0	1,184	0	3,734	End Const			7/7/27					
					Total	3,207	0	1,519	0	4,749									
47	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					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	7/15/21	7/5/23						
					Con Cap	0	0	0	0	0	End Const	12/15/25		3/30/29					
					Total	40	0	1	0	38									

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District 07

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												
48	07	I-105 Express Lanes -	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.	13,121	0	13,121	0	13,121		10/13/21		0	
	4858	Construction		46,883	0	64,920	0	121,000	PAED	5/21/21	5/21/21		
	LA			0	0	107	0	0	RW Sup	3/31/23			
	105,110			0	0	0	0	0	Con Sup	5/31/23			
				3,081	0	0	0	10,000	RW Cap	6/1/23	11/1/24		
				0	0	0	0	0	Con Cap	12/1/27	12/31/28		
			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.	63,085	0	78,148	0	144,121	Total				
49	07	I-105 Express Lanes -	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.	0	0	0	0	0	PAED	10/13/21		0	
	4858A	Roadside Toll Collection System (RTCS)		0	0	0	0	0	PSE	5/21/21	5/21/21		
	LA			0	0	0	0	0	RW Sup	12/1/24	2/28/24		
	105,110			0	0	0	0	0	Con Sup	12/1/24			
				0	0	0	0	0	RW Cap	1/1/25	1/1/25		
				80,000	0	0	0	80,000	Con Cap	12/1/27	12/27/27		
			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.	80,000	0	0	0	80,000	Total				

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January 01 - June 30, 2024**

District	PPNO	County	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs		
No.	Route	Title	Location and Type of Work	Phase										
50	07 4858C LA 105,110	I-105 Express Lanes - Construction Segment 1	In Los Angeles County, on I-105 between Sepulveda Blvd/Imperial Highway Intersection and Central Avenue and on I-110 between I-105 Separation and 103rd Street to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add a second ExpressLane in each direction (total of two Tolloed ExpressLanes in each direction with discounts for HOV).	PAED	0	0	0	0	Baseline			0		
				PSE	0	0	0	0	PAED	5/21/21	5/21/21			
				RW Sup	0	0	0	0	RW Cert	2/28/24	2/28/24			
				Con Sup	0	0	0	0	RTL	3/1/24				
				RW Cap	0	0	0	0	Begin	6/1/24		11/30/24		
				Con Cap	410,150	150	0	0	End Const	6/1/27		6/1/27		
				Total	410,150	150	0	0	560,000					
				Construction of Double High Occupancy Toll Lanes (ExpressLanes).										
51	07 4858D LA 105	I-105 Express Lanes - Construction Segment 2	In Los Angeles County, on I-105 between Central Avenue and I-710 to convert the existing High Occupancy Vehicle (HOV) lane to one ExpressLane and add a second ExpressLane in each direction (total of two Tolloed ExpressLanes in each direction with discounts for HOV).	PAED	0	0	0	0	Baseline			0		
				PSE	0	0	0	0	PAED	5/21/21	5/21/21			
				RW Sup	0	0	0	0	RW Cert	1/31/25				
				Con Sup	0	0	0	0	RTL	12/31/24		12/31/24		
				RW Cap	0	0	0	0	Begin	3/1/25		3/1/25		
				Con Cap	430,000	0	0	0	End Const	12/31/28		12/31/28		
				Total	430,000	0	0	0	430,000					
				Construction of Double High Occupancy Toll Lanes (ExpressLanes).										
52	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 Tolloed ExpressLanes in each direction with discounts for HOV).	PAED	0	0	0	0	Baseline			0		
				PSE	0	0	0	0	PAED	5/21/21	5/21/21			
				RW Sup	0	0	0	0	RW Cert	1/31/25		12/13/24		
				Con Sup	0	0	0	0	RTL	12/31/24		1/31/25		
				RW Cap	0	0	0	0	Begin	3/1/25		3/1/25		
				Con Cap	230,000	0	0	0	End Const	12/31/28		12/31/28		
				Total	230,000	0	0	0	230,000					
				Construction of Double High Occupancy Toll Lanes (ExpressLanes).										
53	07 5497 LA	Airport Metro Connector 96th Street Transit Station	In Los Angeles near Aviation Boulevard / 96th Street. Construct new multi-modal transit station for the Metro Crenshaw / Los Angeles International (LAX) Line that will also add a stop to the Metro Green Line.	PAED	15,750	0	15,229	0	15,229	Baseline		10/18/18	470,627	
				PSE	29,250	0	29,790	0	29,790	PAED	5/2/17	5/2/17		
				RW Sup	0	0	0	0	0	RW Cert	7/30/19	6/30/19		
				Con Sup	0	0	0	0	0	RTL	6/30/19	5/30/20		
				RW Cap	76,200	0	98,377	0	98,377	Begin	12/31/19	9/22/21		
				Con Cap	404,000	150,000	386,141	0	696,039	End Const	6/1/23		1/31/25	
				Total	525,200	150,000	529,537	0	839,435					
				Multi-modal transit station will include Light Rail Station, transit station/terminal building, bus plaza, bicycle hub, pedestrian improvements and passenger pickup/drop-off area.										

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount			
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)								
						Date	Date	Date	Date	Date								
54	07 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	0	Baseline					0		
				PSE	4,438	0	69	0	4,438	PAED	12/15/23	12/15/23						
				RW Sup	0	0	0	0	0	RW Cert	5/15/25		5/13/25					
				Con Sup	0	0	0	0	0	RTL	5/15/25		5/15/25					
				RW Cap	2,278	0	0	0	2,278	Begin	10/1/25		10/1/25					
				Con Cap	20,417	20,417	0	0	20,417	End Const	8/27/27		8/27/27					
				Total	27,133	20,417	69	0	27,133									
NULL																		
55	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	12/2/22		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	7/1/24		4/30/25					
				Con Cap	75,000	25,507	0	0	123,598	End Const	6/1/28		4/30/28					
				Total	75,000	25,507	0	0	123,598									
The primary streets for the planned set of network improvements for the North San Fernando Valley include Roscoe Boulevard, Lankershim Boulevard, and Nordhoff Street.																		

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						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
											Date	Date	Date	(\$1,000s)					
56	07 6203 LA	Venice Blvd. Bus Speed and Reliability (Bus Boarding Islands and Bus Pads)	In the city of Los Angeles, Metro will construct boarding islands on a Tier 1 NextGen Corridor (Venice Blvd) in the Mar Vista/ Palms neighborhoods between Inglewood Blvd and Fairfax Avenue. The Project fulfills Metro's commitment to transform bus service by complementing enhanced high frequency transit with supportive corridor infrastructure using boarding islands to improve speed, reliability and safety along a high-priority corridor that serve the city of LA. This PPR is specific to the design and construction of boarding islands as well as the necessary bus pads that are required at bus stops. Enhanced bus stops with boarding islands allow transit vehicles to board and alight passengers without pulling out of the travel lane, provide more level access, provide additional waiting space for shelters and other stop amenities and make bus stops more accessible.	PAED	0	0	0	0	0	0	Baseline		3/21/24			0			
				PSE	928	0	0	0	0	928	0	PAED	3/1/21	12/28/23					
				RW Sup	0	0	0	0	0	0	0	RW Cert	10/31/24		10/31/24				
				Con Sup	0	0	0	0	0	0	0	RTL	11/1/24		6/30/25				
				RW Cap	0	0	0	0	0	0	0	Begin	6/1/25		12/30/25				
				Con Cap	7,600	5,320	0	0	7,600	0	0	End Const	6/1/28		6/1/28				
				Total	8,528	5,320	0	0	8,528										
				NULL															
57	07 6204 LA	Venice Blvd Bus Speed and Reliability- (Real-Time Passenger Info and Bus Shelters)	In the City of Los Angeles along Venice Blvd, between Inglewood Blvd and Fairfax Ave Metro will purchase and install bus shelters equipped with real-time passenger information displays (ePaper). The Project fulfills Metro's commitment to transform bus service by introducing high frequency transit as well as transit supportive corridor infrastructure using real-time passenger information to improve speed, reliability, safety and customer experience. This PPR is specific to the bus shelters and real-time passenger information. Bus shelters will provide additional space for riders to be comfortable under and be protected from elements such as rain. They will also be equipped with lighting and real-time passenger information to allow riders to feel safe and know real-time bus arrival information while waiting for the bus. These improvements are being targeted for Venice Blvd, a Tier 1 NextGen Corridor that serves line 33, which is within Metros top ten highest ridership lines.	PAED	0	0	0	0	0	0	Baseline		3/21/24			0			
				PSE	0	0	0	0	0	0	0	PAED	5/12/21	12/28/23					
				RW Sup	0	0	0	0	0	0	0	RW Cert	10/31/24		10/31/24				
				Con Sup	0	0	0	0	0	0	0	RTL	11/1/24		6/30/25				
				RW Cap	0	0	0	0	0	0	0	Begin	6/1/25		12/30/25				
				Con Cap	1,620	1,173	0	0	1,620	0	0	End Const	6/1/28		6/1/28				
				Total	1,620	1,173	0	0	1,620										
				NULL															

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 3 to 6 months behind schedule

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

**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2024**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs		
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount			
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)								
						Date	Date	Date	Date	Date								
58	07 6206 VAR		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.	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	0	Baseline		3/21/24			0		
					PSE	5,240	0	0	0	5,240	PAED	12/31/23	12/31/23					
					RW Sup	0	0	0	0	0	RW Cert	3/1/25			3/1/25			
					Con Sup	0	0	0	0	0	RTL	3/1/25			3/1/25			
					RW Cap	0	0	0	0	0	Begin	7/1/25			7/1/25			
					Con Cap	16,160	0	0	0	16,160	End Const	4/1/26			4/1/26			
					Total	21,400	0	0	0	21,400								
					<p>These investments aim to enhance the communication infrastructure, upgrade video detection and CCTV cameras, replace traffic signal equipment, and provide clear directions to the public through technologies such as Blank-Out Signs and Changeable Message Signs (CMS), to enhance mobility and efficiency by improving signal timing and directional wayfinding to respond to ongoing traffic. ITS Improvements will reduce congestion and improve the flow of vehicular traffic throughout the City. These benefits will address environmental and community impacts on mobility, congestion, GHG emissions and safety.</p>													
59	07 6209 LA		Los Angeles Metro CORE Capacity & System Integration Project (Platform Extension and Station Improvements)	Located in the South Bay Cities Subregion of Los Angeles County. The proposed CORE project includes multiple components. This component includes platform extension and station improvements are located at the Aviation/LAX C (Green) Line station. This platform extension accommodates Metros updated standard of three-car trains. Additionally, Station area improvements are being made to improve accessibility and comfort. Upgrading accessibility features to current standards by constructing boarding platform edge warning strips (ADA truncated dome yellow pavers and pre-warning strips) Adding a new elevator to expand the accessibility of the station Improving communication systems Adding new lighting systems and wayfinding, especially for people walking, biking, or rolling to the station at night Retrofitting features for seismic protection Replacing smoke detectors Adding emergency management panels.	PAED	0	0	0	0	0	Baseline		6/28/24			0		
					PSE	10,835	0	0	0	8,800	PAED	12/1/23	12/18/23					
					RW Sup	0	0	0	0	0	RW Cert	12/31/24			2/28/25			
					Con Sup	0	0	0	0	0	RTL	1/15/24			2/28/25			
					RW Cap	0	0	0	0	0	Begin	1/1/25			11/15/25			
					Con Cap	78,004	0	0	0	111,200	End Const	12/1/27			10/20/27			
					Total	88,839	0	0	0	120,000								

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2024**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs	
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount		
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)							
						Date	Date	Date	Date	Date							
60	07 6210 LA	Los Angeles Metro CORE Capacity & System Integration Project (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, and replaces four existing TPSS located at Aviation, El Segundo, Douglas and Hawthorne Yard, on the C Line. The four replacement and 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			20,000	
					PSE	13,608	0	0	0	0	PAED	12/30/11	12/18/23				
					RW Sup	0	0	0	0	0	RW Cert	11/30/23	12/18/23				
					Con Sup	0	0	0	0	0	RTL	5/31/23	12/18/23				
					RW Cap	0	0	0	0	0	Begin	12/1/23	12/18/23				
					Con Cap	<u>100,992</u>	<u>20,000</u>	<u>0</u>	<u>0</u>	<u>57,260</u>	End Const	12/31/25			10/31/26		
					Total	114,600	20,000	0	0	57,260							
61	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 existing 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. The OCS Replacement allows the reliable transmission of the higher traction power afforded by the two additional TPSS (proposed as another component of the project). Both project elements are required to 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		6/28/24			0	
					PSE	2,740	0	0	0	0	PAED	12/18/23	12/18/23				
					RW Sup	0	0	0	0	0	RW Cert	12/19/23	12/19/23				
					Con Sup	0	0	0	0	0	RTL	12/19/23	12/19/23				
					RW Cap	0	0	0	0	0	Begin	12/20/23	12/20/23				
					Con Cap	<u>33,843</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>14,235</u>	End Const	12/30/26			12/30/26		
					Total	36,583	0	0	0	14,235							

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January 01 - June 30, 2024**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs		
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount			
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)								
						Date	Date	Date	Date	Date								
62	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 existing 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		6/28/24			0		
					PSE	756	0	0	0		PAED	12/1/22	12/18/23					
					RW Sup	0	0	0	0	0	RW Cert	5/31/23	12/18/23					
					Con Sup	0	0	0	0	0	RTL	5/31/23	12/18/23					
					RW Cap	0	0	0	0	0	Begin	10/1/23	7/1/24					
					Con Cap	<u>9,341</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>9,151</u>	End Const	4/30/25			3/30/27			
					Total	10,097	0	0	0	9,151								
63	07 6213 LA	Venice Blvd Bus Speed and Reliability- (Lighting)	In the City of Los Angeles along Venice Blvd, between Inglewood Blvd and Fairfax Ave The larger project is implementing a suite of transit improvements that include boarding islands, bus shelters equipped with real-time passenger information displays, and lighting.	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.	PAED	0	0	0	0		Baseline		3/21/24			0		
					PSE	0	0	0	0		PAED	3/1/21	12/28/23					
					RW Sup	0	0	0	0	0	RW Cert	2/1/25			2/1/25			
					Con Sup	0	0	0	0	0	RTL	11/1/24			6/30/25			
					RW Cap	0	0	0	0	0	Begin	6/1/25			12/30/25			
					Con Cap	<u>55</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>55</u>	End Const	6/1/28			6/1/28			
					Total	55	0	0	0	55								

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January 01 - June 30, 2024**

No.	District PPNO County Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
					Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
					(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
64	07 CP062C VAR	Inglewood Transit Connector	The ITC Project is a three-station, 1.6-mile fully automated, elevated, fixed-guideway transit system in the City of Inglewood, California, one of the fastest-growing cities in Los Angeles County.	PAED	82,151	0	82,151	0	82,151	Baseline		3/21/24		1,735,289	
					PSE	0	0	0	0	PAED	12/15/22	12/15/22			
					RW Sup	0	0	0	0	RW Cert	9/20/24		9/20/24		
					Con Sup	0	0	0	0	RTL	12/23/23	12/23/23			
					RW Cap	234,270	0	0	234,270	Begin	10/5/23	2/27/24			
					Con Cap	1,735,289	6,340	0	0	1,735,289	End Const	8/11/27		8/11/27	
					Total	2,051,710	6,340	82,151	0	2,051,710					
					The Project will complete a critical first/last mile gap between the City's new housing and employment centers and sports and entertainment venues and the Countywide Metro Rail system via a direct transit connection to the Metro K Lines Downtown Inglewood Station. The Project includes the construction of new pedestrian bridges and right-of-way acquisitions required for the Prairie Avenue / Manchester Boulevard and Prairie Avenue / Hardy Street stations, new multimodal groundfloor uses at the Prairie Avenue / Hardy Street station, new streetscape improvements at each station area and along the entire Project alignment, reconfiguration of the Project's Maintenance and Storage Facility, and new contactless payment technology and real-time General Transit Feed Specification system improvements.										

District 08

No.	District PPNO County Route	Title	Location and Type of Work	Phase	Approved	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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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2024**

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs			
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
						Date	Date	Date	Date	Date									
65	08 1232 SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Mainline Improvements	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the SB County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	6,704	0	6,228	0	6,228	Baseline		6/24/21				0			
				PSE	20,440	0	10,304	0	10,304	PAED	5/12/20	5/12/20							
				RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/22							
				Con Sup	0	0	0	0	0	RTL	7/30/21	7/29/22							
				RW Cap	92,311	0	55,556	0	92,311	Begin	10/24/22	10/3/23							
				Con Cap	116,932	<u>65,000</u>	<u>8,424</u>	0	<u>127,544</u>	End Const	10/25/24			6/26/26					
				Total	236,387	65,000	80,512	0	236,387										
				<p>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.</p>															
66	08 1232B SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Maintenance Facility (D/B Contract)	In San Bernardino County, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED	0	0	0	0	0	Baseline						0			
				PSE	0	0	0	0	0	PAED	5/12/20	5/12/20							
				RW Sup	0	0	0	0	0	RW Cert	10/21/22	7/17/23							
				Con Sup	0	0	0	0	0	RTL	10/1/21	10/13/23							
				RW Cap	0	0	0	0	0	Begin	10/24/22	4/12/24							
				Con Cap	<u>3,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>12,863</u>	End Const	5/14/24			4/12/26					
				Total	3,500	0	0	0	12,863										
				<p>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.</p>															

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2024**

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			
67	08 1232C SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) – Vehicles	In San Bernardino and Los Angeles Counties through the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga on Holt Boulevard from Pomona Metrolink Station to Ontario International Airport (ONT), on Archibald Avenue from ONT to Inland Empire Boulevard, on Inland Empire Boulevard from Archibald Avenue to Ontario Mills Mall, on Milliken Avenue from Ontario Mills Mall to Foothill Boulevard, and on Foothill Boulevard from Milliken Avenue to Victoria Gardens Mall, construct the West Valley Connector (WVC), a 100% zero-emission Bus Rapid Transit system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second Bus Rapid Transit route in San Bernardino County.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 0 0 0 0 <u>27,160</u> 27,160	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>9,997</u> 9,997	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>27,160</u> 27,160	Baseline PAED RW Cert RTL Begin End Const	6/23/21 5/12/20 10/21/22 7/22/22 7/30/21 10/24/22 5/14/24	6/26/26	0
			Headways will be 10 min in peak commute period and 15 min off-peak, providing a high level of service to the community. In order to provide the required Bus Rapid Transit (BRT) service, the project includes the procurement of 18 zero-emission battery-electric buses.										
68	08 1276 RIV	Mid County Parkway Ramona Expressway	Mid County Parkway (MCP): Ramona Expressway - In unincorporated Riverside County: Construct 2 additional lanes on MCP alignment from approximately one mile east of Rider Street to Warren Road along Ramona Expressway and make safety improvements, including adding raised median with delineators, a new bridge over the San Jacinto River, bike lanes in each direction, modification of three signalized intersections, and a new wildlife crossing west of Bridge St.	PAED PSE RW Sup Con Sup RW Cap Con Cap Total	0 13,793 0 0 0 <u>176,000</u> 189,793	0 0 0 0 0 <u>44,500</u> 44,500	0 0 0 0 0 <u>0</u> 0	0 0 0 0 0 <u>176,000</u> 189,793	0 13,793 0 0 0 <u>176,000</u> 189,793	Baseline PAED RW Cert RTL Begin End Const	12/7/23 4/8/15 11/14/24 11/14/24 6/11/25 3/17/27	11/14/24 11/14/24 6/11/25 3/17/27	0
			Mid County Parkway (MCP): Ramona Expressway - In unincorporated Riverside County: Construct 2 additional lanes on MCP alignment from approximately one mile east of Rider Street to Warren Road along Ramona Expressway and make safety improvements, including adding raised median with delineators, a new bridge over the San Jacinto River, bike lanes in each direction, modification of three signalized intersections, and a new wildlife crossing west of Bridge St										

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2024**

District 11

No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount	
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)						
69	11 0615J SD 005	I-5 NCC CARLSBAD HOV		IN CITY OF CARLSBAD FROM PALOMAR AIRPORT RD TO SR78.	PAED	0	0	207	0	207	Baseline				67,755	
					PSE	0	0	13,004	0	13,004	PAED	8/30/14			Cost	
					RW Sup	0	0	965	0	965	RW Cert	12/2/20				
					Con Sup	8,001	0	7,869	0	8,039	RTL	12/3/20				
					RW Cap	0	0	20	0	0	Begin	10/5/21				
					Con Cap	67,812	0	63,366	0	67,755	End Const		8/18/25			
					Total	75,813	0	85,431	0	89,970						
70	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	2,392	0	8,845	RTL	10/14/22				
					RW Cap	0	0	0	0	0	Begin	11/21/23				
					Con Cap	32,032	0	25,835	0	78,283	End Const		11/16/26			
					Total	39,063	0	28,740	0	87,641						

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)							
71	12 1301 ORA	Route 53/553 (Bravo! Main Street) Bus Stop Improvements - Signage and Real Time Displays		In the cities of Anaheim, Orange, Santa Ana and Irvine in Orange County. The project will install real-time display and signage at up to 23 bus stops along the Bravo! Main Street Rapid Bus and OC Bus Route 53/53X corridor. Additionally, the project includes performance testing and support services for the real-time displays and signage following project implementation. Route 53/53X operates from Anaheim through Orange and Santa Ana to Irvine via Main Street and Bravo! Main Street Rapid Bus (Route 533) operates on Main Street from Anaheim Regional Transportation Intermodal Center to MacArthur Boulevard in Santa Ana.	PAED	0	0	0	0	0	Baseline		6/24/20			230	
					PSE	0	0	0	0	0	PAED	4/22/21	4/21/21				
					RW Sup	0	0	0	0	0	RW Cert	5/30/21	5/29/21				
					Con Sup	0	0	0	0	0	RTL	5/30/21	8/26/21				
					RW Cap	0	0	0	0	0	Begin	12/15/21	12/22/21				
					Con Cap	230	230	0	0	230	End Const	12/15/26		12/21/26			
					Total	230	230	0	0	230							

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**Solutions for Congested Corridors Program (SCCP) Project List
January 01 - June 30, 2024**

District PPNO County	Approved Budget (\$1,000s)	SCCP Budget (\$1,000s)	Total Expended (\$1,000s)	SCCP Expended (\$1,000s)	EAC (\$1,000s)	Approved Finish Date	Actual Finish Date	Current Finish Date	Award Amount (\$1,000s)	CAPs							
No. Route Title Location and Type of Work Phase																	
72 12 1301A ORA	Route 53/553 (Bravo! Main Street) Bus Stop Improvements - Shelters	In the City of Santa Ana, Orange County.	PAED	0	0	0	0	0	0	0	Baseline	6/24/20		428			
			PSE	0	0	0	0	0	0	0	0	PAED	6/30/21	7/8/21			
			RW Sup	0	0	0	0	0	0	0	0	0	RW Cert	2/15/23	2/15/23		
			Con Sup	0	0	0	0	0	0	0	0	0	RTL	2/15/23	2/15/23		
			RW Cap	0	0	0	0	0	0	0	0	0	Begin	8/15/23	8/25/23		
			Con Cap	114	114	114	0	114	8/15/24		8/15/24		End Const				
			Total	114	114	114	0	114									
			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.														
73 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.	PAED	0	0	0	0	0	0	0	Baseline	6/24/20		3,400			
			PSE	0	0	0	0	0	0	0	0	PAED	8/15/20	4/15/21			
			RW Sup	0	0	0	0	0	0	0	0	0	RW Cert	2/17/22			
			Con Sup	0	0	0	0	0	0	0	0	0	RTL	4/15/21	5/19/22		
			RW Cap	0	0	0	0	0	0	0	0	0	Begin	12/15/21	11/15/22		
			Con Cap	3,669	3,243	2,839	2,839	4,250	12/15/24		4/24/24		End Const				
			Total	3,669	3,243	2,839	2,839	4,250									
			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).														
74 12 2156 ORA	Central Orange County Corridor - Bravo! Main Street Rapid Bus	In Orange County, Anaheim Regional Transportation intermodal Center to South Coast Metro Park and Ride.	PAED	0	0	0	0	0	0	0	Baseline	6/24/20		4,331			
			PSE	0	0	0	0	0	0	0	0	PAED	4/29/20	4/29/20			
			RW Sup	0	0	0	0	0	0	0	0	0	RW Cert				
			Con Sup	0	0	0	0	0	0	0	0	0	RTL	5/1/20	10/1/20		
			RW Cap	0	0	0	0	0	0	0	0	0	Begin	10/31/20	11/11/20		
			Con Cap	5,414	4,331	0	0	5,414	12/25/23		12/1/24		End Const				
			Total	5,414	4,331	0	0	5,414									
			Purchase five (5) heavy duty zero-emission battery electric buses.														
75 12 2175 ORA	Central Orange County Corridor - Traffic Light Synchronization - Warner Avenue	Signal Synchronization and required communications Infrastructure on: Warner Avenue Signal Sync (PCH to Pullman Street) approximately 42 Signals - 14.4 miles. Project is a design-build.	PAED	0	0	0	0	0	0	0	Baseline	6/24/20		4,467			
			PSE	0	0	0	0	0	0	0	0	PAED	1/24/20	12/24/19			
			RW Sup	0	0	0	0	0	0	0	0	0	RW Cert	12/25/19			
			Con Sup	0	0	0	0	0	0	0	0	0	RTL	5/1/20	5/1/20		
			RW Cap	0	0	0	0	0	0	0	0	0	Begin	12/24/20	11/9/20		
			Con Cap	5,115	4,092	2,446	2,446	5,115	12/24/24		11/8/24		End Const				
			Total	5,115	4,092	2,446	2,446	5,115									
			NULL														

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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			
		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.	PAED	0	0	0	0	0	Baseline PAED	1/24/20	6/24/20 12/24/19	3,458
				RW Sup	0	0	0	0	0	RW Cert		12/25/19	
				Con Sup	0	0	0	0	0	RTL		3/23/20	
				RW Cap	0	0	0	0	0	Begin	12/24/20	8/10/20	
			Project is a design-build.	Con Cap	3,689	2,951	1,130	1,130	3,689	End Const	12/24/24	4/30/26	
				Total	3,689	2,951	1,130	1,130	3,689				
			Signal Synchronization and required communications Infrastructure on three corridors: Edinger Avenue Signal Sync (Bolsa Chica to Auto Mall) - approximately 41 signals - 12.2 miles. Project is a design-build.	PAED	0	0	0	0	0	Baseline PAED	1/24/20	6/24/20 12/24/19	5,394
				RW Sup	0	0	0	0	0	RW Cert		12/25/19	
				Con Sup	0	0	0	0	0	RTL		1/27/20	
				RW Cap	0	0	0	0	0	Begin	12/24/20	7/13/20	
			NULL	Con Cap	6,196	4,957	1,426	1,426	6,196	End Const	12/24/24	3/31/26	
				Total	6,196	4,957	1,426	1,426	6,196				

District 75

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			
78	75	SMART Windsor Rail System Extension Project	In Sonoma County between Sonoma County Airport SMART Station to the Town of Windsor.	PAED	0	0	0	0	0	Baseline PAED	6/1/08	10/18/23 6/1/08	35,981
	2090H			PSE	0	0	0	0	0				
	SON			RW Sup	0	0	0	0	0	RW Cert			
				Con Sup	0	0	0	0	0	RTL	9/1/18	9/1/18	
			The SMART Windsor Rail System Extension Project will complete construction of the remaining scope of work for the Civil portion of just over three-miles of Class IV mainline track, four bridges, one station with amenities, three-miles of Class 1 paved pathway, gauntlet tracks to accommodate freight train passage, a nearly one-mile double track section to accommodate passing maneuvers and a second egress for the Rail Operations Center, five at-grade crossings, broadband facilities and federally mandated Positive Train Control (PTC). The project includes a new passenger rail station at the Town of Windsor, which will be the fourteenth station in the SMART system.	RW Cap	0	0	0	0	0	Begin	10/18/23	12/20/23	
				Con Cap	34,000	30,000	2,322	0	36,322	End Const	6/30/25	6/30/25	
				Total	34,000	30,000	2,322	0	36,322				

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79	75 6219 VEN	Camarillo Station Improvements	In Camarillo, construct a pedestrian undercrossing at the Camarillo Station, 30 Lewis Rd, Camarillo in Ventura County on the LOSSAN Rail Corridor.	PAED	700	0	700	0	700	Baseline		5/16/24			0		
				PSE	1,360	0	0	0	1,360	PAED	10/1/23	11/8/23					
				RW Sup	0	0	0	0	0	RW Cert	7/1/24		4/1/25			Schedule	
				Con Sup	0	0	0	0	0	RTL	7/1/24		4/1/25				
				RW Cap	400	0	0	0	400	Begin	10/1/24		10/1/25				
				Con Cap	12,540	7,920	0	0	12,540	End Const	11/1/26		6/30/27				
				Total	15,000	7,920	700	0	15,000								
80	75 6220 VEN	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				Cost	
				RW Sup	0	0	0	0	0	RW Cert	9/15/24		9/15/24		Schedule		
				Con Sup	0	0	0	0	0	RTL	8/1/24		9/15/24				
				RW Cap	0	0	0	0	0	Begin	10/1/24		10/1/25				
				Con Cap	347	60	0	0	60	End Const	8/14/26		8/14/26				
				Total	411	60	13	0	124								
81	75 9879 PLA	Sacramento to Roseville 3rd Mainline Track	The Sacramento to Roseville Third Mainline - Phase One addition of the third main line starts in Sacramento County, near UP Milepost 100.99 at the westernmost limit and extends to approximately UP Milepost 107.74 in the City of Roseville in Placer County.	PAED	3,782	0	3,782	0	3,782	Baseline					0		
				PSE	13,783	0	0	0	13,783	PAED	11/18/15	2/21/24					
				RW Sup	0	0	0	0	0	RW Cert	4/30/24		11/27/26		Schedule		
				Con Sup	0	0	0	0	0	RTL	10/31/24		5/30/30				
				RW Cap	25,264	0	0	0	25,264	Begin	11/1/24		10/30/30				
				Con Cap	152,010	25,000	0	0	152,010	End Const	10/31/28		8/31/33				
				Total	194,839	25,000	3,782	0	194,839								
Utility relocations, trackside ditches, new utilities, railroad signals, and earthwork are included to accommodate the new track. The layout of the third mainline reserves flexibility for future construction of a fourth main line by UPRR, should that ever be needed for railroad capacity in the future. Right of way fencing will be provided along portions of the alignment in areas that have residential and commercial adjacency to provide improved protection against unauthorized public access to the tracks provide enhanced safety and security. The project will include one new railroad bridge over Dry Creek. Five private and public grade at-grade crossings are situated along the alignment.																	

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No.	District PPNO County	Route	Title	Location and Type of Work	Phase	Approved	SCCP	Total	SCCP	EAC	Milestone	Approved	Actual	Current	Award	CAPs			
						Budget	Budget	Expended	Expended			Finish	Finish	Finish	Amount				
						(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)	(\$1,000s)									
						Date	Date	Date	(\$1,000s)										
82	75 9887 VEN	Leesdale Passing Siding	In Oxnard/Camarillo, provide 3 miles of double tracking between the Leesdale Siding (MP408.44) in Camarillo and the Oxnard Yard on Rose Avenue (MP 405.45) in order to connect Leesdale Siding to the continuous double tracking between Oxnard Yard and Oxnard Station for a total of 4.5 miles of continuous double tracking.	PAED	0	0	0	0	0	0	Baseline					0			
				PSE	6,000	0	0	0	0	6,000	PAED	10/1/23	3/10/23						
				RW Sup	0	0	0	0	0	0	0	RW Cert	7/1/24		12/31/24			Schedule	
				Con Sup	0	0	0	0	0	0	0	RTL	7/1/24		12/31/24				
				RW Cap	0	0	0	0	0	0	0	Begin	10/1/24		6/1/25				
				Con Cap	63,500	43,500	0	0	0	63,500	End Const	11/1/26		7/31/27					
				Total	69,500	43,500	0	0	0	69,500									
				NULL															
83	75 9889 SON SMA	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	0	0	Baseline		10/18/23			12,320			
				PSE	0	0	0	0	0	0	PAED	6/1/08	6/1/08						
				RW Sup	0	0	0	0	0	0	0	RW Cert							
				Con Sup	0	0	0	0	0	0	0	RTL	9/1/18	9/1/18					
				RW Cap	0	0	0	0	0	0	0	Begin	9/1/22	12/13/23					
				Con Cap	11,750	0	1,334	0	13,084	End Const	12/31/23		6/30/25						
				Total	11,750	0	1,334	0	13,084										
				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.															
84	75 SC001 SD	Build North Coast Corridor (NCC) Batiquitos	In the Cities of Carlsbad and Encinitas, on the Los Angeles - San Diego - San Luis Obispo Rail Corridor between mileposts 234.5 and 235.1.	PAED	7,088	0	7,088	0	7,088	7,088	Baseline		12/3/23			0			
				PSE	4,772	0	0	0	4,722	PAED	7/1/14	7/1/14				Cost			
				RW Sup	0	0	0	0	0	0	RW Cert	12/31/23	5/21/24						
				Con Sup	0	0	0	0	0	0	RTL	12/31/23	5/21/24						
				RW Cap	0	0	0	0	0	0	Begin	8/1/24		8/1/24					
				Con Cap	105,940	103,300	47,827	0	153,817	End Const	8/1/27		8/1/28						
				Total	117,800	103,300	54,915	0	165,627										
				Construct a second track along the LOSSAN rail corridor over Batiquitos Lagoon. Construct 0.6 miles of double-track and a new double track bridge.															

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85	75 SC002 RIV	Metrolink Double Track Project: Moreno Valley to Perris	In Western Riverside County in the city of Perris: Construct approx. 6 mi of 2nd main track from Moreno Valley/March Field Station to Control Point Nuevo. Includes rehab. of the 2nd track south to CP Nuevo, with the replacement of the existing switch to a higher speed turnout. Includes new concrete ties, other track material, ballast, new signal system, & continuous welded rail. Existing turnouts will be removed & replaced as necessary to maintain freight operations.	PAED	0	0	0	0	0	Baseline		12/6/23		0	
				PSE	3,000	0	0	0	3,000	PAED	11/23/23	11/23/23			
				RW Sup	0	0	0	0	0	RW Cert	4/9/24		5/1/25	Schedule	
				Con Sup	0	0	0	0	0	RTL	4/9/24		5/1/25		
				RW Cap	0	0	0	0	0	Begin	6/26/24		3/2/26		
				Con Cap	<u>31,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>31,000</u>	End Const	1/8/26		12/30/27		
				Total	34,000	0	0	0	34,000						

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