

Corrective Action Plans
Solutions for Congested Corridors Program (SCCP)
July 01 - December 31, 2022

<u>District</u>	<u>County</u>	<u>Route</u>	<u>PPNO</u>	<u>Program</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>HQ Schedule</u>	<u>Cost</u>	<u>Benefits</u>
03	PLA		1526	SCCP,ATP	PSGC Phase 1 - Dry Creek Greenway		NEPA categorical exclusion was issued May 5, 2021. A 12-month Time Extension Request for the SCCC funding was approved at the June 30, 2022 CTC Meeting.			
03	SAC		1531	SCCP,ATP	PSGC Phase 1 - Auburn Boulevard Complete Streets		ROW cert has been further delayed due to utility coordination. This ROW cert delay will further affect the RTL, award and con start dates, which have been updated based on a CTC time extension request. The City requested a 12-month extension for the CON allocation at the June 29-30, 2022 CTC meeting. Right of Way Certification is anticipated in early March 2023.			The "Funding & Expenditures" tab for the PSGC Phase 1 - Auburn Blvd Complete Streets project did not include a separate E76 for the PA&ED phase. All funding for project approval, environmental document, and design is shown under the PE phase. For this reason, there is a "0" in the PA&ED phase. The additional 1,171 in funding makes this "Funding and Expenditures" plan consistent with the same plan shown in the quarterly report for ATP funding on the very same project.
03	SAC		1532A	SCCP	PSGC Phase 1 – Light Rail Modernization Stations Phase 2		CTC approved 12 month extension at June 2022 meeting to allocate. New deadline is June 2023.			
03	SAC		1533	SCCP	PSGC Phase 1 - Watt Avenue Complete Streets		ROW acquisition continues to be challenging due to eminent domain actions and coordinating several acquisitions with CPUC.			
03	SAC		1534	SCCP	PSGC Phase 1 – Watt/I-80 Light Rail Station		CTC approved 12 month extension June 2022 meeting to allocate. New deadline is June 2023.			
03	SAC		2201	SCCP	PSGC Phase 1 – Light Rail Modernization LRVs		To implement service on the Blue Line with the new low-floor LRVs, all 19 Blue Line stations need to be converted. Design and construction of the Blue Line station modifications is on hold to prioritize completion of the Gold Line stations conversions. If the Blue Line low-floor LRVs are ordered in October 2023, they will be ready for service after all the station conversions are done. If the low-floor LRVs are ordered earlier, they will have to be stored and safeguarded at additional cost until the Blue Line stations are done. CTC approved extension at the June 2022 meeting to allocate. New deadline is June 2023.			
03	PLA	80	5147	SCCP	PSGC Phase 1 – I-80 Auburn Boulevard Ramp Meter		Due to material shortage acquisition, completing construction is delayed until materials can be obtained.			

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04 SM,SCL 101 0658K SSCP US 101 Managed Lanes Project - Tolling System Integrator

The project is delayed by a couple of months but no approval for Time Extension is required from CTC since the project is being completed with local funds. The project progress would be monitored closely.

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05	SB		2894	SCCP,LPP-Fom	Summerland Area Coastal Access Improvements		<p>SBCAG received an extension of 20 months to the allocation date for the CON phase for the project at the March 2021 CTC meeting. In previous phases (PSE/RW), SBCAG received a 12 month extension, same schedule impacts that were previously documented have had effects to the delivery schedule for construction. SBCAG along with associated partner agencies have been unable to coordinate in the field and meet with stakeholders on the design phase of the project due to COVID-19. Field meetings were needed to coordinate on design details and meet with stakeholders to resolve some design issues. SBCAG is currently coordinating with local partners and Caltrans to avoid impacts to adjacent railroad crossings, however field meetings with railroad staff are required, which have been postponed due to COVID-19. In addition, UPRR has recently undergone staffing transitions over the past 3-4 months. Difficulties with a transfer of RW between Caltrans and the County have also caused delays.</p> <p>SBCAG will work with the County to submit construction allocation paperwork for the March 23, 2023 CTC meeting. RW certification will need to come before CTC meeting deadline.</p>	Project requesting Con Allocation at March CTC meeting with minor scope change.	*Currently all funding is shown in RW Capital, when it should show RW Support as \$120K and RW Capital as \$400K=\$520K Total	
05	SB	101	2896	SCCP,LPP-Fom	Santa Claus Lane Class I Bikeway		<p>SBCAG received an extension of 20 months to the allocation date for the CON phase for the project at the March 2021 CTC meeting. In previous phases (PSE/RW), SBCAG received a 9 month extension, the same schedule impacts that were previously documented have had effects to the delivery schedule for construction. SBCAG along with associated partner agencies have been unable to coordinate in the field and meet with stakeholders on the design phase of the project due to COVID-19. Field meetings were needed to coordinate on design details and meet with stakeholders to resolve some design issues. SBCAG is currently coordinating with local partners and Caltrans to avoid impacts to adjacent railroad crossings, however field meetings with railroad staff are required, which have been postponed due to COVID-19. In addition, UPRR has recently undergone staffing transitions over the past 3-4 months. Difficulties with a transfer of RW between Caltrans and the County have also caused delays.</p> <p>*SBCAG received construction allocation at August 2022 CTC meeting.</p>		*Currently all funding is shown in RW Cap, when it should show RW support as \$120K and RW Capital as \$200K. Additional local funds are covering the RW Capital +Support costs. The construction award amount is higher than programmed construction capital and Local RSTP funds are making up the difference.	

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05	SB		2897	SCCP,LPP- Form	Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing		<p>SBCAG received an extension of 20 months to the allocation date for the CON phase for the project at the March 2021 CTC meeting. SBCAG along with associated partner agencies have been unable to coordinate in the field and meet with stakeholders on the design phase of the project due to COVID-19. Field meetings were needed to coordinate on design details and meet with stakeholders to resolve some design issues. Input was received and the County has moved forward with design. SBCAG is currently coordinating with local partners and Caltrans to avoid impacts to adjacent railroad crossings, however field meetings with railroad staff are required, which have been postponed due to COVID-19. In addition, UPRR has recently undergone staffing transitions over the past 3-4 months. Difficulties with a transfer of RW between Caltrans and the County have also caused delays.</p> <p>County of Santa Barbara experienced an unprecedented extent of storm damage throughout the County. This has been a great impact on County staff availability, at all levels. We understand that CTC Construction Allocation submittals require ROW Certification and RTL to be completed by 3/22/23, to meet CTC deadlines, and County staff is working to meet these deadlines. We will be immediately requesting an extension of Construction Award date by 12 months, to finalize design and coordination with other agencies, prior to construction administration. We are working with Caltrans and Union Pacific Railroad on these items. SBCAG staff has already had discussions with CTC SSCP staff on working towards these deadlines.</p>			
08	SBD		1230	LPP- Comp,SC CP,LPP- Form	Redlands Passenger Rail Project	N/A	Mainline construction completion pushed to address punch list items and system commissioning. Start of revenue service was on October 24,2022.		The expenditure module "planned expenditure at completion" for PS&E should be \$36,798, and for PA&ED should be \$11,584. The difference has been reflected in Construction Capital as future cost since we are not able to reflect additional forecasts under these two phases. Construction Capital planned expenditure should be \$275,342.	
12	ORA		1301	SCCP	Route 53/553 (Bravo! Main Street) Bus Stop Improvements - Signage and Real Time Displays		OCTA is requesting a time extension for the project completion date to December 2027. The request will extend the final expenditure date from 36 months to 72 months to accommodate drawing down the funds. Although the purchase and installation of the real-time displays is expected to be completed in a timely manner, due to the nature of technology-based investments, ongoing performance testing and support services for the Project will be required following project implementation. This will ensure the Project will operate and perform as scoped after installation, however, will extend the invoicing period for the project. This schedule update is reflected in the Project Programming Request provided.			

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12	ORA		1301A	SCCP	Route 53/553 (Bravo! Main Street) Bus Stop Improvements - Shelters		The PAED Phase has been completed. Master agreement approved by Council, sent signed copies to Caltrans for signatures and an extension was approved by the CTC. The Construction amount of \$114K is not yet showing as allocated in the system.	Project requesting Con Allocation at March CTC meeting.	\$114,000 is for the City of Santa Ana. At the May 2021 CTC Mtg, this amount was approved for the City of Santa Ana as the lead agency.	