



**ITEM ID:** 2024-288-0

**TRANSMITTAL DATE:** October 18, 2024

**MEETING DATE:** October 25, 2024

**TO:** Board of Directors

**FROM:** Justin Fornelli, Chief, Program Delivery

**SUBJECT:** Capital Program Status Report

### **Issue**

Staff is providing an update on the progress of the Authority's Capital Program, including the Southern California Optimized Rail Expansion (SCORE) Program and the State of Good Repair Program.

### **Recommendation**

Receive and file.

### **Strategic Commitment**

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. The report provides our Board with timely updates on the progress of the Capital Program. The new capital program, including SCORE, adds to the safety, expansion, and growth of the system while the State of Good Repair Program ensures the safety and reliability of the Authority's existing assets.

### **Background**

The Capital Program consists of two major components: New Capital Projects and State of Good Repair (SoGR) Projects. The Authority's Capital Program, outside of SCORE, is

budgeted annually, and projects are typically delivered over multiple years. Funding for capital projects is provided by Member Agencies through the annual budget process or via grants funded local, state, and federal sources of funds.

**New Capital Projects** expand railroad infrastructure and improve the customer experience, including items such as new track sidings, safety enhancements to grade crossings, modernizing signal and communication systems, and new rolling stock.

**The SoGR Program** addresses existing capital assets to keep them in a state of good repair through activities such as:

- Rehabilitation of tunnels, bridges, and culverts
- Replacement of worn ties and rail
- Replacement of worn or outdated signal system components
- Programmed rehabilitation of rolling stock components such as car door operators and heating/ventilation/air conditioning (HVAC), and mid-life overhaul of rail cars and locomotives

All project progress is tracked through the Authority's project reporting system, which is maintained by the Program Management Oversight (PMO) department. Regular meetings are held with project managers to review the progress of active projects. Staff also prepare quarterly project expenditure forecasts to estimate cash flow requirements.

As part of the PMO's effort to improve its reporting and tracking capabilities, key performance indicators (KPIs) have been developed and are included in this report.

This item has been updated to reflect financial expenditures through June 30, 2024, while project schedule and status are up to date as of end of August 2024.

## **Discussion**

### **Key Activities**

Since the last Capital Program Status Update, multiple key accomplishments were achieved, as follows:

#### **SCORE Program:**

- Antelope Valley Line
  - Completed 100% design on the Balboa Double Track Extension and Canyon Siding Projects.
  - Completed 90% design on the Lancaster Terminal Improvements
- Orange County Line
  - Signal Respacing La Palma to Avery Project - received approval of Federal NEPA FCC permit and executed construction contract.
  - Work is estimated to begin in September 2024 and is expected to complete by December 2025.

- San Bernardino Line
  - Cogswell Rd Grade Crossing Project - completed 30% design and Federal NEPA environmental clearance.
- Ventura County Line
  - Completed 90% design on the Sequoia Avenue Project.
- General
  - Solicited and received proposals from contractors to be pre-qualified to bid on SCORE construction projects. The intent is to issue Invitations for Bids for SCORE construction projects to contractors who are pre-qualified, showing experience working on active railroad projects.

### **State of Good Repair Program:**

- Bombardier Passenger Car Rebuild – 50 cars currently funded for refurbishment:
  - 36 cars have been completed and delivered to LA, of which 34 are in service.
  - 14 cars are in the Milwaukee factory undergoing rebuild.
  - Four more cars to be delivered by Dec 2024.
  - A contract amendment has been executed with the vendor, to complete the rebuild of 38 additional cars based on additional funding secured as part of FY23 and FY24 Capital Budget.
- On-Board Train Control Systems Rehabilitation:
  - Train Management Computer (TMC) Upgrade: All operational locomotives have been upgraded, with 8 current out-of-service locomotives remaining. Estimated time of completion to be end of 2024.
  - Global Positioning System Upgrade: Work order is being finalized for installation of Precision Navigation Module (PNM) and antennas on all SCRRA locomotives and cab cars. Installation is expected to begin Nov 2024 and take two years to complete.
- Rolling Stock State of Good Repair:
  - Rotem HVAC Overhaul: 72 of 88 units overhauled.
  - Bombardier HVAC Overhaul: 169 of 180 HVAC units overhauled.
- SoGR Track, Structures, & Signal Projects by Line:
  - Antelope Valley Line
    - Wood tie to concrete tie conversion and rail replacement started in Jan 2024 at various locations.
    - Tunnel 25 Feasibility Study to assess longer-term solutions to tunnel drainage and potential track infrastructure solutions was completed and shared with LA Metro.
- Ventura Line
  - Additional signal design CTOs are in progress with anticipated design completion of Jun 2024, work planned to be complete by Dec 2025.
  - Negotiations and final agreement for Invitation for Bids completed for Pacific Surfliner Corridor Rehabilitation and Reliability Project. Notice to Proceed to be issued next quarter.

- Orange Line
  - Completed WCNSS "Smart Crossing" upgrade at Del Obispo in June 2024. Verdugo Crossing house rehab scheduled for Oct 2024.
- San Bernardino Line
  - Additional signal construction CTOs are in progress with anticipated construction completion dates from Dec 2024 to Dec 2025.
- Perris Valley Line
  - Signal design CTO completed Jun 2024. Began RFP for signal installation work at Riverside switch.
- River Corridor
  - Final design for Arroyo Seco Bridge to be completed by Q1 of 2024.
  - Soto St. bridge construction began.
- SoGR San Juan Creek Bridge Replacement Project
  - Work began in March 2024, constructing the bridge piers in the creek. Permits require work in the creek to only occur during the dry season, which ends on Sep 14, 2024.
  - The following major items of work were installed during the first Dry Season: ramps to creek bed, water diversion, four 10 ft diameter CIDH piles and columns for the piers, three 7 ft diameter CIDH piles for the north abutment, removal of ramps and restoration of channel.
  - Wet Season work outside of the channel will focus on utility relocation and construction of retaining wall.
  - This project is scheduled to be completed by June 2026.
- SoGR Communication Systems Projects
  - PTC Wayside Management System (WMS) Upgrade to be installed across all subdivisions by October 2024.
  - Valley: Designs for VHF Radio Upgrade and CIS Upgrades at Sun Valley, Acton, Newhall, Sylmar, Burbank Downtown Station and Glendale Stations are all in-progress; Santa Clarita Station CIS Upgrade is in construction.

Attachment A provides an overview of the Authority's project portfolio as well as more detailed status by project type.

Quarter Ended June 30, 2024, Performance Summary

**New Capital Projects**

The latest performance results for the Authority are included in the following summaries. Table 1 below provides a summary of major New Capital Projects currently in progress, excluding \$1.09 Billion of SCORE funding secured by the Authority and other agencies that will be performed by entities other than the Authority.

**Table 1. Capital Program by Department (\$K) (Active Projects Only)**

<b>PROJECT CATEGORY</b>	<b>BUDGET</b>	<b>EXPENDED</b>	<b>BALANCE</b>
Capital PTC / CRISI Grants (Communications)	\$14,776	\$9,047	\$5,729
Track, Structures, & Signals	\$101,932	\$23,178	\$78,754
SCORE (SCRRA)	\$783,359	\$97,244	\$686,115
F125 Locomotive Procurement (Rolling Stock)	\$286,106	\$278,001	\$8,106
Miscellaneous Capital Equipment (Facilities)	\$9,315	\$0	\$9,315
Other (IT)	\$11,679	\$1,209	\$10,471
Pacific Surfliner Corridor Rehabilitation	\$1,616	\$4	\$1,612
<b>TOTAL</b>	<b>\$1,208,783</b>	<b>\$408,683</b>	<b>\$800,100</b>

## SoGR Program

The adjusted currently funded SoGR Program budget for the period of FY2016-17 through FY2023-24 is \$613 million (including reprogrammed projects of \$119 million). SoGR projects are primarily delivered over a four-year period within the departments of Program Delivery, Operations, Information Technology and Customer Experience. Reprogrammed projects are created when projects completed under budget have remaining funds and are transferred to new projects. The new projects are referred to as reprogrammed projects.

### SoGR Project Status

From FY2016-17 through June 30, 2024, the Authority completed and closed 123 SoGR Projects totaling \$86 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of June 30, 2024. Current Budget for fiscal years FY2021-22 thru FY2023-24 are the approved budgets. It should be noted that due to delays in processing all FTA funding applications, the FY23 All-Share projects were delayed initiating.

**Table 2. SoGR Project Budget for Active and Completed Projects Fiscal Years 2016-17 to 2023-24 and Reprogrammed Projects (\$K)**

<b>YEAR OF ADOPTION</b>	<b><sup>1</sup>CURRENT BUDGET</b>	<b><sup>2</sup>EXPENDED</b>	<b>BALANCE</b>
FY2016-17	\$34,898	\$34,883	\$15
FY2017-18	\$44,020	\$40,300	\$3,720
FY2018-19	\$90,598	\$57,492	\$33,107
FY2019-20	\$62,839	\$50,289	\$ 12,550
FY2020-21	\$54,065	\$25,256	\$28,808
FY2021-22	\$62,018	\$18,307	\$43,711
FY2022-23	\$94,445	\$909	\$93,536
FY2023-24	\$129,805	\$358	\$129,447
Reprogrammed	\$119,148	\$99,715	\$19,433
<b><sup>3</sup>Total</b>	<b>\$691,836</b>	<b>\$327,510</b>	<b>\$364,326</b>

Notes:

1. When a project is closed or reprogrammed, the baseline budget is replaced with actual

expenditures to reflect 100% of the budget being used. This adjusted budget for closed and reprogrammed projects along with the baseline budget of active projects make up the current budget.

2. Expended amounts on Table 2 are for paid and accrued invoices and do not reflect amounts billed to grantor.

### **Next Steps**

Through monthly review of the Capital Program, staff continues to identify areas of improvement to accelerate the delivery of projects and improve processes. Staff will also continue to keep Member Agencies informed and provide regular updates to the Board. The next Capital Program Status report is scheduled for January 2024.

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Approved by: Justin Fornelli, Chief, Program Delivery

### **Attachment(s)**

[Attachment A - Capital Sheets Project Status June 2024  
Presentation - Capital Program Status Report](#)