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ITEM ID:	**2026-320-0**
TRANSMITTAL DATE:	**October 16, 2026**
MEETING DATE:	**October 23, 2026**
TO:	**Board of Directors**
FROM:	**Justin Fornelli, Chief, Program Delivery**
SUBJECT:	**Capital Program Quarterly Status Report**

Issue

Staff is providing a quarterly 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) Programs. 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. The Authority also applies for local, state, and federal funds for additional SoGR and New Capital Projects.

New Capital Projects expand railroad infrastructure and improve customer experience, including items such as new sidings, expansion of maintenance facilities, 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- Replacement of worn or outdated signal system components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 expenditure and project status through June 30, 2026.

Discussion

Since the last Capital Program Status Update in June 2026, multiple key accomplishments were achieved, as follows:

SCORE Program:

- Awarded the construction contract for the Marengo Siding Extension and Rancho Cucamonga Siding Extension projects on the San Gabriel Sub.
- Started environmental clearance activities on Fullerton Interlocker with the 30% design.
- Continued negotiations with the City of El Monte on the Purchase & Sale Agreement on the El Monte Siding and Station Improvements project.
- Started 60% design on the Lilac to Sycamore Double Track Project.
- Negotiating contract with BNSF to start preliminary design on the Riverside Downtown Crossover project.
- Started procurement of design consultant for Katherine and Tampa at-grade crossings on the Ventura Sub.
- Continued negotiations with Union Pacific over the utility fiber-optic relocation for the Simi Valley Double Track Project

Authority staff have been collaborating with our funding partners at CalSTA, Caltrans, and the Member Agencies to determine strategies to address the funding gap and advance key projects. These strategies include prioritizing projects based on operational benefits, reallocation of available funds from projects that have been completed under budget, or that have been deferred, and pursuing additional grant funding opportunities. The Authority has also been conducting a robust risk analysis and assessment of the costs associated with labor and material to find efficiencies. Specifically, the Authority is working with Metro to pursue grant funding opportunities to bridge some of the gaps for projects on the Antelope Valley Line.

State of Good Repair Program:

- On-Board Train Control Systems Rehabilitation:
    - Train Management Computer Upgrade: 132 out of 140 units have been upgraded. Estimate time of completion to upgrade remaining units is December 2026. Due to this being an industry-wide upgrade, the vendor is experiencing parts shortages and limited supply availability.
    - Global Positioning System Upgrade: The DMU and ZEMU fleets have been fully updated with the new GPS modules, and no issues have been reported to date. A Limited Notice to Proceed has been issued to Alstom to install the new GPS system on two additional units. This initial installation will be used to establish an average installation time for remaining units.
    - Next Gen Data Radio: Purchase order has been issued, deliveries scheduled for mid-2027. Four radios have already been delivered and are being used for R&D activities.

- Rolling Stock State of Good Repair:
    - Rotem HVAC Overhaul: 160 of 184 HVAC units overhauled; 69 of 92 control panels overhauled.
    - Bombardier HVAC Overhaul: Initial order of 180 units overhauled; Additional order of 87 HVACs to be overhauled has been placed and 59 of 87 units overhauled.
    - Cab Car DVR & Camera Replacement: Board approved procurement in February 2026. Notice to Proceed issued and expected completion date is October 2027, meeting the regulatory deadline of October 2027.
    - MP36 Locomotive Overhaul & Repair – procurement process completed; NTP issued in April 2026. Four locomotives shipped to contractor facility in St. Louis for repair.

SoGR Track, Structures, & Signal Projects by Line:

- Antelope Valley Line
    - Signal – Design 100% complete for CP Portal, CP Ravenna, CP Kocian & CP Harold. Working with UPRR for CP Harold.
    - FY 24 Track Rehab – Construction in progress, expected to complete by Dec. 2026
    - Rainbow Glenn Dr and E Barrel Springs design in process. Expected completion by Mar. 2027

- Ventura County Line
    - Pacific Surfliner Corridor Rehabilitation and Reliability Project: Bid Awarded at September Board meeting. Construction Work is anticipated to be completed before Spring 2028.

    - Three crossing rehab locations at Woodley Ave, Clybourn Ave and Vineland Ave are expected to be completed by Aug 2027
    - FY25 Quimisa Drive Signal Rehabilitation - 100% design complete. Construction completion anticipated by Dec 2028.

- Orange County Line
    - FY20 Culverts Rehabilitation Project - Coastal Development Permit with California Coastal Commission special conditions satisfied. Construction CTO for Olive MP 5.4 is fully executed. Kickoff meeting was held on Sept. 1. Expected completion by Dec 2027.
    - Signal construction at various locations is in progress with anticipated construction completion date of Dec 2027 due to long material lead-time.
    - FY23-24 Orange Sub Track rehab project - NTP issued Feb 2026. Materials are being ordered. Reviewing submittals and planning Absolute Work Windows (AWW).
    - Calafia culvert re-establishment project - staff is finalizing the permitting with the California Coastal Commission (CCC). Verizon is applying for Right of Entry permit with Agency. Awaiting 100% design submittal from consultant. The CCC hearing was held on October 7, 2026, and the Board approved the item.
    - FY23 and FY24 Track - C3160 track project is in progress. Materials are being ordered. Reviewing submittals and planning AWW. First Absolute Work Windows (AWW) in November 2026.

- San Bernardino Line
    - FY20 Signal Design (Smart Crossing) - a design revision was issued to add a third communication path at Campus Ave to comply with SCRRA standards, and construction will be completed by December 2027; CP Bassett cutover has been rescheduled to the September AWW.
    - FY22 Culvert Design - The 60% design has been reviewed, and SCRRA is currently reviewing the revised 60% plans. Bridge load ratings and environmental clearance efforts are currently underway.
    - FY22 Crossing Rehab - Merced Ave material procurement completed; awaiting delivery to begin construction. Hamburger Lane RFP issued; proposal pending. Construction completion anticipated by Dec. 2027.
    - FY24 Track Rehabilitation - design is on hold at the 60% level pending coordination with contracts department to transition to a design-build delivery approach. RFP is anticipated in early 2027, combined with the FY25 Track Rehabilitation program.
    - FY25 Signal: three grade crossings are under design expected to be completed by June 2027.

- Perris Valley Line
    - FY21 Drainage Improvements - NEPA-CE addressing FTA comments cultural technical memo. Once environmental clearance is secured, 90% design will advance.
    - FY25 Signal - RFP issued for design replacement of 11 crossing data recorders and five exit gate management systems; awaiting proposal from the contractor. Issued design and construction CTOs to design and upgrade two VHLC locations, planned cutover December 2026.
    - FY25 Track Rehab - Contractor currently procuring materials and permits work

expected to be completed by Dec 2027.

- River Subdivision
  - Arroyo Seco Bridge - 100% design completed and RFP issued for construction. There is a significant increase in cost associated for constriction. Additional funding will be required to complete construction. A request for additional funding is included in the FY27 capital budget request.
  - FY19 Signal Rehabilitation Cutovers for CP Capitol and CP Dayton were delayed due to cancellation of AWW to accommodate World Cup service. CP Dayton was completed in September 2026, and CP Capitol is rescheduled for completion in October 2026.
  - FY24 Signal Design CTO issued for CP Dayton Phase 2. Design completion is expected by Dec 2026 and construction CTO to follow in early 2027.
  - FY24 Track Diamond Replacement: performed source laydown with manufacturer, material scheduled delivery September 2026, with construction Scheduled for October 2026.
  - FY25 Track Rehab: Construction JO142-25 issued material procurement and permitting underway, with completion scheduled for Dec. 2027.

San Juan Creek Bridge:

- Rail operations have been moved onto the new bridge, the old structure has been demolished, and the foundations for the second future bridge structure have been completed. Flatiron has restored the channel, removed water diversions, and restored channel access.
- Work in the creek is completed. Flatiron will continue OCTA and Orange County Public Works (OCPW) sheet pile wall installation from the top of the creek.
- A separate item is on the October 2026 Board agenda to increase the contract authority amount to accommodate betterments requested by the OCPW.
- Construction is expected to be completed by February 2027 and the project closeout by June 2027.

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

Quarter Ended June 30, 2026, 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)

PROJECT CATEGORY	BUDGET	EXPENDED	BALANCE
Capital PTC / CRISI Grants (Communications)	$ 13,076	$7,881	$ 5,194
Track, Structures, & Signals	$ 89,848	$ 56,863	$ 32,985
SCORE (SCRRA)	$ 914,741	$ 131,211	$ 783,530

F125 Locomotive Procurement (Rolling Stock)	$119,681	$ 116,898	$ 2,782
Miscellaneous Capital Equipment (Facilities)	$ 29,387	$ 1,408	$ 27,979
Other (IT)	$ 16,603	$ 9,241	$ 7,361
TOTAL	**$ 1,183,338**	**$ 323,504**	**$ 859,834**

Note: Numbers may not sum to total due to rounding.

SoGR Program
The adjusted currently funded SoGR Program budget for the period of FY2017-18 through FY2025-26 is $647 million (including reprogrammed projects of $19.6 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 FY2017-18 through June 30, 2026, the Authority completed and closed 154 SoGR Projects totaling $204 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of June 30, 2026. It should be noted that due to delays in processing all FTA funding applications, FY23 all share projects and FY26 projects are delayed in initiating.

Table 2. SoGR Project Status for Active and Completed Projects Fiscal Years 2017-18 to 2025-26 and Reprogrammed Projects ($K)

YEAR OF ADOPTION	[1]CURRENT BUDGET	[2]EXPENDED	BALANCE
FY2017-18	$40,684	$39,765	$918
FY2018-19	$59,600	$41,627	$17,973
FY2019-20	$51,606	$44,887	$6,719
FY2020-21	$41,853	$32,775	$9,078
FY2021-22	$61,253	$43,997	$17,256
FY2022-23	$86,727	$46,786	$39,941
FY2023-24	$123,636	$32,935	$90,701
FY2024-25	$162,127	$7,313	$154,813
FY2025-26	$500	$357	$142
Reprogrammed	$19,592	$7,112	$12,479
[3]Total	**$647,583**	**$297,557**	**$350,025**

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.
3. Numbers on Table 2 may not sum to total due to rounding.

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 December 2026.

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Approved by:	Justin Fornelli, Chief, Program Delivery

Attachment(s)

Attachment A - Capital Sheets Project Status June 2026
Presentation - Capital Program Status Report October 2026