



ITEM ID: 2026-161-0

TRANSMITTAL DATE: April 17, 2026

MEETING DATE: April 24, 2026

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, in addition to SCORE, adds to the safety, expansion, and growth of the system. The State of Good Repair Program ensures the safety and reliability of the Authority's existing assets.

Background

The Authority's Capital Program consists of two major components: New Capital Projects and State of Good Repair (SoGR) Programs. The 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 the customer experience, including items such as new sidings, safety enhancements to grade crossings, modernized 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- Replacement of worn or outdated signal system components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 and project status through December 31, 2025.

Discussion

Since the last Capital Program Status Update in January 2026, the following multiple key accomplishments were achieved:

SCORE Program:

- Received Caltrans Program Supplement for the following new project phases:
 1. Marengo Siding Extension Construction (\$30.34M)
 2. Rancho Cucamonga Siding Extension Construction (\$35.66M)
 3. CP Riverside 2nd Crossover PA&ED (\$300K)
- Received additional \$2.40M of PS&E Caltrans Supplemental funding allocation to complete Camera-Ready design for the El Monte Siding and Station Improvements Project.
- Continuing negotiations with the City of El Monte on the Purchase & Sale Agreement on the El Monte Siding and Station Improvements project.
- Negotiations with Union Pacific over the fiber relocation issue continue for the Simmi Valley Project.
- Received additional \$6.32M of ROW funding allocation to complete condemnation for the Chatsworth Station Pedestrian Underpass Project.
- The Invitation For Bid for the San Bernardino Line construction projects (Marengo Siding

Extension and Rancho Cucamonga Siding Extension) have been issued for bid.

- GO 88-B Agreement is in development and review for the Ventura Line projects.

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. Specifically, the Authority is working with Metro to pursue \$206M funding 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.
- Global Positioning System Upgrade: Work Directive under Stadler contract E761-25 to install GPS system on DMUs and ZEMU have been executed, work to be completed by end of March. Work Directive is in progress under Alstom contract MSOP158 to perform fleet wide installation. Upgrade process takes approximately 2 years on all operational units.
- Next Gen Data Radio: Procurement of new Data Radios pending Meteorcomm rollout plan.

Rolling Stock State of Good Repair:

- Rotem HVAC Overhaul: 144 of 184 HVAC units overhauled; 57 of 92 control panels overhauled.
- Bombardier HVAC Overhaul: Initial order of 180 units overhauled; Additional order of 87 HVAC's to be overhauled has been placed and 47 of 87 units overhauled.
- Rotem Emergency Window Gasket Replacement: NTP issued - work in progress.

SoGR Track, Structures, & Signal Projects by Line:

- Antelope Valley Line
 - Structures design – Valley Sub Structures design progressing to 30% next quarter. Field visit for load ratings complete.
 - Signal – Design 90% complete for CP Portal, CP Ravenna, CP Kocian & CP Harold. Construction RFPs sent out.
 - Track Rehab – Design finalized for projects funded in FY 2024-25. The construction and installation scope went out for bid in March 2026. Work includes Rail Replacement, Crossing Rehab & Tie Replacement. Drayton St. crossing rehab completed.
- Ventura County Line
 - Pacific Surfliner Corridor Rehabilitation and Reliability Project: 100% Design Complete. Work completion planned for early 2028.
 - 3 crossing rehab locations at Woodley Ave, Clybourn Ave and Vineland Ave are expected to be completed by Dec 2026.
- Orange County Line
 - FY20 Culvert Rehabilitation Project: Staff are working on satisfying special

- conditions for Coastal Development Permit with California Coastal Commission.
 - Signal Design: CTOs for CP Maple & CP La Palma in progress, scheduled for completion by June 2027.
 - Signal construction at various locations is in progress with anticipated construction completion date of Dec 2026.
 - FY23-FY24 Orange Sub Track rehab project NTP issued Feb 2026. Materials are being ordered.
 - Calafia culvert re-establishment project: Staff are finalizing the permitting process with California Coastal Commission. Fiber relocation needed for project by Verizon in June 2026.
 - The Slope Stabilization and Grading project design is complete and has been turned over to OCTA. Authority has reviewed the CO-OP Agreement with OCTA for repairs along the rail corridor between the Irvine and Laguna Niguel/Mission Viejo Metrolink Stations; the agreement has been executed and funds received.
- San Bernardino Line
 - FY20 Signal Design at 100% for WCNSS for Upland Station at Campus Ave and 2nd Ave, and construction CTO issued to install WCNSS by Dec 2026. CP Bassett cutover will be completed by May 2026.
 - FY22 culvert design progressing to 30% with bridge load ratings and environmental clearance underway.
 - FY24 procured 300 ties for the Short Way. Issued WD for construction with completion expected end of May 2026.
 - FY24 Track Rehab Design at 60%. Scope includes Rail Replacements, Turnout Rehab, and Concrete Tie upgrades. Issued a Work Directive to procure rail and is expected to deliver by late 2026.
 - FY25 Signal design CTO was issued in Feb. 2026.
 - Construction CTO for Merced & Hamburger Lane was issued. The Construction is expected to be completed by Dec 2027.
- Perris Valley Line
 - FY21 NEPA-CE mailed tribal consultation letter for PVL Drainage Improvements project with 60% design completed. SCRRA waiting on environmental clearance before advancing to 90% design.
 - FY22 Completed 6 crossing Recorders in the 2nd Quarter 2025.
 - FY25 Signal design CTO will be issued by Feb. 2026. Completion of design is scheduled for Dec 2026.
 - FY25 Track Rehab Request for Proposal issued, and Job Order issued for Track Crossing Rehab on PVL.
- River Subdivision
 - 100% design for Arroyo Seco Bridge completed and RFP was issued for construction. There is a significant increase in cost associated for construction. Additional funding will be required to complete construction. A request for additional funding is included in the FY-27 capital budget request.
 - FY19 Cutovers for CP Capitol and CP Dayton delayed due to cancellation of Absolute Work Windows (AWW) for World Cup. The work has been rescheduled to fall of 2027.
 - FY24 Signal Design CTO issued for CP Dayton. Design completion is expected by Dec 2026 and construction CTO to follow early in 2027.

- FY24 Track Diamond replacement under review for 100% draft design, WD for construction issued in Feb 2026 with construction expected to be completed by May 2027.
- FY25 Track Rehab issued CTO for Design in Feb 2026. Work will include Rail Replacements and Crossing Rehab. Scheduled for Completion by Dec 2027.
- Issuance of the FY25 design CTO for Drainage Improvements and the H&H study was initiated in March 2026.

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

Quarter Ended December 31, 2025, 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)	\$ 15,888	\$ 9,944	\$ 5,943
Track, Structures, & Signals	\$ 87,066	\$ 48,253	\$ 38,813
SCORE (SCRRA)	\$ 861,625	\$ 123,860	\$ 737,765
F125 Locomotive Procurement (Rolling Stock)	\$ 257,001	\$ 254,204	\$ 2,797
Miscellaneous Capital Equipment (Facilities)	\$ 30,587	\$ 304	\$ 30,283
Other (IT)	\$ 16,603	\$ 5,761	\$ 10,841
TOTAL	\$ 1,268,773	\$ 442,327	\$ 826,446

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 FY2024-25 is \$641 million (including reprogrammed projects of \$19.5 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 December 31, 2025, the Authority completed and closed 137 SoGR Projects totaling \$160 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of December 31,2025. Current Budget

for fiscal years FY2021-22 through FY2024-25 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 Status for Active and Completed Projects Fiscal Years 2017-18 to 2024-25 and Reprogrammed Projects (\$K)

YEAR OF ADOPTION	¹CURRENT BUDGET	²EXPENDED	BALANCE
FY2017-18	\$40,684	\$39,566	\$1,117
FY2018-19	\$58,470	\$38,799	\$19,671
FY2019-20	\$51,928	\$42,619	\$9,308
FY2020-21	\$46,054	\$31,662	\$14,392
FY2021-22	\$61,253	\$38,352	\$22,900
FY2022-23	\$88,858	\$38,686	\$50,171
FY2023-24	\$123,936	\$13,013	\$110,923
FY2024-25	\$150,939	\$2,214	\$148,725
Reprogrammed	\$19,597	\$6,801	\$12,796
³Total	\$641,723	\$251,715	\$390,008

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 June 2026.

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Approved by: Justin Fornelli, Chief, Program Delivery

Attachment(s)

[Attachment A - Capital Sheets Project Status Dec 2025](#)
[Presentation - Capital Program Status Report March 2026](#)