



ITEM ID: 2026-101-0

TRANSMITTAL DATE: January 16, 2026

MEETING DATE: January 23, 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, 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 the customer experience, including items such as new 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- Replacement of worn or outdated signal system components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 and project status through September 30, 2025.

Discussion

Key Activities

Since the last Capital Program Status Update in October 2025, multiple key accomplishments were achieved, as follows:

SCORE Program:

- Received approval from the California Transportation Commission (CTC) for construction allocation for Marengo project during their August board meeting. We are waiting for the supplement paperwork to be officially provided to Metrolink.
- Requested supplemental funding allocation from CTC to complete Camera Ready design for the El Monte Siding Project.
- Continuing negotiations with the City of El Monte on the Purchase & Sale Agreement on the El Monte Siding project.
- Negotiations with Union Pacific Railroad regarding relocation of fiber-optic lines for the Simi Valley Double Track Project are ongoing.
- Requested construction funding allocation for the Rancho Cucamonga project.
- Development of the Invitation for Bids (IFB) for the San Gabriel Sub projects (Marengo Siding and Rancho Cucamonga Siding) continues.
- Requested supplemental funding allocation from CTC to complete condemnation for the Chatsworth Pedestrian Underpass Project.

Program Delivery has finished construction and completed our Early Start projects which came in around \$11M under budget. The team is working towards the construction of Metrolink-Led SCORE projects for which the design is nearing completion. With substantial completion of design, the team has a better forecast for ROW acquisitions and utility relocations that are needed for each of these projects and their associated costs. Due to substantial completion of design for Metrolink-Led SCORE projects the team has high confidence in the cost estimates for ROW acquisitions, utility relocations and construction. There is estimated to be a funding gap, totaling approximately \$300M for construction projects due to inflation and material cost and general construction cost escalations seen since the pandemic and combined with higher-than-expected ROW acquisition and utility relocation needs and associated costs. It should be noted that budgets for Metrolink-Led SCORE projects were established prior to the onset of the pandemic.

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.

State of Good Repair Program:

- On-Board Train Control Systems Rehabilitation:
 - Train Management Computer (TMC) Upgrade: 132 out of 140 units have been upgraded. Estimate time of completion to upgrade remaining units is February 2026.
 - Global Positioning System Upgrade: Models selected for pilot installations are completed with new hardware. Upgrade process to take approximately 2 years on all operational units.
 - Next Gen Data Radios: Procurement of new Data Radios pending Meteorcomm rollout plan.
 - PTC Simulators: The purchase order for the two new simulators has been processed, as well as the purchase order for the CGI upgrade to the existing simulator.
- Rolling Stock State of Good Repair:
 - Rotem HVAC Overhaul: 134 of 136 HVAC units overhauled; 50/68 control panels overhauled.
 - Bombardier HVAC Overhaul: Initial order of 180 units overhauled; Additional order of 87 HVACs to be overhauled has been placed and 41 of 87 units overhauled.
- SoGR Track, Structures, & Signal Projects by Line:
 - Antelope Valley Line
 - Structures design – Valley Sub Structures design was kicked off, and design is expected to progress to 30% by next quarter.
 - Tunnel 25 - 100% Design complete for Tunnel 25 tie/ballast rehab (FY23)
 - Signal Construction – Construction in-progress with anticipated completion by June 2026 for projects funded in FY 2021-22.
 - Track Rehab – Design finalized for projects funded in FY 2024-25. Scheduled to go out for bid by March 2026.
 - Ventura County Line

- Pacific Surfliner Corridor Rehabilitation and Reliability Project: 100% Design Complete. Work completion planned for 2028.
- Arroyo Simi Bridges identified to have budget overrun concerns due to required environmental mitigation. The staff is currently working with Grants, VCTC, and designers to resolve budget issues. Design progressing towards 100%.
- 3 crossing rehab locations at Woodley Ave, Clybourn Ave and Vineland Ave are expected to be completed by Dec 2026.
- Orange County Line
 - FY20 Culverts Rehabilitation Project: Staff is working with California Coastal Commission on satisfying special conditions for Coastal Development Permit.
 - FY23 Track rehab design is 100% Complete, working on procurement schedule to put out Bid.
 - Signal construction at various locations is in progress with anticipated construction completion date of Dec 2026.
 - FY23-FY24 Orange Sub Track rehab project IFB C3160-26 was awarded at the November SCRRA Board meeting. Anticipated Notice to Proceed (NTP) Jan 2026.
 - Calafia culvert re-establishment project: Staff is finalizing the permitting process with the California Coastal Commission. Design is anticipated to be completed by January 2026. Fiber relocation needed for project by Verizon in March 2026.
 - The Slope Stabilization and Grading project design is complete and has been turned over to OCTA. SCRRA has reviewed the CO-OP Agreement draft with OCTA for repairs along the rail corridor between the Irvine and Laguna Niguel/Mission Viejo Metrolink Stations; the agreement is currently in final review with SCRRA.
- San Bernardino Line
 - FY20 Signal Design at 100% for Wireless Crossing Nearside Station Stop (WCNSS) "Smart Crossing" 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 Track Rehab Design at 60%. Scope includes Rail Replacements, Turnout Rehab, and Concrete Tie upgrades. Invitation For Bid to go out in March 2026.
 - FY25 Track Rehab projects anticipate issuance of CTO for track design by Feb. 2026 and release Invitation for Bid for Construction in Fall of 2026. FY25 Signal design CTO to be issued by 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.
 - FY25 Track Rehab will issue CTO for track crossing rehab CM support by Feb 2026.

- River Subdivision
 - 100% design for Arroyo Seco Bridge. Additional funding required to complete construction. Project on hold until funds are received.
 - FY19 Cutovers for CP Capitol and CP Dayton expected to be completed in May 2026.
 - FY24 Signal Design CTO issued for CP Dayton. Design completion expected by Dec 2026 and a construction CTO to follow in early 2027.
 - FY24 Track Diamond replacement under review for 100% draft design, WD for construction in March 2026 with construction expected to be completed by May 2027.
 - FY25 Track Rehab will issue CTO for Design by Feb 2026. Work will include Rail Replacements and Crossing Rehab. Issuance of the FY25 design CTO for Drainage Improvements and the Hydrology & Hydraulics study is scheduled for March 2026.

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

Quarter Ended September 30, 2025 Performance Summary

New Capital Projects

The latest performance results for the Authority are included in the following summaries. Table 1 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)	\$17,288	\$10,716	\$6,571
Track, Structures, & Signals	\$87,351	\$37,885	\$49,465
SCORE (SCRRA)	\$854,143	\$122,667	\$731,476
F125 Locomotive Procurement (Rolling Stock)	\$281,293	\$278,480	\$2,812
Miscellaneous Capital Equipment (Facilities)	\$30,587	\$157	\$30,430
Other (IT)	\$13,603	\$4,770	\$8,832
Pacific Surfliner Corridor Rehabilitation	\$1,616	\$946	\$669
TOTAL	\$1,285,882	\$455,624	\$830,257

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 \$647 million (including reprogrammed projects of \$20 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 September 30, 2025, the Authority completed and closed 135 SoGR Projects totaling \$167 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of September 30, 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	1 CURRENT BUDGET	2 EXPENDED	BALANCE
FY2017-18	\$40,684	\$39,566	\$1,117
FY2018-19	\$57,101	\$38,467	\$18,633
FY2019-20	\$52,530	\$41,897	\$10,632
FY2020-21	\$51,377	\$35,556	\$15,821
FY2021-22	\$61,253	\$36,066	\$25,187
FY2022-23	\$88,858	\$37,328	\$51,529
FY2023-24	\$123,936	\$8,610	\$115,326
FY2024-25	\$150,939	\$1,562	\$149,376
Reprogrammed	\$19,949	\$7,129	\$12,820
3 Total	\$646,630	\$246,185	\$400,445

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 April 2026.

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Approved by: Justin Fornelli, Chief, Program Delivery

Attachment(s)

[Attachment A - Capital Sheets Project Status September 2025](#)

Presentation - Capital Program Status Report