



ITEM ID: 2025-333-0

TRANSMITTAL DATE: October 3, 2025

MEETING DATE: October 10, 2025

TO: Contracts, Operations, Maintenance, and Safety Committee

FROM: Justin Fornelli, Chief, Program Delivery

SUBJECT: Capital Program Status Report

Issue

Staff is providing an update on 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 three major components: New Capital Projects, State of Good Repair (SoGR), and Third-Party Programs. The Authority's Capital Program, outside of

SCORE, is typically budgeted annually, and projects are delivered over multiple years. Funding for capital projects is primarily 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- Replacement of worn or outdated signal system components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.

Third-party projects refer to infrastructure projects that are initiated and managed by agencies other than the Authority, but involve Metrolink's rail lines or right-of-way. These projects often include collaborations with local governments, other transit agencies, or private entities to improve infrastructure and address other local needs.

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 June 30, 2025.

Discussion

Key Activities

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

SCORE Program:

- Construction allocation was approved for the Marengo Siding . An additional construction allocation application for other SCORE projects is expected by end of the year.
- Continuing the condemnation process on the final parcels of the Chatsworth Station Improvement Project.
- Design of the El Monte Station and Siding Project continues. Design issues at the proposed at-grade crossings were resolved with the California Public Utilities Commission. Negotiations with City of El Monte for a Purchase & Sale Agreement of required right-of-way is ongoing.

- Development of the construction bid documents for the San Bernardino Line projects (Marengo Siding Improvements and Rancho Cucamonga Siding Improvements) continues.
- Construction and Maintenance (C&M) Agreements with stakeholders are being negotiated for the El Monte Station and Siding Improvement project and the Simi Valley Double Track project.
- CPUC required grade crossing permits are in development and under review for the El Monte Station and Siding Improvement project and the Simi Valley Double Track project.

The SCORE Early Start projects have been completed under budget by approximately \$11M. As design is finalized on other core Metrolink-Led SCORE projects, the Authority has high confidence in the cost estimates for construction, right-of-way acquisitions, and utility relocations. There is estimated to be a funding gap, totaling approximately \$300M, for construction projects due to inflation and general construction cost escalations seen since the pandemic. 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. CalSTA has approved reallocation of TIRCP grant funds to advance the construction of the three San Bernardino Line Projects (Marengo Siding, El Monte Station & Siding, and Rancho Cucamonga Siding). In addition, the Authority is working with Metro to pursue \$206M funding to bridge some of the funding gaps for projects on the Antelope Valley Line.

State of Good Repair Program:

On-Board Train Control Systems Rehabilitation:

- Train Management Computer (TMC) Upgrade: 132 out of 140 units have been upgraded. This project is estimated to be completed in Dec 2025.
- 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 Radio: Procurement of new Data Radios pending Meteorcomm rollout plan.

Rolling Stock State of Good Repair:

- Rotem HVAC Overhaul: 125 of 136 HVAC units overhauled; 45/68 control panels overhauled.
- Bombardier HVAC Overhaul: Initial order of 180 units overhauled; Additional order of 87 HVAC's has completed 37 additional units overhauled

SoGR Track, Structures, & Signal Projects by Line:

Antelope Valley Line:

- Structures design has begun, with 30% design submittal expected next quarter.
- Tunnel 25 - 100% Design complete for Tunnel 25 tie/ballast rehab (FY23)

Ventura County Line:

- Pacific Surfliner Corridor Rehabilitation and Reliability Project: 100% Design Complete. Work completion planned for 2027. Currently coordinating with rail operators and Customer Service to determine service outages required to complete work.
- Arroyo Simi Bridges: budget shortfall identified due to additional environmental mitigation requirements. Staff is currently coordinating with Grants, VCTC, and designer team to resolve budget issues. Design progressing to 100%. Applied for earmark, LCTAP grant pursuit was unsuccessful.

Orange County Line:

- Slope Stabilization and Grading project: 100% complete with design. Construction of project will be completed by OCTA. SCRRA waiting for Co-op agreement.
- FY23 Track Rehab: 100% design is complete, invitation to bid for contractors to be released next quarter.
- Signal Construction Projects: various locations are in progress with anticipated construction completion date of Dec 2026 due to long material lead-time.
- Received Environmental Clearance for FY20 Culverts Rehabilitation Project. Staff is finalizing the permits.
- San Juan Creek Bridge: Second dry season began April 2025. Included completion of both bridges and approaches. Track work began in August 2025 and will continue through the planned track cutover at the end of October 2025. All retaining walls were completed. New alignment and ROW fencing is being installed and will be completed by Oct 2025.

San Bernardino Line:

- FY20 Signal Design at 100% for WCNSS for Upland Station at Campus Ave and 2nd Ave, and construction CTO issues to install WCNSS by Dec 2026.
- FY22 Structures: design progressing to 30% with bridge load ratings and environmental clearance underway.
- FY24 Track Rehab: procured 300 ties for the Short Way. Issued Work Directive for construction with completion expected end of May 2026
- FY25 Track Rehab: track design to begin fall of 2025 and will release IFB for Construction during fall of 2026.

Perris Valley Line:

- FY21 Drainage Improvements: 60% design is complete, environmental clearance is ongoing. Work to advance towards 90% design will begin once environmental clearance is completed.
- FY22 At-grade Crossing Rehab: Completed 6 crossing recorders in the 2nd Quarter 2025. FY25 Signal design CTO will be issued Fall 2025.
- FY25 Track Rehab: Design for track crossing rehab to begin in fall 2025, IFB for Construction Fall 2026

River Subdivision:

- Arroyo Seco Bridge: 100% design completed.
- FY24 Track Rehab: Diamond replacement under review at 100% draft design, WD for construction in fall 2025. Construction to be completed by May 2027.
- FY25 Track Rehab: Design to begin in fall 2025. Construction work will include Rail Replacements and Crossing rehab.

Third-Party Projects:

Currently Metrolink manages 71 third-party projects, out of which 67 are managed by Program Delivery and 4 are managed by the Operations Department. The overall budget for these third-party projects is estimated to be upward of \$70M out of which we have incurred expenses of \$43M, approximately.

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

Quarter Ended June 30, 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)	\$ 14,594	\$ 10,126	\$ 4,467
Track, Structures, & Signals	\$ 87,041	\$ 26,266	\$ 60,775
SCORE (SCRRA)	\$842,697	\$ 119,100	\$ 723,597
F125 Locomotive Procurement (Rolling Stock)	\$ 281,293	\$ 278,444	\$ 2,849
Miscellaneous Capital Equipment (Facilities)	\$ 18,362	\$ 112	\$ 18,250
Other (IT)	\$ 12,785	\$ 3,898	\$ 8,886
Pacific Surfliner Corridor Rehabilitation	\$ 1,616	\$ 814	\$ 801
TOTAL	\$ 1,258,389	\$ 438,761	\$ 819,627

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

SoGR Program:

The adjusted currently funded SoGR Program budget for the period of FY2016-17 through FY2024-25 is \$650 million (including reprogrammed projects of \$118 million). SoGR projects are primarily delivered over a four-to-five-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, 2025, the Authority completed and closed 113 SoGR Projects totaling \$129 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of June 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 initiation of FY23 all share projects was delayed.

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	\$44,360	\$42,114	\$2,246
FY2018-19	\$90,529	\$69,713	\$20,815
FY2019-20	\$66,222	\$54,568	\$11,654
FY2020-21	\$54,467	\$37,166	\$17,301
FY2021-22	\$61,254	\$34,632	\$26,622
FY2022-23	\$88,899	\$33,062	\$55,837
FY2023-24	\$123,936	\$4,882	\$119,054
FY2024-25	\$2,125	\$1,414	\$710
Reprogrammed	\$117,784	\$110,504	\$7,279
3Total	\$649,580	\$388,057	\$261,523

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 2025.

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Approved by: Justin Fornelli, Chief, Program Delivery

Attachment(s)

[Attachment A - Capital Sheets Project Status June 2025](#)
[Presentation - Capital Program Status Report Oct 2025](#)