



ITEM ID: 2026-230-0

TRANSMITTAL DATE: June 18, 2026

MEETING DATE: June 26, 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 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- Replacement of worn or outdated signal system components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 expenditure and project status through March 31, 2026.

Discussion

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

SCORE Program:

- Received construction bids for the Marengo Siding Extension and Rancho Cucamonga Siding Extension projects on the San Gabriel Sub. The team is reviewing the proposals.
- The process of environmental clearance on Fullerton Interlocker has been started with 3C
- Continuing negotiations with the City of El Monte on the Purchase & Sale Agreement on 1
- Started design process on the Lilac to Sycamore Double Track Project
- Started preliminary engineering on the Control Point Riverside 2nd Crossover Project
- Starting procurement of design consultant for Katherine and Tampa crossing on the Vent
- Continuing negotiations with Union Pacific over the fiber relocation issue for the Simi Vall

Authority staff have been collaborating with our funding partners at CalSTA, Caltrans, and the Member Agencies to determine strategies to address projected funding gaps 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. 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 \$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. Due to this being an industry-wide upgrade, the vendor is experiencing parts shortages and limited supply availability.
 - Global Positioning System Upgrade: Work Directive against Stadler contract E761-25 to install GPS system on DMUs and ZEMU have been executed, work to be completed by end of March 2027. Work Directive is in progress under Alstom contract MSOP158 to perform fleet wide installation. Upgrade process takes approximately 2 years on all operational units.

- Rolling Stock State of Good Repair:
 - Rotem HVAC Overhaul: 152 of 184 HVAC units overhauled; 63 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 54 of 87 units overhauled
 - Rotem Emergency Window Gasket Replacement: First Article Inspection Completed.
 - Cab Car DVR & Camera Replacement: Board approved procurement in February 2026 and staff is finalizing negotiations and awaiting Notice to Proceed. Expected completion Dec. 2027
 - MP36 Locomotive Overhaul & Repair – procurement process has been completed; NTP issued in April 2026

- SoGR Track, Structures, & Signal Projects by Line:
 - Antelope Valley Line
 - Structures design – Valley Sub Structures design progressing to 30% design next quarter. Field visit for load ratings complete.
 - Signal – Design 100% complete for CP Portal, CP Ravenna, CP Kocian & CP Harold. Working with UPRR for CP Harold.
 - Track Rehab – Design finalized for projects funded in FY 2024-25. Bids for the construction and installation received and approved by the board in March 2026. NTP is expected by June 2026. Work includes Rail Replacement, Crossing Rehab & Tie Replacement.
 - Ventura County Line
 - Pacific Surfliner Corridor Rehabilitation and Reliability Project: Bid Solicitation in progress. Construction Work is anticipated to be completed before Spring 2028.
 - 3 crossing rehab locations at Woodley Ave, Clybourn Ave and Vineland Ave are expected to be completed by Aug 2027
 - FY25 Quimisa Drive Signal Rehabilitation - 90% design complete. 100% design expected to be completed by August 2026. Construction is expected

- to be completed by Dec 2027
- Orange County Line
 - FY20 Culverts Rehabilitation Project. Coastal Development Permit with California Coastal Commission special conditions satisfied. Construction CTO in process.
 - Signal construction at various locations 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.
- San Bernardino Line
 - FY20 Signal Design (WCNSS): a design revision was issued to add a third communication path at Campus Ave to comply with SCRRRA standards, and construction will be completed by December 2027, and the CP Bassett cutover has been rescheduled to the September Absolute Work Windows
 - FY22 Culvert Design: 60% of the design has been reviewed, and the consultant is addressing comments. Bridge load ratings and environmental clearance efforts are currently underway.
 - FY22: 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 CPMM to transition to a design-build delivery approach. An RFP is anticipated in June 2026, combined with the FY25 Track Rehabilitation program.
 - FY25 Signal: Consultant proposal received; Negotiation meeting to be held by June.
- Perris Valley Line
 - FY21 NEPA-CE mailed tribal consultation letter for PVL Drainage Improvements project with 60% design completed. SCRRRA waiting on environmental clearance before advancing to 90% design.
 - FY25 Signal design RFP issued. Awaiting proposals from the contractor.
 - FY25 Track Rehab RFP issued to JO142-25 to rehabilitate Watson Rd; waiting for the proposal from contractor.
- 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 FY27 Capital Budget request.
 - FY19 Cutovers for CP Capitol and CP Dayton were delayed due to cancellation of Absolute Work Windows (AWW) for World Cup. CP Dayton is rescheduled for September 2026, and CP Capitol is rescheduled for October 2026.
 - 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: Material delivery is expected in August 2026, with construction planned for Q4 2026.
 - FY25 Track Rehab issued CTO for Design in Feb 2026. Field visits are scheduled to confirm crossing locations and rail limits. Work includes Rail Replacements and Crossing Rehab. Scheduled for Completion by Dec 2027.

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

Quarter Ended March 31, 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)	\$ 15,888	\$ 10,145	\$ 5,742
Track, Structures, & Signals	\$ 87,066	\$ 50,376	\$ 36,690
SCORE (SCRRA)	\$ 861,625	\$ 123,860	\$ 737,765
F125 Locomotive Procurement (Rolling Stock)	\$ 119,681	\$ 116,896	\$ 2,784
Miscellaneous Capital Equipment (Facilities)	\$ 30,587	\$ 441,934	\$ 30,145
Other (IT)	\$ 16,603	\$ 5,761	\$ 9,777
TOTAL	\$ 1,131,452	\$ 308,547	\$ 822,905

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 \$644 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 March 31, 2026, the Authority completed and closed 144 SoGR Projects totaling \$203 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of March 31, 2026. 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, FY23 all-share projects were 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	¹ CURRENT BUDGET	² EXPENDED	BALANCE
FY2017-18	\$40,684	\$39,765	\$918
FY2018-19	\$58,547	\$41,405	\$17,141
FY2019-20	\$51,928	\$43,513	\$8,415
FY2020-21	\$44,874	\$31,346	\$13,527
FY2021-22	\$61,253	\$40,353	\$20,900
FY2022-23	\$88,858	\$42,381	\$46,476
FY2023-24	\$123,836	\$26,428	\$97,408
FY2024-25	\$154,439	\$3,417	\$151,021
Reprogrammed	\$19,592	\$7,069	\$12,522
³ Total	\$644,014	\$275,681	\$368,332

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 October 2026.

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Approved by: Justin Fornelli, Chief of Program Delivery

Attachment(s)

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