



ITEM ID: 2025-241-0

TRANSMITTAL DATE: June 20, 2025

MEETING DATE: June 27, 2025

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- Replacement of worn or outdated signal system components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 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 March 31, 2025.

Discussion

Key Activities

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

SCORE Program

- Continuing negotiations for final parcels on the Simi Valley Double Track Project and with the City of El Monte on the Purchase & Sale Agreement on the El Monte Siding project. Resolved issues with CPUC on proposed grade crossing designs.
- Continue to work with the State to reallocate funds and close funding gaps on construction ready projects.
- Continuing design of the El Monte Siding and Station project.
- Development of the IFB for the San Bernardino Line projects (El Monte Station, Marengo Siding and Rancho Cucamonga Siding) continues.
- Construction & Maintenance (C&M) Agreements with stakeholders are being negotiated for the San Bernardino Line projects and the Simi Valley project.
- CPUC required grade crossing permits are in development and under review for the San Bernardino and Ventura County Line projects.

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. As previously reported to the Board, the Authority is estimating a funding gap, totaling approximately \$300M, for projects that are completing design and are shovel ready for construction. This cost gap is 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. Specifically, the Authority is working with Metro to pursue \$206M funding to bridge some of the gaps for projects on the Antelope Valley Line.

Project Management Information System (PMIS) Development

The Program Delivery team has started the initial design of a new Program Management Information System (PMIS), which will be a cloud-based system which will enable the modernization of all aspects of program delivery. The system will be based on an Oracle platform using the Unifier application to provide real-time cost information and will be integrated into Metrolink's native Enterprise Resource Planning (ERP) system. PMIS will provide full audit trail of all transactions while integrating contracts, projects, risk, and schedule to provide a clear status of all projects, providing a single source of truth.

Third-Party Projects

Third Party Projects refers to infrastructure projects that are initiated and managed by agencies other than Metrolink itself, but which 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. Currently Metrolink manages 77 such Third-Party projects out of which 73 are managed by Program Delivery and 4 are managed by our operations department. The overall budget for these third-party projects is estimated to be upward of \$74M out of which we have incurred expenses of \$44M.

State of Good Repair Program:

On-Board Train Control Systems Rehabilitation:

- Train Management Computer (TMC) Upgrade: All operations units have been upgraded. 8 remaining TMC's to be upgraded. Estimate time of completion to end of 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.

Rolling Stock State of Good Repair

- Rotem HVAC Overhaul: 105 of 136 HVAC units overhauled; 32/68 control panels

overhauled.

- Bombardier HVAC Overhaul (180 units): 179 of 180 HVAC units overhauled; Remaining (87 units) Bombardier HVAC Units: 25 of 87 units overhauled.

SoGR Track, Structures, & Signal Projects by Line

Antelope Valley Line

- Structures design Procurement of design engineer has been completed. Design to commence once Notice to Proceed is issued.
- Tunnel 25 - FY26 Capital Budget request includes funding to advance exploratory efforts and initial design to address water intrusion.

Ventura County Line

- Pacific Surfliner Corridor Rehabilitation and Reliability Project: 60% design complete, 100% completion planned for June 2025.
- Arroyo Simi Bridges identified to have budget overrun concerns. Staff is currently working with Grants, VCTC, and designers resolving budget issues. Design progressing to 100%. Applied for earmark, LCTOP grant was unsuccessful.

Orange County Line

- Slope Stabilization and Grading project 100% complete with Design. Project turned over to OCTA for the construction phase.
- FY23 Track rehab is 100% Complete with Design, working on Procurement schedule to put out to Bid.
- Fiber Witness Post Rehab and Fiber Installation to Intermediates Ph I is in-progress and expected to be completed Jun 2025.

San Bernardino Line

- All FY22 Track Rehab work is complete. Preparing Task Orders for FY24 Track Rehab work.

Perris Valley Line

- NEPA-CE for PVL Box Springs and CP Citrus is under review by FTA. 30% of Design submittal review comments from SCRRA are being addressed by the Designer.
- Fiber Installation to intermediate is in-progress and expected to be completed in June 2025.

River Corridor

- 100% design for Arroyo Seco Bridge to be complete by May 2025.
- Turnout Rehab construction at CP San Diego Jct. & CP Chavez is complete.

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

Quarter Ended March 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)	\$ 15,893	\$ 10,593	\$ 5,300
Track, Structures, & Signals	\$ 87,463	\$ 19,567	\$ 67,895
SCORE (SCRRA)	\$828,170	\$ 109,390	\$ 718,780
F125 Locomotive Procurement (Rolling Stock)	\$ 279,103	\$ 278,162	\$ 941
Miscellaneous Capital Equipment (Facilities)	\$ 18,362	\$ 63	\$ 18,298
Other (IT)	\$ 12,785	\$ 3,299	\$ 9,485
Pacific Surfliner Corridor Rehabilitation	\$ 11,952	\$ 95	\$ 11,857
TOTAL	\$ 1,253,730	\$ 421,171	\$ 832,559

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 \$685 million (including reprogrammed projects of \$117 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, 2025, the Authority completed and closed 107 SoGR Projects totaling \$82 million in expenditures.

Table 2 summarizes the progress of SoGR Projects as of Mar 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	\$44,360	\$42,072	\$2,287
FY2018-19	\$91,007	\$66,768	\$24,239
FY2019-20	\$66,047	\$54,022	\$12,025
FY2020-21	\$54,167	\$33,761	\$ 20,406
FY2021-22	\$61,254	\$31,224	\$ 30,029

FY2022-23	\$89,225	\$29,894	\$ 59,330
FY2023-24	\$124,036	\$2,967	\$121,068
FY2024-25	\$1,650	\$0	\$1,650
Reprogrammed	\$117,784	\$110,009	\$7,775
³Total	\$649,533	\$370,721	\$277,812

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 September 2025.

Prepared by: Hasnain Mehdvi, Senior Management Analyst (Project Controls)

Approved by: Justin Fornelli, Chief, Program Delivery

Attachment(s)

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