State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 19-20, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.12, Information Item

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Division of Local Assistance

Subject: **PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM SEMI-ANNUAL REPORT – FISCAL YEAR 2025–26**

SUMMARY:

The California Department of Transportation is presenting the semi-annual report on the Proposition 1A High-Speed Passenger Train Bond (HSPTB) program to the California Transportation Commission (Commission) as an information item. This report includes a status update from July 1, 2025 through December 31, 2025.

BACKGROUND:

On November 4, 2008, voters approved Proposition 1A: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature, the Commission is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities or are part of the construction of the high-speed train system. As set forth in Streets and Highways Code Section 2704.095, the Commission was required to program and allocate the net proceeds from the sale of bonds authorized under Proposition 1A for the HSPTB program.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2025–26 Semi-Annual Report

High-Speed Passenger Train Bond Program

Semi-Annual Report to the

California Transportation Commission

SUMMARY:

Through December 2025, the California Transportation Commission (Commission) has allocated more than $897 million in Proposition 1A High-Speed Passenger Train Bond (HSPTB) funds to 18 projects with approximately $860 million in reported expenditures. Of the 18 projects allocated, 12 projects have been completed, and the remaining 6 projects are being implemented. Additionally, one project has been fully expended Proposition 1A funds allocated by the Commission; however, due to the size and complexity of the project, or the need for testing, these projects are still ongoing and may be utilizing other funds.

Table 1. HSPTB – Allocated Projects, contains specific project information, with changes shown in bold, followed by a status of all projects having received an allocation. Please note, the “Project Numbers” in this report are only for reference and are subject to change in subsequent reports should new projects be added.

BACKGROUND:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the California State Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system as set forth in Streets and Highways Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) or that provide capacity enhancements and safety improvements. Section 2704.095 requires the Commission to program and allocate the net proceeds received from the sale of bonds authorized under Proposition 1A for the HSPTB program.

The Commission allocated projects that met the following criteria:

Usable Project/Segments: Projects will be usable, or provide usable segments, even if the high-speed train system as identified in the Streets and Highway Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) is delayed, postponed, or cancelled.

Useful Life: The useful life of a project under the HSPTB program shall not be less than the required useful life (15 years or more) for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code.

INTERCITY RAIL FORMULA PROJECTS:

Under the Intercity Rail Formula Program, the Commission was required to program in each of the intercity rail corridors a minimum of $47.5 million in eligible projects. The California Department of Transportation (Department), in coordination with the public agencies and the passenger rail operators on the intercity rail lines, presented to the Commission a list of projects for the formula funds up to the minimum allowed per corridor. The Commission reviewed the list of projects eligible under the formula program and adopted those projects that met the requirements.

INTERCITY RAIL COMPETITIVE PROJECTS:

Under the Intercity Rail Competitive Program, the Commission was required to program up to an additional $47.5 million in projects to any of the three intercity rail corridors. The Department, in coordination with the public agencies and the passenger rail operators on the intercity rail lines, were required to select projects within each of the three corridors for the remaining 25 percent and present them to the Commission for approval. The Commission gave priority to projects selected in the following order:

- Projects that provided direct connectivity to the high-speed train system
- Projects that were eligible for or had committed federal funds
- Projects that promoted increased ridership, increased on-time-performance, and decreased running times

URBAN AND COMMUTER RAIL PROJECTS:

Under this program, $760 million was divided among ten eligible recipients using a formula distribution that incorporated track miles, vehicle miles, and passenger trips. The funding share totals identified for each eligible agency were determined using the distribution factors gathered from the most current available data in the National Transit Database, Federal Transit Administration. The Commission accepted from each eligible agency their priority list of projects up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highway Code. The Commission gave priority to projects that met the following criteria:

- Projects that provided direct connectivity to the high-speed train system
- Projects that provided non-state matching funds where non-state funds were defined as local private, and federal funds, as well as those state funds not under the Commission’s purview

Table 1. High-Speed Passenger Train Bond Program – Allocated Projects

($ in 000's)

Project No.	HSPTB Programming	Agency	Project Title	Total Project Cost	HSPTB Programmed Amount	Allocated Amount	Expended Amount	Expended Percent	Allocated Phase	Project Completion Date
1	Intercity Rail	Southern California Regional Rail Authority	Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)	$46,550	$46,550	$46,550	$46,550	100%	CON	Jun-16
2	Intercity Rail	California Department of Transportation	Positive Train Control, San Joaquin Corridor	$9,800	$9,800	$9,800	$9,800	100%	CON	Jan-13
3	Intercity Rail	California Department of Transportation	Positive Train Control, LA to Fullerton Triple Track	$2,940	$2,940	$2,940	$2,940	100%	CON	Dec-15
4	Urban and Commuter Rail	San Diego Association of Governments	Blue Line Light Rail Improvements	$132,324	$57,855	$57,855	$57,837	99%	CON	Oct-18
5	Urban and Commuter Rail	San Francisco Metropolitan Transportation Agency	Central Subway	$1,934,565	$61,308	$61,308	$61,308	100%	CON	Jan-23
6	Urban and Commuter Rail	Southern California Regional Rail Authority	Metrolink Positive Train Control	$245,926	$35,000	$35,000	$35,000	100%	CON	Apr-23
7	Intercity Rail	Capitol Corridor Joint Powers Authority	Capitol Corridor (and ACE) Travel Time Reduction	$12,850	$8,231	$8,231	$8,230	99%	CON	Mar-18
8	Intercity Rail; Urban and Commuter Rail	North County Transit District	Positive Train Control, San Onofre to San Diego	$87,293	$41,843	$41,843	$41,843	100%	CON	Mar-23
9	Intercity Rail	California Department of Transportation	San Joaquin Corridor, Merced to Le Grand Segment 1	$50,873	$40,750	$40,750	$40,750	100%	CON	Apr-21
10	Urban and Commuter Rail	Peninsula Corridor Joint Powers Board	Caltrain Advanced Signal System (CBOSS/PTC)	$289,503	$105,445	$8,200 $97,245	$8,200 **$96,273**	100% **99%**	PS&E CON	Feb-26
11	Urban and Commuter Rail	Los Angeles County Metropolitan Transportation	Regional Connector Transit Corridor	$1,755,840	$114,874	$114,874	$114,874	100%	CON	Nov-24
12	Urban and Commuter Rail	Southern California Regional Rail Authority	Metrolink High-Speed Rail Readiness Program	$369,020	$88,707	$88,707	$86,151	97%	CON	Dec-27
13	Urban and Commuter Rail	Sacramento Regional Transit District	Sacramento Intermodal Facility Improvements	$213,169	$589	$589	$589	100%	PA&ED PS&E	May-30
14	Urban and Commuter Rail	San Joaquin Regional Rail Commission	Stockton Passenger Track Extension	$53,944	$14,974	$14,974	$5,457	36%	CON	Mar-30
15	Intercity Rail	Capitol Corridor Joint Powers Authority	Sacramento to Roseville 3rd Track Phase 1	$184,512	$51,970	$8,977 $11,130	$5,136 $354	57% 3%	PS&E R/W	Feb-33
16	Urban and Commuter Rail	Bay Area Rapid Transit	Maintenance Shop and Yard Improvements	$377,350	$78,639	$78,639	$78,639	100%	CON	Dec-22

Project No.	HSPTB Programming	Agency	Project Title	Total Project Cost	HSPTB Programmed Amount	Allocated Amount	Expended Amount	Expended Percent	Allocated Phase	Project Completion Date
17	Urban and Commuter Rail	Bay Area Rapid Transit	Millbrae Station Track Improvements and Car Purchase	$285,000	$140,000	$140,000	$140,000	100%	CON	May-22
18	Urban and Commuter Rail	Sacramento Regional Transit District	Accelerating Rail Modernization and Expansion in the Capital Region	$138,190	$29,576	$29,576	$27,927	94%	CON	Mar-26
			Total	$6,189,649	$929,051	$897,188	$867,574	97%		

Project No. 1

Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)
The implementing agency, Southern California Regional Rail Authority, was allocated $46.55 million for the Construction phase. Project implementation included installation of Positive Train Control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre.

The project was completed as of June 2016 and closed out with all funds expended. There are no further actions on this project to report.

Project No. 2

Positive Train Control, San Joaquin Corridor
The implementing agency, the Department was allocated $9.8 million for the Construction phase. Project implementation included installation of PTC components including links between key transmission stations and multiple control points along the Burlington Northern Santa Fe (BNSF) Railway Company right-of-way as well as installation of signal bungalows.

The project was completed as of January 2013 and closed out with all funds expended. There are no further actions on this project to report.

Project No. 3

Positive Train Control, Los Angeles to Fullerton Triple Track
The implementing agency, Department, was allocated $2.94 million for the Construction phase. Project implementation included installation of PTC components including installation of links between key transmission stations and control points along the BNSF right-of-way, installation of signal bungalows, and installation of critical locomotive and cab-car on-board equipment.

The project was completed as of December 2015 and closed out with all funds expended. There are no further actions on this project to report.

Project No. 4

Blue Line Light Rail Improvements
The implementing agency, San Diego Association of Governments, was allocated $57.85 million for the Construction phase. Project implementation included improvements to existing infrastructure on the Blue Line Trolley including replacement of worn-out rails and tracks, replacement/rehabilitation of switches and signaling, and reconstruction of platforms to accommodate low-floor vehicles.

The overall project was completed in October 2018 with a decrease in total budget costs, but consistent with the original scope of work contributing to light rail improvements on the Blue Line. Most of the allocated funds have been expended, and improvements have been implemented and are operational. There is a small amount of cost savings that will be deallocated and disencumbered at a future meeting.

Project No. 5

Central Subway
The implementing agency, San Francisco Municipal Transportation Agency (SFMTA), has been allocated $61.3 million for the Construction phase. Project implementation extends the 5.2-mile T-Fourth light rail line from its current junction at the Caltrain terminus to south of Union Square and Chinatown by 1.7 miles.

As of December 2022, work completed on the Terrazo slope at platform level, installation of MET phones at Concourse level and Traction Power Room, installation of DC gear cabinets and the wire works at lineup two (2) inside Traction Power Room for Yerba Buena/Moscone Station. For Union Square/Market Street Station, Plaza work continued for upgrades per MOD requirements, signage installation on concourse level, and installation of courtesy phones. At Chinatown Station, work completed on security system testing and access control system testing. Work completed preparing elevators and escalators for State Inspection, installation of signage at all levels, and installation of cables for cellular service, phones, and radio. Contractor completed closing out their internal punch list items. For Surface, Track and Systems, streetlighting work at various locations has been completed.

All Proposition 1A bond funds have been expended and reimbursed. The Punch List is complete, and all claims have been settled and paid. The overall project completion is now 100 percent complete and revenue service started in January 2023.

Project No. 6

Metrolink Positive Train Control
The implementing agency, Southern California Regional Rail Authority (SCRRA), has been allocated $35 million for the Construction phase. Project implementation includes installing predictive collision avoidance technology throughout the Metrolink system.

The core PTC has been deployed and in June 2020, the PTC Safety Plan 3.0 was submitted to the Federal Railroad Administration for certification as a Mixed System. The contract closeout process began in Q2 2022 with the final release, final certification, and various compliance

documents sent for approval and signatures. During this time SCRRA Contracts Department revised its contract closeout SOP and required new documentation, extending the closeout process. The project team adjusted to follow the new SOP and resubmitted for internal signature requests. The closeout documentation has been signed and approved during this reporting period.

Construction was completed in June 2020 and all Proposition 1A bond funds have been expended. The overall project is now 100 percent complete, and the closeout was completed in April 2023.

Project No. 7

Capitol Corridor and Altamont Corridor Express (ACE) Travel Time Reduction Project
The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA), received an initial allocation of $10.18 million for the Construction phase. Project implementation will reduce the total travel time on the Capitol Corridor service between San Jose and Martinez by 10 minutes, seven minutes of travel time savings on ACE services, and three minutes of travel time on Amtrak San Joaquin services, through the removal of station dwell times, implementation of super elevated curves, and replacement of the existing rail to allow for higher operating speeds.

Construction improvements have been completed, with travel time savings implemented on the Capitol Corridor through increased speeds in permitted areas. Implementation of schedule changes for ACE and Amtrak San Joaquin services are currently pending. A total of $1,949,000 in Proposition 1A cost savings was de-allocated at the June and December 2020 Commission meeting and total project costs were reduced to $12,850,000.

The overall project was completed in March 2018 and there are no further actions to report.

Project No. 8

Positive Train Control, San Onofre to San Diego
The implementing agency, North County Transit District (NCTD), has been allocated $41.84 million for the Construction phase. The project includes implementation of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

The NCTD achieved full implementation and interoperability with its tenant railroads before December 31, 2018 and has continued to create responses to the Federal Railroad Administration’s conditional certification comments and recommendations. Efforts continue to focus on improved reliability and effectiveness of the overall PTC system, while troubleshooting and resolving system performance issues through coordination between NCTD and its maintenance contractors.

A Supplemental Agreement with Herzog Technologies, Inc. was established to complete Phase 2 PTC work and includes support for both onboard and radio software updates. A braking simulation report for the onboard software and lab testing of interoperability with Metrolink in preparation for special event COASTER trains as an intermittent tenant of Metrolink have been completed. As of February 2021, Integration of Siemen Chargers with the

PTC system and mapping of tracking at the Stuart Mesa Facility were also completed. As of June 2022, Federal Railroad Administration certification as a Mixed System was received. NCTD continues to apply software updates to address software defects, end of life issues, and improve reliability. As of December 2022, NCTD's application for the Mainline Track Exclusion Addendum was approved, allowing a mitigation to the GPS issue to be deployed. Improvements were made for COASTER and AMTRAK initializations at Santa Fe Depot. NCTD deployed the onboard software build with the fix to better match the performance of NCTD's Siemens Charger locomotives. Network installations and reliability improvements were completed, NCTD transitioned off the contractor's circuits, and the Interoperable Train Control Management System (ITCMS) for the onboard system was rebuilt. NCTD's contractor completed the fiber installation and testing for splices needing improvements. The closeout of the contracts has been completed.

Construction was completed December 2022 and the overall project was completed in March 2023 and no further action to report.

Project No. 9

San Joaquin Corridor, Merced to Le Grand Segment 1
The implementing agency, Department, received $40.75 million for the Construction phase. The project implements capital improvements on the Merced to Le Grand Double Track, Segment 1, Segment 2, and Segment 2b. Segment 1 constructs double mainline track between milepost 1041.99 and 1050.4 and includes approximately 8.41 miles of track, modification and upgrades to signal and track components (including five public at-grade road crossings), and engineering/civil work. Segment 2 constructs double mainline track between milepost 1050.2 and 1056.4 and includes approximately 4.1 miles of track, modification and upgrade to signal and track components including three public road crossings, two private road crossings, one bridge, culverts and drainage facilities, placement of embankment/base rock subgrade, and wayside signal/telecommunications. Segment 2b constructs double mainline track between milepost 1039.88 and 1056.45 and includes approximately 4 miles of track, intertrack fencing, siding upgrade, and design/construction of a second platform opposite of the existing platform at the Merced Amtrak Station.

Construction of Segment 1, 2, and 2b have been completed.

All Proposition 1A bond funds have been expended and reimbursed. The overall project was completed as of April 2021 with final project costs of $50,873,000 at completion.

Project No. 10

Caltrain Advanced Signal System/Positive Train Control
The implementing agency, Peninsula Corridor Joint Powers Board, has been allocated $105.44 million for the Plans, Specifications, and Estimates (PS&E) and Construction phases. Project implementation includes installing PTC technology along the Caltrain corridor. Using cost savings from the original scope, additional grade crossing optimization work will be incorporated into the Communications Based Overlay Signal System (CBOSS) PTC System to

reduce crossing gate downtime.

As part of Federal Railroad Administration testing, Caltrain began operating PTC equipped trains during revenue service and interoperability testing is now complete with each tenant rail operator including UPRR, Altamont Corridor Express, and Amtrak/Capitol Corridor. In December 2020, Caltrain received Federal safety certification of the PTC system. Software upgrades and testing efforts are ongoing to ensure reliability and to monitor system status. Data collection for post-certificate reporting requirements to Federal Railroad Administration continues.

Additional grade optimization activities will include concept of operations, throughput studies, design and lab testing, and pilot cutover for proof of concept. Once the pilot is complete, Caltrain will configure and transition the remaining 40 high crossing, and ped crossing, following the electrification of signal cross cutovers.

Federal approval for testing the crossing optimization has been received, pilot crossing has been successfully installed, and optimization equipment at 6 crossings for testing purposes has been completed. A minimum of 33 percent crossing gate downtown reduction has been achieved for the pilot crossings and a change order has been issued to complete the remaining crossings – a total of 41 crossings including the 6 test crossings.

Work has been completed to address the on-board software issues discovered post pilot cutovers. The pilot crossings have been reactivated. A contract amendment was issued for an executed change order for completion of crossing optimization at remaining crossings. The crossing optimization implementation schedule was developed. On-board software lab testing that included software fixes was performed. Caltrain coordinated with Federal Railroad Administration (FRA) on Safety Plan Request for Authorization (RFA) that includes crossing optimization.

During this reporting period, key activities included collecting and optimizing crossing performance post cutover, issuing Final Acceptance on 12/18/2024, and submitting an RFA to the FRA. The team also deployed inhibit functions into production, finalized the crossing performance report after system adjustments, monitored inhibit function performance, and completed contract closeout with retention released.

Overall project completion is estimated at 97.5 percent complete. As a result of incorporating additional grade crossing optimization work to reduce crossing gate downtime, end of Construction is anticipated by the end of December 2025 with end of Closeout estimated by February 2026.

Project No. 11

Regional Connector Transit Corridor
The implementing agency, Los Angeles County Metropolitan Transportation Authority (Metro)

was allocated $114.87 million for design-build under the Construction phase. Project implementation constructs a two-mile light rail extension, connecting the Metro light rail system to future High-Speed Rail through downtown Los Angeles including construction of three new underground light rail stations. Implementation will provide a seamless connection with the Metro L (Gold), Metro A (Blue), and Metro E (Expo) light rail lines through downtown Los Angeles, serving Los Angeles County.

Construction of guideways and track elements nearing completion where construction activities continue on the tunnel elements as well as the Historic Broadway, Grand Avenue Arts/Bunker Hill, and Little Tokyo/Arts District stations. Metro has identified local funds to help mitigate potential unforeseen challenges related to traffic mitigation, stakeholder coordination, and aging infrastructure as a precaution where no changes to the current project costs are occurring at this time.

Schedule delays have occurred related to double crossover installation for track and guideways and construction of the Little Tokyo/Arts District station. Crossover installation challenges with underperformance of the contractor and quality of work created considerable delays and delayed entry of specialty trades. Trackwork delays were minimal, primarily requiring clean-up. Construction of Little Tokyo/Arts District station delays are related to the Coronavirus pandemic including insufficient labor resources and supply-chain delays for key materials including structural and stainless steel where resequencing of activities has been applied to help mitigate the impact. Metro completed escalators at Little Tokyo/Arts District Station, Broadway Station, Grande Ave/Bunker Hill Station, installation of canopies at Grand Ave/ Bunker Hill and Broadway stations, construction of stairs at Little Tokyo station, Fiber Optic Cable Installations from Flower Cut & Cover to East & North Portals, and concrete paving at Broadway and Grand Ave stations.

The project was completed as of November 2024 and closed out with all funds expended. There are no further actions on this project to report.

Project No. 12

Metrolink High-Speed Rail Readiness Program
The implementing agency, SCRRA has received their full allocation of $88.7 million of which $68.5 million is being applied towards the purchase and testing of 22 new Tier IV locomotives, and $20.2 million for the refurbishment of 27 passenger cars. The locomotives and refurbished rail cars will operate on the Metrolink commuter rail service across a network of seven Southern California routes serving six counties and sixty stations.

To date, all 22 Tier IV locomotives have been delivered and were placed into revenue service as of May 2024 with 22 locomotives receiving final acceptance. Final design review sessions for the rail car rebuild was completed in May 2020. As of this reporting period eight (8) out of the twenty-seven (27) cars have been deliver to SCRRA and now are in service.

The last car is scheduled to be delivered by the end of April 2026, and the remaining 20 cars, including the last unit Out-of-Service car, are scheduled to be finally accepted by May 2026.

Project No. 13

Sacramento Intermodal Facility Improvements
The implementing agency, Sacramento Regional Transit District (SacRT), was initially allocated $1.75 million for the Project Approval and Environmental Documentation (PA&ED) and PS&E phases and adjusted to $1.2 million after cost savings were identified and reprogrammed to the Construction phase. Programming under the Construction phase, and unspent funds under PS&E, have been redirected to a new SacRT project, adjusting the total allocation to $589,000.

The modified Downtown Riverfront Streetcar scope will consist of a 1.5-mile alignment with three (3) new stations.

Total project cost is estimated at $213,297,741. SacRT continues to seek additional funding to close the remaining construction phase gap. Completion of construction is anticipated by January 2030.

Project No. 14

Stockton Passenger Track Extension
The implementing agency, San Joaquin Regional Rail Commission (SJRRC), has been allocated $14.97 million for construction. The project will construct a 2.57-mile dedicated passenger rail track north of downtown Stockton interlocking between the UPRR and BNSF Railroads. Under Phase 2A, the project will construct a single-track bridge, approximately 90 feet long, next to the existing UPRR mainline undercrossing with approximately 1-mile of track work on either side of the bridge.

SJRRC/SJJPA continues to coordinate with UPRR to secure the Construction and Maintenance Agreement which is mandatory to complete the project. During this time of delay, the work on the fiber utility relocations identification continues, with potholing expected to be complete in 2026. The anticipated closeout date is now July 2031.

Overall project completion remains at an estimated 58 percent complete.

Project No. 15

Capitol Corridor – Sacramento to Roseville 3rd Main Track Project
The implementing agency, CCJPA, has been allocated $5.74 million for PS&E and Right-of Way to support relocation of the Roseville Station and construct a fourth track, to increase service frequency, reduce freight train conflicts, accommodate freight train growth, and provide two additional round trips serving Roseville.

UPRR re-organization and staff reduction impacted the response time for design review and responding to questions related to on-site complications. During geotechnical exploration, a diesel pipeline was struck which caused delays, requiring repair and site clean-up, and the track alignment initially identified at 10 percent design was determined to be unfeasible due to terrain and drainage requirements which necessitated a modified design with alternative track alignment to be submitted to UPRR. These complications required revision of 25 percent design plans and contributed to the need for expanded right-of-way acquisition.

UPRR has now approved 60 percent design plans and the associated cost estimate was received from the designer. The 60 percent design was submitted for consideration by the Union Pacific Railroad, and development of the 90 percent design plans has begun. Discussions with adjacent property owners has begun in preparation for right-of-way acquisition. With 60 percent design reached, schedule and budget impacts have been reassessed. A grant application to the FRA's CRISI program for project funding was prepared and submitted. A notice of grant award was received from the FRA for project funding. In conformance with the CRISI grant. Design development has uncovered the need to update the final EIR for this project, so the team has embarked on a Supplemental EIR which should be completed in the latter half of the fiscal year. An extension request for period of project development expenditures was approved in October 2024 for both PS&E and Right-of-Way.

However, PS&E has since been paused due to NEPA delays as is relates to federal adoption of the project and securing a viable federal funding source. Completion of PS&E and RW is now anticipated by March 2031. Construction is estimated to begin in March 2032.

Project No. 16

Maintenance Shop and Yard Improvements
The implementing agency, San Francisco Bay Area Rapid Transit District (BART), has been allocated $78.63 million for the Construction phase. The project expands the existing Main Shop to support back shop double-ended operations, constructing a new Component Repair Shop (CRS), retrofitting the Maintenance and Engineering (M&E) storage facility, and constructing new track work, retaining walls, and sound walls, that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks.

All Proposition 1A bond funds have been expended and reimbursed. Construction was completed in September 2021. Close out was completed on December 31, 2022. Total project costs were reduced to $374,452,737 due to cost savings in construction, and an insurance reimbursement credited to the project decreasing the actual expenditures from the last reporting cycle. The insurance reimbursement amount was $1,286,918.00. Additionally, as part of the close out process, $549,290.00 was also unencumbered for consulting services. Overall project completion is 100 percent complete as of December 31, 2022. There are no further actions on this project to report.

Project No. 17

Millbrae Station Track Improvement and Car Purchase
The implementing agency, BART, has been allocated $140 million for the Construction phase. The project includes procurement of an additional 46 new rail cars to provide new service from Millbrae directly to the San Francisco International Airport where lengthening of three storage tracks immediately south of Millbrae Station was initially included but removed from the scope as part of a programming amendment in May 2014.

As of November 2019, all 46 rail cars were conditionally accepted and placed into revenue service. Conditional acceptance will continue until the car manufacturer resolves reliability

issues. Final acceptance will occur after completion of the warranty period currently estimated as December 2027 due to additional rail cars purchased and pending conditional acceptance, but which are not included as part of this project scope. Reliability issues for the additional cars outside of this scope have been resolved allowing conditional acceptance for the larger railcar program to resume. In addition, all 46 rail cars have received final acceptance as of May 2022.

The project was completed as of May 2022 and closed out with all funds expended. There are no further actions on this project to report.

Project No. 18

Accelerating Rail Modernization and Expansion in the Capital Region
The implementing agency, SacRT, has been allocated $29.57 million for the Construction phase. The project includes procurement of 20 low-floor light rail vehicles for service on the Gold Line as well as station improvements at all 29 Gold Line stations where platforms will be modified for low floor light rail vehicles and improving accessibility.

The Commission approved programming and allocation in March 2020 where unused funds were redirected from the Sacramento Intermodal Facility Improvements project and from future SacRT funding not yet designated. In March 2020, following the Commission meeting, the third-party contract award for 20 low-floor light rail vehicles was awarded to Siemens. Time extension was submitted in June of 2023 for the light rail portion for the project as the payment schedule exceeds the 3 years.

Completion of platform modifications on the Gold Line have since been completed and operational. All 20 LRV’s have been delivered and in revenue service. SacRT anticipates end of close-out by March 2026. The overall project completion continues at 89 percent.