




July 15, 2019

To: Members of the Board of Directors

From: Jennifer L. Bergener, Managing Director 

Subject: Central Coast Layover Facility Expansion Project Funding Update

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency assumed the lead agency responsibility for the Central Coast Layover Facility Project in May 2018, following the initial project definition and programming activities completed by the California Department of Transportation, Division of Rail and Mass Transportation. The project is fully funded through the State Transportation Improvement Program. In order to facilitate the appropriate environmental clearance document, additional time was requested from and denied by the California Transportation Commission. In order to preserve funding for this project, a funding request must be submitted for the 2020 State Transportation Improvement Program.

Recommendations

- A. Direct staff to continue the Project Approval and Environmental Documentation efforts for the Central Coast Layover Facility Expansion Project.
- B. Authorize the Managing Director to submit a 2020 State Transportation Improvement Program funding request for preparing Plans, Specifications, and Estimates for the Central Coast Layover Facility Expansion Project and process all necessary agreements to facilitate the submission and acceptance of funds.

Background

The Central Coast Layover Facility Expansion Project (Project) will expand and/or relocate the existing Amtrak layover track and facility in the City of San Luis Obispo to increase overnight layover and storage capacity for the Pacific Surfliner service. This facility is currently at capacity and it is critical that the layover and maintenance capacity in San Luis Obispo be increased in

order to advance service expansion and enhancement goals for the Pacific Surfliner.

The California Department of Transportation (Caltrans) Division of Rail and Mass Transportation (DRMT) requested \$12.5 million in 2018 State Transportation Improvement Program (STIP) funds to advance the Project through project approval, environmental clearance, design, and construction. The Project and the requested funding were approved as part of the 2018 STIP adoption by the California Transportation Commission (CTC) on March 21, 2018. The Project funding included \$12.5 million as follows; \$3.5 million for Project Approval and Environmental Documentation (PA&ED), \$1 million for Plans, Specifications, and Estimates (PS&E or final design), and \$8 million for construction.

On May 10, 2018, following the approval of the 2018 STIP, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) requested to assume lead agency responsibility from Caltrans DRMT and advance the Project into the PA&ED phase. Caltrans DRMT agreed to transfer the lead agency role of the Project to the LOSSAN Agency on May 15, 2018.

In September 2018, the LOSSAN Agency Board of Directors (Board) approved the release of the Request for Proposals to perform the PA&ED phase. In parallel, LOSSAN Agency staff worked with Caltrans DRMT staff to request the allocation of \$3.5 million of the programmed funds for PA&ED. This allocation request was submitted to the CTC and approved at their meeting in October 2018. The LOSSAN Agency Board approved the LOSSAN Agency staff's recommendation of the consultant to perform the PA&ED phase on January 30, 2019.

Discussion

Through the development of the scope of work and budget for the PA&ED phase, LOSSAN Agency staff determined that since a preferred site for the expanded facility had not been identified or approved by the host railroad, the Project would require a more extensive environmental document than previously assumed by Caltrans DRMT during their project definition and programming efforts. A complete Environmental Impact Report, rather than a Categorical Exemption, is necessary to ensure all appropriate environmental and community concerns are addressed, which extended the original schedule assumed for completing the PA&ED phase by approximately a year.

In order to adjust the project schedule and preserve funding for the PS&E phase of the Project, the LOSSAN Agency requested a time extension through Caltrans DRMT, for inclusion in the June 2019 CTC agenda. LOSSAN Agency staff was subsequently notified that CTC staff would not be recommending approval of the requested time extension for use of funds programmed for the next phase,

PS&E, of the Project. The funding that had been included in the 2018 STIP programming by Caltrans DRMT identified both the PA&ED and PS&E phases for funding allocation in fiscal year (FY) 2018-19, and it was the opinion of CTC staff that the phases should not have been programmed by Caltrans DRMT in the same fiscal year and that the PS&E funding should instead lapse and be reprogrammed in the 2020 STIP for FY 2020-21.

LOSSAN Agency staff worked with both CTC and Caltrans DRMT staff, as well as California State Transportation Agency Deputy Secretary Chad Edison, to identify alternatives to preserve the programmed funding for the PS&E phase without success. At the recommendation of Caltrans DRMT, the LOSSAN Agency withdrew the request for a time extension for the PS&E funding on June 24, 2019, resulting in a loss of these funds.

Both the CTC and Caltrans DRMT have recommended that the LOSSAN Agency request a reprogramming of these funds through the 2020 STIP. The loss of programmed 2018 STIP funding for PS&E does not impact the ability of the LOSSAN Agency to proceed with the PA&ED phase of the project currently under contract, and staff further recommends that this phase be continued.

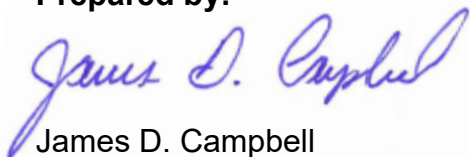
Summary

Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff has received notification from the California Department of Transportation Division of Rail and Mass Transportation that the California Transportation Commission did not recommend the approval of a requested time extension for use of funds programmed for final design of the Central Coast Layover Facility Expansion Project. The California Transportation Commission has requested the funding available for final design be allowed to lapse and for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency submit a request for the funding to be reprogrammed in the 2020 State Transportation Improvement Program. The loss of programmed funding for final design does not impact the ability to proceed with the current phase of the project already under contract. Staff is seeking Board of Directors' approval to move forward with preparing a formal request for funding the final design phase in the 2020 State Transportation Improvement Program.

Attachment

None.

Prepared by:



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