



Update Report on TIRCP Funded Projects and Layover Facility Expansions

OVERVIEW

As part of the effort to advance service expansion and enhancement goals for the Pacific Surfliner service, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is managing efforts to add track capacity and improve on-time performance along the LOSSAN rail corridor in Ventura, Santa Barbara and San Luis Obispo counties and expand layover storage and maintenance capabilities in San Diego, Goleta and San Luis Obispo.

In April 2018, the California State Transportation Agency (CalSTA) awarded approximately \$148 million of Transit and Intercity Rail Capital Program funds to the LOSSAN Agency for capital improvements along the rail corridor in Ventura, Santa Barbara and San Luis Obispo counties to design and construct additional track capacity, improve station access, upgrade signal and communications, expand the layover facility in the City of Goleta, and provide capitalized access incentives to the Union Pacific Railroad (UPRR) to improve reliability and on-time performance.

Additionally, CalSTA approved the \$300,000 requested in the LOSSAN Agency fiscal year (FY) 2018-19 budget for the San Diego County Layover and Maintenance Facility Study to evaluate options for moving the overnight layover location for the Pacific Surfliner service away from the Santa Fe Depot.

In 2018, the California Department of Transportation Division of Rail and Mass Transportation (Caltrans DRMT) also programmed \$12.5 million in State Transportation Improvement Program funds to advance the Central Coast Layover Facility Expansion Project in San Luis Obispo through project approval and environmental clearance, design and construction.

To prepare the Project Report and Environmental Documentation (PR/ED) for the Central Coast Layover Facility Expansion Project and to initiate the San Diego County Layover and Maintenance Facility Study, consultant contracts were awarded in January 2019 and February 2019, respectively. In March 2019, the LOSSAN Agency Board of Directors authorized the Managing Director to enter into an agreement with Amtrak

to perform the design of the expanded layover facility in the City of Goleta.

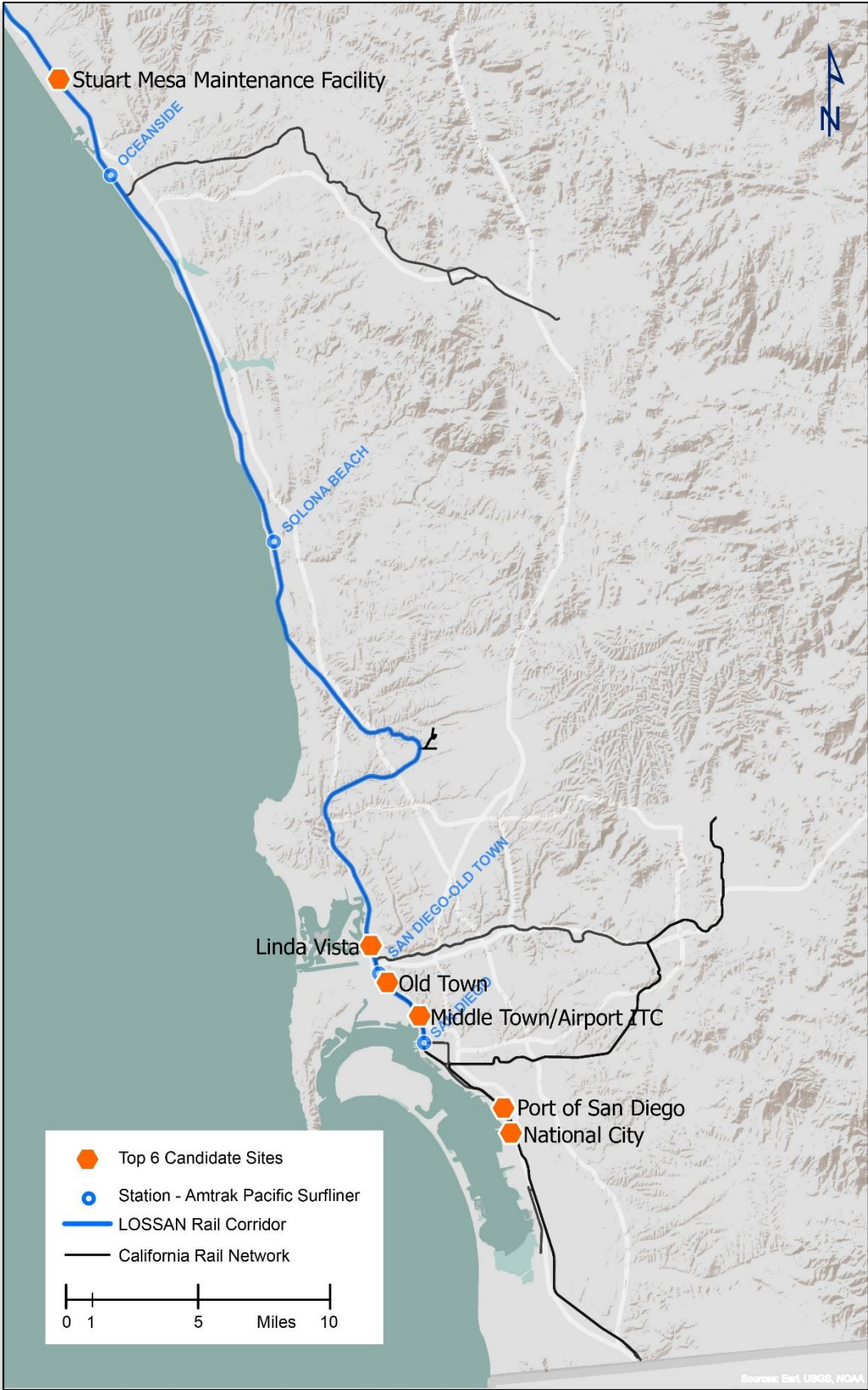
SAN DIEGO COUNTY LAYOVER AND MAINTENANCE FACILITY

The existing Amtrak layover facility in San Diego is located at the Santa Fe Depot in downtown San Diego. This facility is physically constrained due to recent residential developments that have been constructed in recent years, which prohibits the ability to expand the existing facility to advance service expansion and enhancement goals for the Pacific Surfliner. The purpose of the San Diego County Maintenance and Layover Facility Study is to identify and evaluate potential locations for a new maintenance and layover facility in San Diego.

This project kicked-off in April 2019. As a first step, a Project Development Team (PDT) meeting was held in San Diego on June 18, 2019 with staff participating from San Diego Metropolitan Transit System, San Diego Association of Governments, North County Transit District, Amtrak and the BNSF Railway. The purpose of this meeting was to present an overview of the project and objectives and to engage in a discussion on the previous studies conducted to identify a maintenance facility and what from these studies may still be relevant. New location options for the new layover and maintenance facility were also discussed. The information and comments that came out of the meeting were documented in the Existing and Future Conditions report, which was transmitted to the PDT for review and comment before being finalized. Following the completion of this report, the consultant has proceeded with preparing the Goals and Evaluation Methodology report, which is currently being finalized, incorporating comments received from the PDT.

A second PDT meeting was held on Thursday, October 24th in San Diego and at this meeting, the PDT was asked to review the identified locations and discuss the initial screening with the intent of reducing the list of potential locations down to six to move forward with in a more robust analysis and evaluation. The six locations that were screened, based on input from the PDT, and will be moving forward in this study are presented in Figure 1.

Figure 1: Six Candidate Locations for Further Evaluation



Update Report on TIRCP Funded Projects and Layover Facility Expansions

The next steps in this study will be to complete the report summarizing the initial evaluation, prepare conceptual site configuration layouts for the top six locations, perform environmental constraint analyses and identify potential mitigation measures, perform the tier-2 screening of the remaining locations to narrow the options down to the top 2-3 and prepare the final report. A more detailed alternatives analysis will then be conducted as part of the next phase of the project to identify and recommend a single preferred location to move forward on preliminary engineering and environmental clearance. Funding for this next phase of the project is currently being identified with the assistance of Caltrans DRMT.

GOLETA LAYOVER FACILITY EXPANSION

The Goleta Layover Facility Expansion (GLF) project will expand the storage capacity of the existing layover facility in the City of Goleta to accommodate proposed service expansion and enhancement goals.

The design of the GLF project, funded through \$240,000 of State Rail Assistance (SRA) funds and approximately \$143,000 of the nearly \$10 million awarded to this project through TIRCP, includes first developing a conceptual master site plan that reflects a full build-out concept for the facility. Defining a full build-out concept at this early stage is necessary to preserve the right-of-way and allow for the facility to be further expanded in the future as service continues to grow. The funding awarded through TIRCP covers construction of the first phase of the full build-out concept, which will allow for up to two Pacific Surfliner trains to layover at the facility once complete.

Amtrak already has a long-term lease with the UPRR for the property on which the existing layover facility is located and LOSSAN Agency staff have been attempting to work with Amtrak to execute an agreement to design the first phase of the expansion of the facility.

The project is adjacent to the Goleta Station Improvement project, led by the City of Goleta, making coordination important to ensure compatibility with how the projects are being designed. LOSSAN Agency staff and Amtrak have participated in two meetings with the City of Goleta, their consultants and the Santa Barbara County Association of Governments to define the anticipated space needs of the full build-out layover facility at a conceptual level to help the City understand the access needs for the GLF project.

Until recently, coordination with the City of Goleta had not progressed beyond the conceptual level due to the amount of time it has taken to reach consensus with Amtrak on the terms of the agreement for the design of the first phase of the GLF project. Now that agreement has been reached, the project is moving forward, and Amtrak is developing a scope of work that will be executed with a pre-qualified engineering consultant from their current engineering design bench. Further updates will be provided to the Board as this project progresses.

CENTRAL COAST LAYOVER FACILITY EXPANSION

The existing layover facility in San Luis Obispo supports the storage of one Pacific Surfliner trainset overnight. The expansion of the facility is necessary to advance service expansion and enhancement goals for the Pacific Surfliner service.

Like the San Diego County Layover and Maintenance Facility Study, the Central Coast Layover Facility Expansion (CCLF) project is first performing an alternatives analysis to identify potential locations to construct the expanded facility. The alternatives analysis has been incorporated into the overall PR/ED effort, which began in May 2019. In July, the first stakeholder coordination meeting was held in San Luis Obispo with staff participating from Amtrak, San Luis Obispo Council of Governments (SLOCOG) and the City of San Luis Obispo. The purpose of this initial stakeholder meeting was to present an overview of the project and objectives, engage in a discussion on assumptions and design approach, and identify possible opportunities and constraints for the preliminary locations.

As part of the alternative analysis task, this project includes developing a conceptual master site plan that will present a full build-out design concept to identify the necessary right-of-way for the facility to be further expanded in the future. This will allow for the environmental process to clear the entire location at one time and avoid the need to prepare multiple environmental documents for each phase of the facility's construction in the future. The funding programmed through the STIP includes construction of the first phase of the full build-out concept, which will allow for up to two Pacific Surfliner trains to layover at the facility once complete.

Following the first stakeholder meeting, a draft basis of design report was prepared and distributed to the stakeholders, including UPRR, for review and comment. A programming

Update Report on TIRCP Funded Projects and Layover Facility Expansions

workshop with Amtrak to discuss the space needs required for the full build-out of the proposed facility was held on October 1, 2019. A meeting to discuss the general site requirements for the full build-out concept was also scheduled with the City of San Luis Obispo and SLOCOG but was postponed at the request of the City. A brief discussion to update City staff on the project was had on October 30 and LOSSAN Agency staff are continuing to follow up with the City to reschedule a more formal meeting to discuss the site requirements. UPRR has also indicated a willingness to participate to better understand the sites under consideration, the associated site requirements, and to provide feedback. LOSSAN Agency staff are looking to schedule this meeting in the coming weeks.

The next steps for the CCLF project will be to finish gathering the necessary information and to develop site layout concepts that present conceptual track and building configurations for the full build-out at each of the proposed locations, review these concepts with the stakeholders and prepare the site alternatives report that will identify a recommended location to move into preliminary engineering and environmental clearance, after having been reviewed and approved by the stakeholders. The preliminary engineering performed for this project will be only for the first phase of the full build-out concept.

CAPITAL IMPROVEMENTS ON THE UPRR SANTA BARBARA SUBDIVISION

The LOSSAN Agency's 2018 TIRCP grant award included funding to address current and future constraints on the northern section of the LOSSAN rail corridor in Ventura, Santa Barbara, and San Luis Obispo counties. This funding will be used to construct additional double track and siding extensions, improve stations, upgrade signals and switches, and provide capitalized access incentives to the UPRR for improved Pacific Surfliner reliability and on-time performance.

The TIRCP application submitted to CalSTA by the LOSSAN Agency made several assumptions on the necessary capital projects that would be necessary to support additional roundtrips between Los Angeles and Goleta / San Luis Obispo because service and capacity modeling results had not yet been received from the UPRR that would allow the project list

to more refined. The total estimated cost presented for the package of projects included in the application was \$196.6 million, which included funding for the capitalized access incentive, as well as construction of the first phase of the GLF project and a pedestrian underpass at the Camarillo station. Of the total estimated project cost included in the application, \$147.9 million received funding through the 2018 TIRCP grant and the remaining \$48.7 million is funded through other matching or reprogrammed funds.

In July 2019, UPRR staff met with LOSSAN Agency staff to present to the results of the modeling performed. The conclusions presented by UPRR on the capital projects necessary to support expanded service were consistent with the assumptions incorporated into the TIRCP application, however, additional items were added that focused on state of good repair elements.

For the projects included in the TIRCP application and award, the UPRR modeling results supported the need to install Centralized Traffic Control (CTC)¹ and power up switches that are currently hand thrown between Goleta and San Luis Obispo and add passing sidings between Ventura and Santa Barbara and between Oxnard and Camarillo. The estimated cost for these projects presented by UPRR suggested the possibility for some cost savings in the budget awarded in the TIRCP grant. This potential cost savings can be reprogrammed to address some of the additional items presented by UPRR. Subsequent discussion with CalSTA have confirmed the LOSSAN Agency's ability to utilize the funds that may become available from any cost savings on the TIRCP awarded projects, and reprogram these funds to other projects that were not specifically identified in our TIRCP application, so long as the funds are expended on projects along the same corridor and achieve the same overall service benefit and improvements presented in the TIRCP application.

LOSSAN Agency staff is currently coordinating with UPRR on identifying slots for expanding service north to San Luis Obispo in 2020 and prioritizing the projects identified through the modeling effort to support this goal. Based on these discussions to-date, the awarded TIRCP funds are sufficient to address the capital improvements necessary to implement an additional roundtrip. These projects would focus on installing CTC and powering up the existing hand thrown switches,

¹ A method of railroad signaling and communications that consolidates train routing decisions at a central location or dispatch center.

Update Report on TIRCP Funded Projects and Layover Facility Expansions

upgrading existing track infrastructure, some of which is a century old, to remove existing slow orders, and executing the capitalized access incentive agreement. Additional funding will still be necessary to implement the complete program of projects identified by UPRR and allow further service expansion in the future. LOSSAN Agency staff will continue to work with Caltrans DRMT, CalSTA, UPRR and our member agencies going forward to identify additional funding sources to implement these projects.