



November 15, 2021

To: Members of the Board of Directors

From: Donna DeMartino, Managing Director *Donna DeMartino*

Subject: Fiscal Year 2020-21 Fourth Quarter Grant Reimbursement Status Report

Overview

The Quarterly Grant Reimbursement Status Report summarizes grant activities for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency’s Board of Directors. This report focuses on activity for the period of April through June 2021.

Recommendation

Receive and file as an information item.

Discussion

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) has secured approximately \$382.1 million in competitive and formula grant funding from state grant agencies to deliver programs, projects, and services to improve mobility along the LOSSAN Corridor. The use of these funds is consistent with capital programming policies approved by LOSSAN’s Board of Directors (Board). The Quarterly Grant Status Report summarizes awarded/executed, current, and closed grant agreements.

Summary of Grant Funding			
Grant Program	Total Award	Reimbursed to-Date	Remaining Balance
State Rail Assistance	\$16,735,005	\$729,149	\$16,005,856
Transit and Intercity Rail Capital Program	\$310,760,000	\$73,748,408	\$237,011,592
Proposition 1B	\$34,971,000	\$0	\$34,971,000
State Transportation Improvement Program	\$12,500,000	\$1,202,906	\$11,297,094
California Office of Emergency Services	\$7,171,080	\$3,991,533	\$3,179,547
Total	\$382,137,085	\$79,671,996	\$302,465,089

Awarded/Executed Grant Agreements:

The LOSSAN Agency received the first disbursement of fiscal year (FY) 2020-21 to FY 2024-25 (Round 2) State Rail Assistance funding during the fourth quarter

of FY 2020-21. The total of this disbursement was approximately \$2.2 million, which covered the first two quarters of the cycle.

Current Grant Agreements:

The State Rail Assistance (SRA) Program is intended to provide a dependable source of supplemental revenue that is flexible and can be used to fund a variety of rail service improvements. It is available for both operational and capital improvements through both formula and competitive distribution. LOSSAN's first round of SRA formula funding totaled approximately \$13.9 million. Through the fourth quarter of FY 2020-21, approximately \$729 thousand of formula funding has been spent, leaving a balance of \$13.8 million. Projects approved by California State Transportation Agency (CalSTA) for the first round of SRA funding include: Design of the Goleta Layover Facility, Funds for a Business Class Refresh, Continuity of Operations, Viriato Software Maintenance, Corridor Optimization Software, San Luis Obispo Tactile and Electrical Repair, and the Grover Beach Station Improvements project, which has closed out in the FY 2020-21 third quarter. These projects and related funding details are listed in Attachment A.

In addition to the \$13.9 million in SRA formula funds mentioned previously, the LOSSAN Agency received an additional \$719 thousand in SRA competitive funding for the Integrated Wayfinding Signage Upgrade project. The entire competitive balance remains, with work on the Integrated Wayfinding Signage Upgrade project expected to begin in FY 2021-22.

In the third quarter of FY 2020-21, LOSSAN staff requested allocation disbursements for the second round of SRA formula funds totaling \$29.8 million. The allocation requests cover four new projects that include approximately \$23.0 million for Equipment Overhaul and Procurement Matching Funds, \$5.9 million for Corridor Hardening and Safety Improvements, \$550 thousand for an Interregional Connectivity Improvement Project, and \$400 thousand for a LOSSAN Strategic Plan Update. In the fourth quarter of FY 2020-21, the LOSSAN Agency received approval for three of these projects, with approval from CalSTA expected for Equipment Overhaul and Procurement Matching Funds during the upcoming fiscal year. Of the projected \$29.8 million in total round 2 funding, LOSSAN has received approximately \$2.2 million through the end of the fiscal year.

The Transit and Intercity Rail Capital Program (TIRCP) was created to provide grants for capital improvements that modernize California's intercity, commuter, and urban rail systems. The goal of these improvements is the reduction of greenhouse gas emissions and vehicle miles travelled. There are currently four awarded Transit and Intercity Rail Capital Program (TIRCP) grant agreements, which were awarded by CalSTA in 2015, 2016, 2018, and 2020. The four awarded TIRCP grant agreements total \$310.8 million in funding for multiple

projects and programs. A total of \$73.7 million has been received to date, leaving a balance of \$237.0 million. The balance of TIRCP grant agreements will fund projects throughout the corridor including: Installation of Centralized Traffic Control, Upgrades and Replacement of Ties, Rail, and Non-Powered Switches, Signal and Fencing Upgrades, Station Improvements, Safety and Corridor Hardening Improvements, Bridge Replacements, Capital Access and On-Time Performance Agreements, Expansion of the Central Coast Layover in San Luis Obispo, and Phase One of a new San Diego County Maintenance and Layover Facility. Several of these projects are funded by multiple sources. Work on many of the 2016 and 2018 TIRCP funded projects has begun, and invoicing has commenced. These invoices are currently in the review process with payment to follow in the subsequent fiscal year. With the increased level of contractor invoicing, an acceleration in the receipt of grant reimbursement is expected in the upcoming fiscal year.

The Proposition 1B (Prop 1B) Program, which was approved by voters in November 2006, authorized the issuance of \$19.9 billion in general obligation bonds for specified transportation purposes including: congestion reduction, highway and local road improvements, public transportation, goods movement, air quality, safety and security. In May 2020, the LOSSAN Agency was awarded a total of \$35.0 million in Prop 1B funding. Invoicing has not commenced for any of the funded projects, leaving the entire balance of \$35.0 million intact. The balance of the Prop 1B grant agreements will primarily fund the Los Alamos Creek (Narlon) and Canada Honda Bridge Replacement projects, with funding also included for the Interim San Luis Obispo Facility, and Camarillo Station Improvements. Construction of the Narlon Bridge Replacement continued through the fourth quarter with completion currently scheduled for in early FY 2021-22. The Canada Honda Bridge Replacement Project Approval & Environmental Document (PAED) phase has begun, with design expected to begin in late FY 2021-22. Construction of the Camarillo Station Improvements are now expected to be completed in FY 2025-26.

The State Transportation Improvement Program (STIP) is a five-year plan updated on a biannual basis and adopted by the California Transportation Commission (CTC) for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. The Central Coast Layover Expansion project includes \$12.5 million in STIP funding and is currently in the PAED phase. These awarded funds were programmed as part of the 2018 STIP. Through the fourth quarter of FY 2020-21, approximately \$1.2 million has been received from the state, leaving a balance of \$2.3 million for this phase of the project. The PAED phase of this project is expected to conclude by the end of FY 2021-22, with the design phase to begin during the first quarter of fiscal year 2022-23.

The California Transit Security Grant Program (CTSGP) is an element of Prop 1B that specifically addresses transit system safety, security, and disaster

response projects. Approximately \$7.2 million of the California Governor's Office of Emergency Services (CalOES) funding has been awarded for surveillance upgrades at stations throughout the corridor. The total amount received through the fourth quarter under these grant agreements is nearly \$4.0 million, leaving a balance of \$3.2 million. The installation of the surveillance equipment is being led by Amtrak engineering, with completion of the project anticipated in March 2022.

Grant Agreements Pending Close-out:

No grants were pending close-out in the fourth quarter of FY 2020-21.

Closed Grant Agreements:

No grants were closed in the fourth quarter of FY 2020-21.

Summary

This report provides an update of the grant agreement funded activities for the fourth quarter of FY 2020-21, April through June 2021. Staff recommends this report be received and filed as an information item.

Attachments

- A. Fourth Quarter Grant Reimbursement Status Report, LOSSAN Grant Agreements, Formula and Competitive State Rail Assistance (SRA), April Through June 2021
- B. Fourth Quarter Grant Reimbursement Status Report, Transit and Intercity Rail Capital Program (TIRCP), April through June 2021
- C. Fourth Quarter Grant Reimbursement Status Report, Other Discretionary Grants, April through June 2021
- D. Fourth Quarter Grant Reimbursement Status Report, Grants Closed Out, April through June 2021

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