

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 24-25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.6g.(4), Action Item

Prepared By: Kyle Gradinger, Chief
Division of Rail and Mass Transportation

Subject: **SUPPLEMENTAL FUNDS REQUEST - TRANSIT AND INTERCITY RAIL
CAPITAL PROGRAM – SOUTHERN CALIFORNIA OPTIMIZED RAIL EXPANSION
(SCORE) PROJECT – LINK US COMPONENT (PPNO CP033)
RESOLUTION TIRCP-1920-18**

ISSUE:

Should the California Transportation Commission (Commission) approve a request for an additional \$68,532,000 in programmed Transit and Intercity Rail Capital Program (TIRCP) funds for the (2018:27) Southern California Optimized Rail Expansion (SCORE) project – Link US component (PPNO CP033), for the Right of Way (RW) phase, located in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends the Commission approve a request for an additional \$68,532,000 in programmed TIRCP funds for the (2018:27) Southern California Optimized Rail Expansion (SCORE) – Link US project (PPNO CP033), for the RW phase.

PROJECT LOCATION AND DESCRIPTION:

The SCORE project was awarded to the Southern California Regional Rail Authority (SCRRA). The Los Angeles County Metropolitan Transportation Authority (LA Metro) is the implementing agency for most of the Link US project, a component of the SCORE Project. The Link US will convert Los Angeles Union Station (LAUS) from a stub-end station to a run-through track station and improve throughput capacity for commuter and intercity rail and accommodate the High-Speed Rail (HSR) system. The first phase of Link US is essential to the SCORE program and provides for increased capacity via the initial delivery of two run-through tracks. Link US is required for the SCORE Program to successfully deliver the operational efficiencies, ridership

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

increases, and reductions of both vehicle miles traveled and associated greenhouse gas emissions. The completion of Link US will meet the forecasted demand increase for regional commuter and intercity rail systems, as well as deliver California High-Speed Rail (HSR) to the Los Angeles Basin. This project will also reduce train idling times, allow for future transit-oriented development, improve regional connectivity, enhance passenger experience, reduce greenhouse gas emissions, and improve safety.

FUNDING STATUS:

The SCORE program was awarded a total of \$875,708,000 in 2018 TIRCP Program. Out of that amount, \$337,571,000 is programmed for the Link US component. To date, a total of \$111,318,000 has been allocated for Project Approval and Environmental Document, RW, and partial construction; remaining programmed funds not yet allocated are \$157,721,000 in the construction phase.

A total of \$68,531,000 in TIRCP funds was allocated for RW on August 2019. However, the funding plan included \$68,532,000 in HSR Proposition 1A funds for a total RW cost of \$137,063,000.

REASON(S) FOR THE COST INCREASE:

The Link US project funding partner agencies are LA Metro, SCRRA, and the High-Speed Rail Authority (HSRA). Although the project was originally programmed for RW with HSR Proposition 1A funding, the project team later determined it was more beneficial to use HSR Proposition 1A funds exclusively for the construction phase. This was primarily due to the approval of the Grant Agreement process taking a year to negotiate and execute. The funding partner agencies then agreed to shift HSR Proposition 1A funding to the construction phase and move the TIRCP funds from construction phase to be able to fully fund the RW Phase. This decision was made after the initial TIRCP RW allocation was approved at the August 2019 Commission meeting.

Property acquisitions and full take of four parcels are still required to complete the RW phase for Link US. The completion of these RW acquisitions cannot be completed without this supplemental funding. Therefore, additional TIRCP funding is required to complete the RW phase for the Link US component. The additional TIRCP funding request will be redirected from future programmed amounts of the SCORE Program. The overall project will be delivered within the original budget.

CONSEQUENCES:

Without approval of an additional \$68,532,000, the project will be delayed until additional funding is provided to complete the RW phase. The project is projected to be complete by

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

December 2026 and it is important to complete RW acquisition work within the scheduled timeline to avoid any delays.

FINANCIAL RESOLUTION:

Be it Resolved, that the Commission allocate an additional \$68,532,000 from the Budget Act of 2019, Budget Act Items 2660-301-0046R and 2660-101-0046 to the (2018:27) SCORE Link US component (PPNO CP033) to complete the RW phase.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
RTPA/CTC		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.6g.(4)	Supplemental Allocation - Transit and Intercity Rail Capital Program Project (SB1 Augmentation for PTA)		Resolution TIRCP-1920-18	
1	(2018: 27) Southern California Optimized Rail Expansion (SCORE) (Link US Component). Supplemental allocation request to complete right-of-way acquisition for the Link US component of SCORE.	07-CP033 TIRCP/19-20 R/W \$30,307,000	2019-20 301-0046R GGRF 30.20.301.100	\$30,387,000
Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	<u>Outcome/Outputs:</u> Reduction of greenhouse gas emissions, increased ridership through improved frequency and expanded service by providing 30-minute bi-directional commuter rail services on the highest ridership segments of the Metrolink system, including system-wide supporting infrastructure improvements, as well as improved integration with other transit and rail services, including Amtrak, OCTA bus, AVTA and LA Metro bus and rail services. Includes access of services for priority populations throughout Metrolink's service area.	TIRCP/19-20 R/W \$38,145,000 0020000207 S R383GL	2019-20 101-0046 PTA 30.10.030.200	\$38,145,000
	(Future consideration of funding approved under Resolution E-19-78; August 2019.)			
	Supplemental funds for \$68,532,000 are needed to complete the R/W phase due to an update in the funding plan for this component. Proposition 1A -High Speed Rail funding was intended to cover a portion of the R/W acquisition costs, but funding partners determined that Proposition 1A funds would be directed exclusively to construction, resulting in a need for reprogramming of additional TIRCP funds for R/W.			
	Project updated in the TIRCP Program Allocation Plan Update 4.20; June 2020.			
	Previous allocation of \$68,531,000 in TIRCP funds approved under Resolution TIRCP-1920-02 in August 2019.			
	The programmed amount for this project is \$875,708,000. This partial allocation is for \$68,532,000. The remaining balance for this project is \$615,844,000.			
	(SB 1 augmentation of PTA).			