

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 20-21, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.6g.(16), Action Item

Prepared By: Jeffrey Wyly, Chief (Acting)
Division of Mass Transportation

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR THE TRANSIT AND INTERCITY
RAIL CAPITAL PROGRAM – (2018:27) SOUTHERN CALIFORNIA OPTIMIZED
RAIL EXPANSION (SCORE) (FULLERTON TO ATWOOD THIRD TRACK)
COMPONENT
RESOLUTION TIRCP-2627-15S**

ISSUE:

Should the California Transportation Commission (Commission) approve a request for an additional \$10,000,000 for the Plans, Specifications, and Estimate (PS&E) phase of the Transit and Intercity Rail Capital Program (TIRCP) (2018:27) Southern California Optimized Rail Expansion (SCORE) (Fullerton to Atwood Third Track) component (PPNO CP033M), in Orange County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a request for an additional \$10,000,000 for the PS&E phase of the TIRCP (2018:27) Southern California Optimized Rail Expansion (SCORE) (Fullerton to Atwood Third Track) component (PPNO CP033M), in Orange County.

BACKGROUND:

In January 2024, the Commission approved an allocation of \$5,000,000 for the PS&E phase of the Fullerton to Atwood Third Track component (PPNO CP033M), under Resolution TIRCP-2324-43.

PROJECT LOCATION AND DESCRIPTION:

The Fullerton to Atwood Third Track component (PPNO CP033M) will construct a third mainline track between Control Point Atwood and Raymond Avenue near the Fullerton Junction on the BNSF Railway Company's (BNSF) San Bernardino Subdivision and Metrolink's Orange Line.

FUNDING STATUS:

The Fullerton to Atwood Third Track component (PPNO CP033M) currently has \$5,000,000 programmed and allocated for the PS&E phase; however, an additional \$10,000,000 is needed to support the completion of the phase.

REASON(S) FOR THE COST INCREASE:

The Southern California Regional Rail Authority (SCRRA) is requesting supplemental funding to complete design. Due to recent cost increases, the SCRRA's initial allocation of \$5,000,000 did not provide sufficient funding to complete the design activities for the component. There are two factors driving the cost increase. First, the delays from the stakeholder negotiations have pushed the project design out three years beyond the component's original budget allowance for consultant and staff time. Second, the BNSF as a stakeholder is required to review and approve the design plans at each milestone. Their cost estimates for project review and participation in the design development exceed the cost estimates developed by the SCRRA.

CONSEQUENCES:

If this request for supplemental funds is not approved, the completion of the phase will be delayed until funds can be secured. The component is an important element of the overall SCORE Program for both Orange and Riverside counties to enable 30-minute service patterns for passenger rail service, and the implementation of a critical third main track from Fullerton to Riverside.

FINANCIAL RESOLUTION:

Resolved, that \$10,000,000 be allocated from the Budget Act of 2025 Budget Act Item 2660-301-0046R, to complete the PS&E phase of the TIRCP (2018:27) Southern California Optimized Rail Expansion (SCORE) (Fullerton to Atwood Third Track) component (PPNO CP033M).

Attachment

2.6 Mass Transportation Financial Matters

Project #		PPNO			
Allocation Amount		Program			
Recipient		Funding Year			
<u>RTPA/CTC</u>	Project Title	Item #		State	State
District-County	Location	Fund Type	State	Federal	Federal
	Project Description	Program Codes	Federal	Additional	Revised
		Project ID	Current Amount	Amount by	Amount by
		Adv Phase	by Fund Type	Fund Type	Fund Type

2.6g.(16)**Supplemental Allocation - Transit and Intercity Rail Capital Program****Resolution TIRCP-2627-15S**

1	(2018:27) Southern California Optimized Rail Expansion (SCORE) (Fullerton to Atwood Third Track). Final design for the construction of a third track segment between CP Atwood and Raymond Avenue.	12-CP033M			
\$10,000,000		TIRCP/2023-24			
Southern California		PS&E			
Regional Rail		301-0046R GF	\$5,000,000		\$5,000,000
Authority		30.20.301.200			
<u>OCTA</u>	<u>Outcome/Outputs:</u> Increased ridership, reduced greenhouse gas emissions, improved safety, and improved regional system integration through improved local and regional connectivity.	TIRCP/2025-26			
12-Orange		PS&E			
		301-0046R GF		\$10,000,000	\$10,000,000
	Total revised amount \$15,000,000.	30.20.301.200			
		0027000004			
	Supplemental funds are needed to complete PS&E.	S			
		R631GO			
	CEQA - CE, 05/24/2021				
	NEPA - CE, 05/11/2021				