

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8d.(7), Action Item

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Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT  
EXPENDITURE FOR A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM  
PROJECT, PER TIRCP ALLOCATION POLICY  
WAIVER 25-85**

### **ISSUE:**

Should the California Transportation Commission (Commission) extend the period of project development expenditure for the Transit and Intercity Rail Capital Program (TIRCP) San Dieguito to Sorrento Valley Double Track and Realignment project (PPNO CP084), in San Diego County, for the time period as identified in the attachment?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission extend the period of project development expenditure for the TIRCP San Dieguito to Sorrento Valley Double Track and Realignment project (PPNO CP084), in San Diego County, for the time period as identified in the attachment.

### **BACKGROUND:**

In December 2022, the Commission allocated \$152,000,000 for the Project Approval and Environmental Document (PA&ED) phase of the TIRCP San Dieguito to Sorrento Valley Double Track and Realignment project (PPNO CP084). The responsible agency has been unable to complete the PA&ED phase per the Timely Use of Funds (TUF) policy and is now requesting a time extension for the period of project development expenditure.

The current TIRCP Allocation Policy stipulates that the agency implementing a project component request a time extension if the project component will not be completed within the specified timeline. Under the TUF policy, an extension can be requested for up to 20 months

for each delivery milestone, where permissible by statute. The attachment describes the project details and the explanation for the delays.

Attachment

**Time Extension/Waiver – Project Development Expenditure  
Transit and Intercity Rail Capital Program**

Project Number: 1  
Applicant: San Diego Association of Governments  
County: San Diego  
District: 11  
PPNO: CP084  
Allocation Amount: \$152,000,000  
Remaining Balance: \$137,803,000  
Phase: Project Approval and Environmental Document  
Allocation Date: 12/08/2022  
Allocation Resolution: TIRCP-2223-37  
Number of Months Requested: 20 Months  
Extended Deadline: 02/28/2027  
Department Recommendation: Support

**San Dieguito to Sorrento Valley Double Track and Realignment**

The San Diego Association of Governments (SANDAG) requests a 20-month time extension for the period of project development expenditure for the Project Approval and Environmental Document (PA&ED) phase of the TIRCP San Dieguito to Sorrento Valley Double Track and Realignment project. SANDAG has experienced unexpected delays in completing the PA&ED phase.

This project is located within the City of Del Mar and the City of San Diego on the San Diego Subdivision of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. The project proposes to realign the LOSSAN track into a tunnel that will cut through Del Mar Hill and add a second track.

In December 2022, the Commission approved \$152,000,000 for the PA&ED phase. Following allocation, SANDAG engaged the public in Fiscal Year 2023-24 to gather input on environmental alternatives and to identify a federal lead agency. Delays in identifying a federal lead agency with the Federal Railroad Administration (FRA) and expanded stakeholder and public engagement in support of identifying project alignments, have impacted the PA&ED phase delivery timeline. The project phase is currently at approximately 11 percent completion and the National Environmental Policy Act (NEPA) process is expected to begin in mid to late 2025.

Public outreach has also contributed to the delay in finalizing the environmental document. Specifically, public workshops generated over 1,500 comments which requires additional time to review and respond. In addition, SANDAG initiated a Value Analysis (VA) Study to engage stakeholders and affected representatives, receive feedback, and assist in a fresh look at project alternatives. In February 2025, SANDAG staff were

tasked to refine alternatives, including a no-build option, with an updated Notice of Preparation anticipated later in 2025. In order to preserve funds and due to uncertainties surrounding the building alternatives, preliminary design work and field investigations were paused until the SANDAG Board of Directors provided direction following the completion of the VA Study. As a result, progress was minimal, leading to extended timelines that were beyond SANDAG's control.

To address delays in identifying a federal lead agency, the State of California via the California High-Speed Rail Authority (CHSRA) and the California State Transportation Agency (CalSTA), signed a Memorandum of Understanding with the FRA, allowing it to lead local projects like the San Dieguito to Sorrento Valley Double Track Realignment project, while SANDAG seeks a permanent federal lead agency. CalSTA's suggestion is to have CHSRA take on the NEPA lead role using its FRA NEPA assignment. Contingent and upon approval from CHSRA, SANDAG will be prioritizing the California Environmental Quality Act (CEQA) process while preparing for NEPA compliance. Currently, SANDAG has restarted geotechnical and seismic investigations with field studies planned for the Summer and Fall of 2025 as a way to advance preliminary design and update CEQA scoping. SANDAG expects the PA&ED phase to be completed by 2027.

Therefore, SANDAG is requesting a 20-month time extension for the period of project development expenditure for the PA&ED phase from June 30, 2025 to February 28, 2027.