

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 4-5, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8v.(12), Action Item

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Division of Local Assistance

Subject: **REQUEST TO AMEND THE PERIOD OF PROJECT DEVELOPMENT
EXPENDITURE FOR A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM
COMPONENT
WAIVER 25-211, AMENDING WAIVER 24-42**

ISSUE:

Should the California Transportation Commission (Commission) amend the period of project development expenditure for the Transit and Intercity Rail Capital Program (TIRCP) (2018:19) Valley Rail (Pollock Siding Upgrade) component (PPNO CP035H), in Sacramento County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission amend the period of project development expenditure for the TIRCP (2018:19) Valley Rail (Pollock Siding Upgrade) component (PPNO CP035H), in Sacramento County, for the time period as identified in the attachment.

BACKGROUND:

In August 2021, the Commission allocated \$14,460,000 for the Plans, Specifications, and Estimate (PS&E) phase of the (2018:19) Valley Rail (Trackwork and Stations: Lodi, Midtown, Natomas Station and Layover facility and UPRR Trackwork) component (PPNO CP035Y). In August 2022, an allocation amendment was approved to officially separate the component into 11 separate components in which the Pollock Siding Upgrade component (PPNO CP035H) received \$659,000 for the PS&E phase. The local agency has not been able to complete the project component per the Timely Use of Funds policy and is now requesting a time extension amendment 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. This is a request to amend the previously approved project development expenditure time extension. The attachment describes the details of the project component and the explanation of the delays.

Attachment

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

Project Number: 1
Applicant: San Joaquin Regional Rail Commission
County: Sacramento
District: 03
PPNO: CP035H
Allocation Amount: \$659,000
Remaining Balance: \$462,160
Phase: Plans, Specifications, and Estimate
Allocation Date: 08/19/2021
Allocation Resolution: TIRCP-2122-01
1st Waiver: Waiver 24-42
Approved: 03/22/2024
Number of Months Requested: ~~20 Months~~ **40 Months**
Extended Deadline: ~~2/28/2026~~ **10/31/2027**
Department Recommendation: Support

(2018:19) Valley Rail (Pollock Siding Upgrade)

The San Joaquin Regional Rail Commission (SJRRRC) requests an additional 20 months, from 20 months to 40 months, for the period of project development expenditure for the Plans, Specifications, and Estimate (PS&E) phase of the (2018:19) Valley Rail (Pollock Siding Upgrade) component. SJRRRC has experienced unexpected delays in completing the PS&E phase of this component.

This component proposes to upgrade Pollock Siding between Meadowview Road and Florin Road in Sacramento and will function as part of new passenger rail service between Stockton and Sacramento. This project will enhance safety for trains in passing situations and support increased train speeds in the corridor.

In August 2021, the Commission approved an allocation of \$14,460,000 for the PS&E phase of the (2018:19) Valley Rail (Trackwork and Stations: Lodi, Midtown, Natomas Station and Layover facility and UPRR Trackwork) project. In August 2022, the Commission approved an amendment to split the PS&E phase of the (2018:19) Valley Rail (Trackwork and Stations: Lodi, Midtown, Natomas Station and Layover facility and UPRR Trackwork) (PPNO CP035) project, into 11 separate components. The Pollock Siding Upgrade component (PPNO CP035H) received \$659,000 for PS&E as part of this split. In March 2024, a 20-month time extension was approved because Union Pacific Railroad (UPRR) mandated design revisions which required one switch to be rehabilitated, the location of one switch to be modified, and improvements made to the existing siding. Additionally, UPRR considered and ultimately rejected the possibility of delaying this component to combine the work with a future

extension of the same siding. Although SJRRC pursued opportunities to accelerate the design of this component, additional time is needed to finalize design approvals by UPRR.

The PS&E phase has also been set back due to difficulty obtaining a Preliminary Engineering Agreement (PE) to allow UPRR to review design submittals. UPRR took longer than expected preparing the PE which delayed SJRRC's ability to submit 10 percent track design by 5 months. Additionally, the project was delayed by 7 months while SJRRC worked to obtain limited Right of Entry (ROE) to conduct surveys and other on-site investigations necessary for design progression. Once the ROE was granted in July 2024, SJRRC scheduled flaggers to perform surveys and collect field data, which added an additional five months to the design schedule. Scheduling challenges for the 25 percent site walk required by UPRR added four months to the project schedule. The site walk was completed on October 7, 2025. Collectively, these challenges added 21 months to the PS&E phase.

SJRRC is pursuing opportunities to accelerate the design of the component. To help reduce delays, the team pared down the field data collection given that the project involves rehabilitation of an existing siding track. As part of this effort, the Subsurface Utility Exploration Level A was eliminated, saving three weeks of work. The geotechnical exploration was also eliminated, saving six weeks of work.

Now that the 25 percent site walk is complete, SJRRC is working to streamline the remaining design process by minimizing the need for revisions in future submittals. Following UPRR's approval of the 30 percent and 90 percent track design submittal, SJRRC will complete the 100 percent track submittal, which will be the final submittal to UPRR. Drawing on lessons learned from previous track submittals, SJRRC has developed strategies to reduce the number of revision cycles. The PS&E phase for this component is currently 25 percent completed. The revised schedule anticipates completion of the PS&E phase by October 31, 2027.

Therefore, SJRRC is requesting an additional 20 months for the period of project development expenditure for the PS&E phase from February 28, 2026 to October 31, 2027.