

## **MEMORANDUM**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 19-20, 2026

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 2.8v.(5), Action Item

**Prepared By:** Dee Lam, Chief  
Division of Local Assistance

**Subject:** **REQUEST TO AMEND THE PERIOD OF PROJECT DEVELOPMENT  
EXPENDITURE FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM  
COMPONENTS  
WAIVER 26-50, AMENDING WAIVERS 23-66, 24-20, 24-114, 24-137, and 25-14**

### **ISSUE:**

Should the California Transportation Commission (Commission) amend the period of project development expenditure for five component phases of the Transit and Intercity Rail Capital Program (TIRCP) (2018:27) Southern California Optimized Rail Expansion (SCORE) project, in various counties, for the time periods as identified in the attachment?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission amend the period of project development expenditure for five component phases of the TIRCP (2018:27) Southern California Optimized Rail Expansion (SCORE) project, in various counties, for the time periods as identified in the attachment.

### **BACKGROUND:**

In October 2018, May 2021, and April 2022, the Commission allocated \$20,709,000 for the five component phases identified in the attachment. The responsible agency is unable to complete the component phases per the Timely Use of Funds (TUF) policy and is 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. This is a request to amend the previously approved project development expenditure time extensions. The attachment describes the details of the components and the explanations for the delays.

Attachment

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

Project Number: 1  
Applicant: Southern California Regional Rail Authority  
County: Various  
District: 07  
PPNO: CP033Y  
Allocation Amount: \$5,200,000  
Remaining Balance: \$1,965,000  
Phase: Project Approval and Environmental Document  
Allocation Date: 10/18/2018  
Allocation Resolution: TIRCP-1819-02  
1st Waiver: Waiver 24-137  
Approved: August 2024  
Number of Months Requested: ~~20 Months~~ **56 Months**  
Extended Deadline: ~~06/30/2026~~ **06/30/2029**  
Department Recommendation: Support

**(2018:27) Southern California Optimized Rail Expansion (SCORE) (LA-Fullerton Trunk Line)**

The Southern California Regional Rail Authority (SCRRA) requests an additional 36 months, from 20 months to 56 months, for the period of project development expenditure for the Project Approval and Environmental Document (PA&ED) phase of the (2018:27) Southern California Optimized Rail Expansion (SCORE) (LA-Fullerton Trunk Line) component. The SCRRA experienced delays in completing the PA&ED phase of the component.

The component proposes to complete track, platform, bridge, and other infrastructure improvements at the Fullerton Station to reduce conflicts and increase headways for both passenger and freight trains between the cities of Los Angeles and Fullerton.

In October 2018, the Commission allocated \$5,200,000 for the Construction (CON) phase of the LA-Fullerton Trunk Line component. In December 2018, an allocation amendment was approved to add the multi-year programming information and change the Project Programming Number. In October 2023, an allocation amendment was approved, and the component phase was changed from CON to PA&ED. In January 2024, the Commission allocated \$5,000,000 in supplemental funds to the PA&ED phase, and in August 2024, a 20-month time extension was approved for the PA&ED phase of this component due to delays with the stakeholders agreeing on a design concept. However, the implementing agency is unable to meet the June 2026 deadline. Initially, the component phase experienced delays in completion due to challenges with the various stakeholders, the BNSF Railway Company (BNSF), Orange County Transportation Authority, and the California High Speed Rail Authority agreeing on the design concept, which also affected the type of environmental clearance to pursue.

Since the previous time extension, the SCRRA has executed a contract with the BNSF to advance the component preliminary design to 30 percent. Additionally, SCRRA has worked closely with their stakeholders, holding regular meetings and began a feasibility assessment, which is expected to be completed by summer 2026. Through discussion with the stakeholders, it was determined that the National Environmental Policy Act and California Environmental Quality Act Class of Action would be an Environmental Impact Report (EIR) instead of a Statutory Exemption (SE), as originally planned. The EIR will take significantly longer to develop than the SE. However, the SCRRA is confident that the environmental clearance and preliminary design will be completed by June 30, 2029.

Therefore, the SCRRA is requesting an additional 36 months for the period of project development expenditure for the PA&ED phase from June 30, 2026 to June 30, 2029.

Project Number: 2  
Applicant: Southern California Regional Rail Authority  
County: Ventura  
District: 7  
PPNO: CP033G  
Allocation Amount: \$8,156,000  
Remaining Balance: \$76,000  
Phase: Plans, Specifications, and Estimate  
Allocation Date: 10/18/2018  
Allocation Resolution: TIRCP-1819-04  
1st Waiver: Waiver 24-137  
Approved: August 2024  
Number of Months Requested: ~~20 Months~~ **56 Months**  
Extended Deadline: ~~06/30/2026~~ **06/30/2029**  
Department Recommendation: Support

**(2018:27) Southern California Optimized Rail Expansion (SCORE) (Simi Valley Double Track)**

The SCRRA requests an additional 36 months, from 20 months to 56 months, for the period of project development expenditure for the Plans, Specifications, and Estimate (PS&E) phase of the (2018:27) Southern California Optimized Rail Expansion (SCORE) (Simi Valley Double Track) component. The SCRRA experienced delays in completing the PS&E phase of the component.

The component proposes to construct 2.15 miles of a second track, new turnouts, signal improvements, a pedestrian undercrossing, and add a second platform at the Simi Valley Station.

In October 2018, the Commission allocated \$29,825,000 to the PS&E phase of the (2018:27) Southern California Optimized Rail Expansion (SCORE) (Wave 1 and 2) component. In April 2022, an allocation amendment was approved to split out the PS&E phase into 10 separate components. The Simi Valley Double Track component received \$8,156,000 for the PS&E phase. In April 2022, the Commission approved a supplemental allocation of \$4,211,000 for the PS&E phase, and in August 2024, a 20-month time extension was approved for the PS&E phase of this component to allow time to address and resolve comments from stakeholders related to the second platform and pedestrian underpass design. However, the implementing agency is unable to meet the June 2026 deadline. The phase continues to experience delays in completion due to the lengthy review and comment periods with the stakeholders, the Ventura County Transportation Commission (VCTC) and the Union Pacific Railroad Company (UPRR). The SCRRA has requested approval of a variance for some elements of the design that still needs to be approved by the UPRR in order to allow the SCRRA to finalize the design.

In addition, the SCRRA is currently negotiating a Utility Relocation Agreement (URA) with VCTC and the UPRR. However, at this time, the UPRR is also requesting revisions to the corridor Shared Use Agreement (SUA) and is requiring that the matter be resolved before they approve the URA. The design is currently 98 percent complete, and the SCRRA is confident that the agreements will be finalized, and the PS&E phase completed by June 30, 2029. There is a concurrent project development expenditure time extension request for the Right of Way (RW) phase under this same item on this month's Commission agenda.

Therefore, the SCRRA is requesting an additional 36 months for the period of project development expenditure for the PS&E phase from June 30, 2026 to June 30, 2029.

Project Number: 3  
Applicant: Southern California Regional Rail Authority  
County: Ventura  
District: 7  
PPNO: CP033G  
Allocation Amount: \$2,891,000  
Remaining Balance: \$293,000  
Phase: Right of Way  
Allocation Date: 04/13/2022  
Allocation Resolution: TIRCP-2122-24  
1st Waiver: Waiver 24-114  
Approved: June 2024  
Number of Months Requested: ~~20 Months~~ **56 Months**  
Extended Deadline: ~~02/28/2026~~ **02/28/2029**  
Department Recommendation: Support

**(2018:27) Southern California Optimized Rail Expansion (SCORE) (Simi Valley Double Track)**

The SCRRA requests an additional 36 months, from 20 months to 56 months, for the period of project development expenditure for the RW phase of the (2018:27) Southern California Optimized Rail Expansion (SCORE) (Simi Valley Double Track) component. The SCRRA experienced delays in completing the RW phase of the component.

The component proposes to construct 2.15 miles of a second track, new turnouts, signal improvements, a pedestrian undercrossing, and add a second platform at the Simi Valley Station.

In April 2022, the Commission allocated \$2,891,000 to the RW phase of the (2018:27) Southern California Optimized Rail Expansion (Simi Valley Double Track). In June 2025, the Commission allocated \$894,000 in supplemental funds for the RW phase of the component. In June 2024, a 20-month time extension for the RW phase of the component was approved to allow sufficient time to complete the negotiations with the property owners. However, the implementing agency is unable to meet the February 2026 deadline. Since the previous time extension, the SCRRA has completed the negotiations and executed contracts for all property acquisitions and is in negotiations for a URA with VCTC and the UPRR. However, at this time, the UPRR is also requesting revisions to the corridor SUA and is requiring that the matter be resolved before they approve the URA. The RW activities are 98 percent complete, and the SCRRA is confident that the agreements will be finalized and the RW phase completed by February 28, 2029. There is a concurrent project development expenditure time extension request for the PS&E phase under this same item on this month's Commission agenda.

Therefore, the SCRRA is requesting an additional 36 months for the period of project development expenditure for the RW phase from February 28, 2026 to February 28, 2029.

Project Number: 4  
Applicant: Southern California Regional Rail Authority  
County: Los Angeles  
District: 7  
PPNO: CP033Y  
Allocation Amount: \$3,944,000  
Remaining Balance: \$110,000  
Phase: Plans, Specifications, and Estimate  
Allocation Date: 10/18/2018  
Allocation Resolution: TIRCP-1819-02  
1st Waiver: Waiver 24-137  
Approved: August 2024  
Number of Months Requested: ~~20 Months~~ **56 Months**  
Extended Deadline: ~~06/30/2026~~ **06/30/2029**  
Department Recommendation: Support

**(2018:27) Southern California Optimized Rail Expansion (SCORE) (El Monte Siding and Station Improvements)**

The SCRRA requests an additional 36 months, from 20 months to 56 months, for the period of project development expenditure for the PS&E phase of the (2018:27) Southern California Optimized Rail Expansion (SCORE) (El Monte Siding and Station Improvements) component. The SCRRA experienced delays in completing the PS&E phase of the component.

The component proposes to extend the siding 0.91 miles and relocate the entrance to the El Monte Station.

In October 2018, the Commission allocated \$29,825,000 to the PS&E phase of the (2018:27) Southern California Optimized Rail Expansion (SCORE) (Wave 1 and 2) component. In April 2022, an allocation amendment was approved to split out the PS&E phase into 10 separate components. The El Monte Siding and Station Improvements component received \$3,944,000. In May 2021, the Commission approved an additional allocation of \$2,628,000 for the PS&E phase of the El Monte Siding and Station Improvements component. In June 2023, the Commission approved a supplemental allocation of \$2,000,000 for the PS&E phase, and in August 2024, a 20-month time extension was approved for the PS&E phase of the component to resolve the utility relocation challenges and complete the property acquisition. In December 2025, the Commission approved an additional supplemental request of \$2,400,000 for the PS&E phase. The implementing agency is unable to meet the June 2026 deadline. The station improvements design experienced delays due to the City of El Monte, the land developer, and the California Public Utilities Commission, each requesting modifications to the SCRRA station improvements design. The SCRRA has worked closely with the stakeholders to address concerns, and the revised design has progressed to 30 percent complete. The SCRRA is confident that all challenges will be resolved, and the PS&E phase will be completed by June 30, 2029. There is a concurrent project development

expenditure time extension request for the RW phase under this same item on this month's Commission agenda.

Therefore, the SCRRA is requesting an additional 36 months for the period of project development expenditure for the PS&E phase from June 30, 2026 to June 30, 2029.

Project Number: 5  
Applicant: Southern California Regional Rail Authority  
County: Los Angeles  
District: 7  
PPNO: CP033Y  
Allocation Amount: \$518,000  
Remaining Balance: \$490,000  
Phase: Right of Way  
Allocation Date: 05/13/2021  
Allocation Resolution: TIRCP-2122-26  
1st Waiver: Waiver 23-66  
Approved: May 2023  
2nd Waiver: Waiver 24-20  
Approved: January 2024  
3rd Waiver: Waiver 25-14  
Approved: January 2025  
Number of Months Requested: ~~9 Months, 20 Months, 36 Months~~ **72 Months**  
Extended Deadline: ~~03/31/2024 02/28/2025 06/30/2026~~ **06/30/2029**  
Department Recommendation: Support

**(2018:27) Southern California Optimized Rail Expansion (SCORE) (El Monte Siding and Station Improvements)**

The SCRRA requests an additional 36 months, from 36 months to 72 months, for the period of project development expenditure for the RW phase of the (2018:27) Southern California Optimized Rail Expansion (SCORE) (El Monte Siding and Station Improvements) component. The SCRRA experienced delays in completing the RW phase of the component.

The component proposes to extend the siding to 0.91 miles and relocate the entrance to the El Monte Station.

In May 2021, the Commission allocated \$518,000 to the RW phase of the (2018:27) Southern California Optimized Rail Expansion (El Monte Siding and Station Improvements) component. In May 2022, a supplemental request was approved for \$525,000 for the RW phase, which was later rescinded in June 2025. In May 2023, the Commission approved a 9-month time extension, which was followed by an amendment in January 2024, for an additional 11 months, which was then followed by an additional amendment in January 2025, for an additional 16 months for the RW phase to resolve the utility relocation challenges and complete the property acquisition. The implementing agency is unable to meet the June 2026 deadline. Since the previously approved time extensions, the SCRRA and the City of El Monte (City) reached an agreement on the RW acquisition and drafted a Purchase and Sale Agreement (PSA). The City then provided a list of items they wanted the SCRRA to address before they would sign the PSA. The SCRRA has addressed the items specifically related to the review and approval of engineering designs, potential impacts to the City's operations, and the escrow process and payment. However, the City and the SCRRA have

not reached an agreement on the type of permanent easement to be provided for one of the parcels, concerning whether it should be exclusive versus non-exclusive. The SCRRA has requested that the City sign the PSA as is, providing an exclusive permanent easement, but the City declined. Communication with the City has been challenging, but the SCRRA continues to work toward an agreement on the easement type. If the parcel cannot be acquired as an exclusive permanent easement, the SCRRA will need to request a new appraisal, submit a new offer package to the City, and wait for approval from the City Council in order for the City to sign the PSA.

The SCRRA will continue to be diligent in contact attempts and is confident that all concerns will be resolved and the RW phase completed by June 30, 2029. There is a concurrent project development expenditure time extension request for the PS&E phase under this same item on this month's Commission agenda.

Therefore, the SCRRA is requesting an additional 36 months for the period of project development expenditure for the RW phase from June 30, 2026 to June 30, 2029.