

SAN ELIJO DOUBLE TRACK AND BRIDGE REPLACEMENT PROJECT

FACT SHEET

Current Funding:

\$76.7 million

Status:

In Design

Est. Completion:

By 2020



North Coast Corridor
A better environment for the future



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The Project

SANDAG is working in collaboration with the North County Transit District (NCTD) to add 1.5 miles of second main track and replace an aging timber rail bridge on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) coastal rail corridor between the cities of Encinitas and Solana Beach.

The second main track will extend between Cardiff-by-the-Sea to the southern border of the San Elijo Lagoon, resulting in 4.2 miles of continuous double track between rail Control Point (CP) Cardiff and CP Craven. The existing single-track trestle rail bridge built in the early 1940s in the San Elijo Lagoon will be replaced with a modern, double-track concrete bridge.

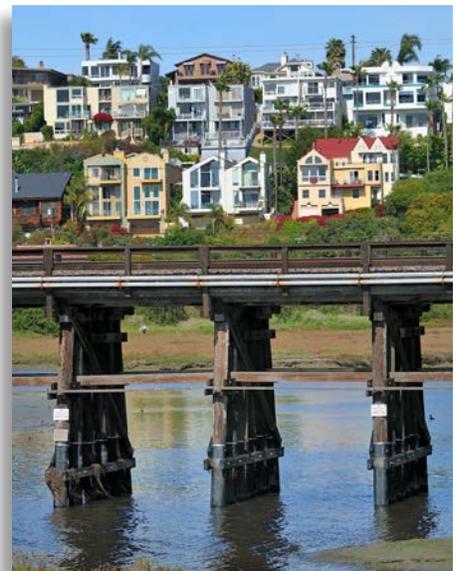
Other elements of the project include signal and grade crossing modifications at Chesterfield Drive in Cardiff, the construction of a retaining wall north of the lagoon to keep the rail tracks separated from the lagoon inlet, and track and signal improvements in the Solana Beach railroad trench south of the Solana Beach train station.

The project is compatible with the extension of the Coastal Rail Trail for bikes and pedestrians in Encinitas. The Coastal Rail Trail is a 44-mile system of planned bike facilities between the cities of Oceanside and San Diego.

The Need

The project is needed to meet future increases in passenger and freight rail services, which are estimated to double by the year 2030.

The project also will help reduce greenhouse gas emissions as increased rail capacity provides alternate methods of transportation



The more than 60-year-old wooden trestle bridge will be replaced with a modern, double-track bridge to improve tidal flow in the lagoon.

for both people and goods, potentially reducing the number of vehicles that might otherwise travel on Interstate 5 (I-5).

SANDAG is coordinating the construction of the new rail bridge with planned lagoon restoration efforts and bridge improvements on I-5. Aligning the construction and restoration efforts is expected to minimize disturbance in

(Continued on reverse)



SANDAG is working in collaboration with the San Elijo Lagoon Restoration Committee to design a new bridge and second track to improve rail transit in the San Diego region.

the San Elijo Lagoon, consistent with recent state legislation.

The San Diego rail corridor was built more than 125 years ago. It is used daily by as many as 70 trains including NCTD COASTER and Amtrak Pacific Surfliner passenger trains as well as BNSF Railway freight trains.

This project is a critical part of the 351-mile LOSSAN rail corridor and serves as a vital link for passenger and freight movements in the San Diego region. The LOSSAN corridor is the second busiest intercity passenger rail line in the United States and is the only viable freight rail link between San Diego and the rest of the nation.

Corridor Strategy

SANDAG is planning and constructing projects valued at more than \$1 billion in the San Diego section of the LOSSAN corridor, including a large-scale effort to double-track the corridor from Orange County to Downtown San Diego. To date, more than half of the region's rail corridor is double-tracked. The majority of the corridor is anticipated to be double tracked by 2050. Other planned infrastructure improvements include bridge and track replacements, new platforms, pedestrian undercrossings, and other safety and operational enhancements.

The rail enhancements will reduce travel times for passengers, improve system reliability, facilitate goods movement, help to reduce passenger and truck volumes on I-5, and provide for increased passenger and freight rail services in the future. These improvements are part of a strategy to improve all modes of transportation within the congested I-5 North Coast Corridor.

Project Status

Last year, SANDAG completed the alternatives analysis phase of the project, evaluating

six alternatives in collaboration the San Elijo Lagoon Restoration Committee. The alternatives analysis report recommended that the second main track to be built on the east side of the existing track within the railroad right-of-way, which is also consistent with the San Elijo Lagoon Restoration Committee's environmental study.

The San Elijo Lagoon Restoration Committee, under a separate environmental study, is also considering whether a second mid-lagoon bridge would be beneficial to the lagoon. The committee's Environmental Impact Statement/Environmental Impact Report (EIS/EIR) is being funded through the I-5 North Coast Corridor Program and the SANDAG Environmental Mitigation Program. The EIS/EIR is expected to be completed and certified by the San Diego County Board of Supervisors by winter of 2014. The certification of the environmental document is needed before completing final design of the double track project.

The rail project's design and environmental processes are expected to be completed by 2015. Construction will occur between 2015 and 2017.

Project Budget

This project is fully funded through construction, and \$76.7 million has been allocated for the project. SANDAG has leveraged \$39 million from the Federal Transit Administration (FTA) Rail Safety Technology Program with \$37 million from the regional *TransNet* half-cent sales tax for transportation.

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