

SAN ONOFRE TO LAS PULGAS DOUBLE TRACK PROJECT

FACT SHEET

COST

\$65 million

COMPLETION

Stage 1 - Completed

November 2015



The Project

A total of 5.8 miles of second mainline rail track will be added to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) coastal rail line within the U.S. Marine Corps Base Camp Pendleton. The project extends from San Onofre State Park to Las Flores Creek, just north of the City of Oceanside, in the North County Transit District (NCTD) railroad right-of-way. The project also includes the replacement of two rail bridges, the addition of a universal track crossover, and new signaling.

SANDAG has completed the engineering, environmental permitting, and design of the entire project, which is being built in two stages. The first stage of construction was completed in November 2015 and added 4.2 miles of second track from San Onofre State Park to just south of Las Pulgas Road. Stage 1 also included new signaling, a retaining wall, and the replacement of a wood timber trestle bridge, built in 1931, with a modern concrete structure.

The second stage of construction will complete a 1.6-mile segment of second track from north of Las Pulgas Road to Las Flores Creek on Camp Pendleton. SANDAG is coordinating the potential replacement of Las Flores Creek Bridge with Naval Facilities Engineering Command Southwest.

More than 20 acres of coastal sage scrub habitat will be restored off site to offset environmental impacts to the coastal sage scrub along the project boundary.

The Need

This 5.8-mile segment of rail was the longest stretch of single track in the San Diego County section of the 351-mile LOSSAN

rail corridor. When Stage 2 is complete, this project will connect with other rail segments to create a continuous 16.1-mile stretch of double track along the northern San Diego County coast. The project was ranked as the No. 1 priority among all rail projects in San Diego County according to the 2009 LOSSAN Prioritization Analysis compiled for SANDAG.

This project is a critical part of the LOSSAN rail corridor which serves as a vital link for passenger and freight movements in San Diego County. 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. Overall, the project will help increase on-time train performance, reliability, flexibility, and passenger and freight system capacity. By adding a new universal track crossover in the Camp Pendleton area, the proposed 2020 freight and passenger service levels can be achieved.

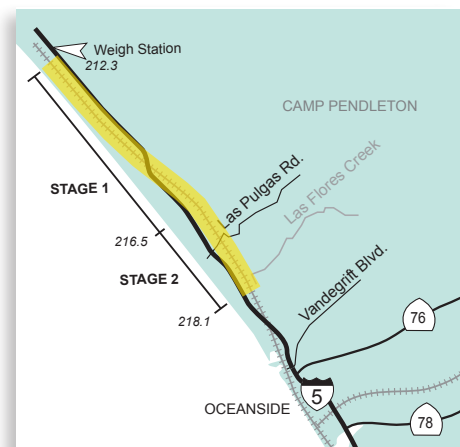
Corridor Strategy

In the coming years, SANDAG plans to construct approximately 1 billion in improvements in the San Diego segment of

(Continued on reverse)



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The first stage of construction added 4.2-miles of second track from San Onofre State Park to Las Flores Creek on Camp Pendleton.

the LOSSAN corridor, including a primary effort to double track the corridor from Orange County to Downtown San Diego. To date, more than 60 percent of the San Diego segment has been double tracked, which allows two trains traveling in opposite directions to pass without slowing down or stopping, increasing efficiency and reliability. By 2030, more than 97 percent of the corridor is expected to be double tracked. Other infrastructure improvements include bridge and track replacements, new platforms, pedestrian crossings, and other safety and operational enhancements.

Many of the rail enhancements are part of a strategy to improve all modes of transportation within the congested I-5 North Coast Corridor (NCC). The NCC Program is a balanced set of transportation, environmental, and coastal access projects to improve the quality of life for residents, create a stronger local and regional economy for the future, and enhance the coastal environment.

Project Cost

The total cost of the San Onofre to Las Pulgas Double Track project is estimated to be approximately \$65 million for design, engineering, and construction. The cost for Stage 1 was \$37.7 million. State and federal funding sources included Federal 5307, Proposition 1B, State Transportation Improvement Program (STIP), and Caltrans' Division of Rail. Stage 2 is fully funded through design; construction funding has not yet been identified.

Project Status

Construction on the northern 4.2 miles of the project began in January 2014 and was completed in November 2015. The construction schedule for stage 2 will be based upon funding availability and has not yet been determined.

For More Information

KeepSanDiegoMoving.com/SanOnofre