

TECOLOTE/WASHINGTON CROSSOVERS

FACT SHEET

Project Cost:

\$11 million

Estimated Completion:

Fall 2013



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The Project

SANDAG is working to build three rail crossovers at two locations on double-tracked sections of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor in the City of San Diego. A crossover is an inter-track rail segment that allows passenger and freight trains to cross from one track to the other.

The northern project is located in the Bay Park/Tecolote area, generally bounded by Kane and Asher streets. The double (or universal) crossover will be installed between Milton and Littlefield streets.

The southern project is in Middletown, north of Washington Street, between Witherby and Noell streets. Construction of the single crossover will occur generally between Bandini and Estudillo streets.

The three crossovers are a reconfiguration of existing track within the railroad right-of-way, owned by Metropolitan Transit System (MTS), and operated on and maintained by North County Transit District (NCTD).

The Need

The double crossover in the Bay Park/Tecolote area provides a way for freight and passenger trains to meet and pass. As a result, schedulers will be able to increase the number of daytime freight trains moving into and out of San Diego by four and lengthen the trains by 2,300 feet, providing increased goods movement. The project also will shorten the travel time between passenger trains, while improving their on-time performance.

After the double crossover is built, trains will be able to switch to the opposite track in either direction; the existing double track segment will function simultaneously as a "pocket track" for waiting freight cars and passenger trains, and as a passing track to enable trains



to meet and pass. The double crossover will create a virtual siding, capable of holding a full-length freight train for short periods of time.

The single crossover in the Middletown area will allow southbound trains to switch from the western track to the eastern track and northbound trains to switch from the eastern track to the western track.

The double crossover will greatly reduce congestion in the Downtown San Diego freight terminal and minimize the blocking of street intersections while trains wait to enter the yard.

This project is a critical part of the 351-mile LOSSAN rail corridor, which is the second busiest intercity passenger rail line in the United States. Additionally, the corridor is the only viable freight rail link between San Diego and the rest of the nation.

The San Diego rail corridor was built more than 100 years ago. This segment of the corridor is used daily by as many as 50 trains, including the NCTD COASTER commuter train, Amtrak Pacific Surfliner, and BNSF Railway freight trains.

(Continued on reverse)



Tecolote site between Kane and Asher streets



Washington site between Witherby and Noell streets

This project, combined with others in the corridor, will reduce travel times for passengers, improve system reliability, facilitate goods movement, help reduce car and truck volumes on Interstate 5 (I-5), and provide for increased passenger and freight rail services in the future.

Corridor Strategy

SANDAG is currently planning and constructing approximately \$800 million in rail transit improvements in the San Diego County section of the LOSSAN corridor, including a primary effort to double track the corridor from Orange County to Downtown San Diego. To date, half of the county's rail corridor is double tracked, with an additional 19 projects in engineering or under construction. SANDAG is working to double track approximately 97 percent of the corridor by 2030, pending funding availability. Other infrastructure improvements include bridge and track replacements, new station platforms, pedestrian undercrossings, and other safety and operational enhancements.

Many of the rail enhancements are part of a coordinated strategy with Caltrans to improve all modes of transportation within the congested I-5 North Coast Corridor.

Project Costs

The total cost of the project is estimated at \$11 million. Approximately \$9.8 million came from federal sources, including \$8.4 million from the American Recovery and Reinvestment Act. The Caltrans Division of Rail provided \$0.5 million for the project's design from Prop. 116, the Clean Air and Transportation Improvement Act. SANDAG leveraged these funds with \$0.7 million from *TransNet*, the voter-approved half-cent sales tax for regional transportation improvements.

Project Status

SANDAG began the design, environmental, and permitting process in 2009. The construction contract was awarded in May 2012, and construction began in late 2012. The crossovers are expected to be operational by late 2013. Because this is an active rail line with more than 50 trains operating per day, some of the project's construction will occur on nights and weekends.

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