

SAN DIEGUITO DOUBLE TRACK AND SPECIAL EVENTS PLATFORM

FACT SHEET

STATUS:

In Design and Environmental Review

CURRENT BUDGET:

\$9.5 million

COMPLETION:

2030



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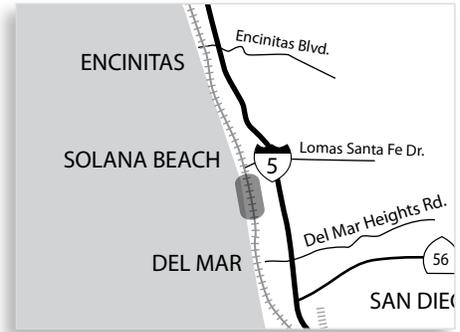
The Project

This project will replace the 97-year-old wooden trestle San Dieguito Rail Bridge, add 1.1 mile of second mainline rail track between Solana Beach and Del Mar, and add a special events platform at the Del Mar Fairgrounds for North County Transit District (NCTD) COASTER and Amtrak Pacific Surfliner trains.

The new rail bridge will consist of two single-track structures, but bridge capacity for at least one new track will be added before the existing bridge can be demolished. Other rail improvements include construction of new turnouts, signals, retained embankments, and drainage facilities. The tracks and rail bridge will be constructed to the east of the existing alignment to accommodate the improvements and future rail needs. All of the double tracking falls within the NCTD right-of-way. The new bridge and tracks will be elevated above the 100-year flood plain to reduce potential damage to the rail line during severe storms.

The second main track will start in Solana Beach, just south of Lomas Santa Fe Drive. It will continue 1.1 miles south across the San Dieguito Lagoon, resulting in a continuous 2.8-mile stretch of double track. A universal track crossover also will be installed between the tracks to enable trains to reach the new platform from either direction.

The new special events platform will be located at the Del Mar Fairgrounds adjacent to its west parking lot. The platform will serve special events at the fairgrounds, including the Del Mar racing season and the San Diego County Fair.



The Need

This project is a critical part of the 351-mile Los Angeles-San Diego-San Luis Obispo (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. Additionally, the corridor is the only viable freight rail link between San Diego and the rest of the nation.

The existing San Dieguito Rail Bridge, built in 1916, is near the end of its service life and requires frequent and expensive maintenance. There also is a need to raise the bridge and approaches to meet federal requirements for avoiding floods that could cause bridge and track damage or failure.

The double tracking will eliminate a significant bottleneck between Solana Beach and Del Mar. Once the project is completed, trains will no longer have to sit idle waiting at a siding as another train uses the single track. This project also will help reduce the cascading effects of train delays in the LOSSAN corridor.

The special events platform will allow passenger trains to directly serve the Del Mar Fairgrounds, increasing transit ridership and reducing fairgrounds-related congestion.

(Continued on reverse)

The platform will accommodate trains with as many as ten cars and is expected to reduce traffic on local streets during special events.

The San Diego rail corridor was built more than 125 years ago. This section is used daily by as many as 50 trains, including COASTER commuter trains, Pacific Surfliner intercity trains, and BNSF Railway freight trains.

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

Corridor Strategy

SANDAG is planning and constructing projects valued at nearly \$1 billion 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, more than half of the region's coastal rail corridor is double tracked. More than 99 percent of the corridor is anticipated to be double tracked by 2050. Other infrastructure improvements include bridge and track replacements, new platforms, pedestrian undercrossings, and other safety and operational enhancements.

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

Project Status

The double tracking, bridge replacement, and special events platform are funded through preliminary engineering and environmental clearance. The project is not yet funded through construction. The environmental review process will be conducted through early 2015.

Project Cost

Caltrans and SANDAG have secured \$9.5 million for preliminary design and environmental studies. Funding sources include \$2.6 million from the regional *TransNet* half-cent sales tax administered by SANDAG, and \$6.9 million in Passenger Rail Investment and Improvement Act (PRIIA) funds from the Federal Railroad Administration (FRA). The preliminary cost of construction for the double tracking, bridge replacement, and special events platform is estimated to be \$142 million in year of expenditure.

For More Information

KeepSanDiegoMoving.com/SDDT

The San Dieguito Lagoon lies between Solana Beach and Del Mar.

