

SORRENTO VALLEY DOUBLE TRACK FACT SHEET

PROJECT COST
\$31.8 million

COMPLETED
November 2015



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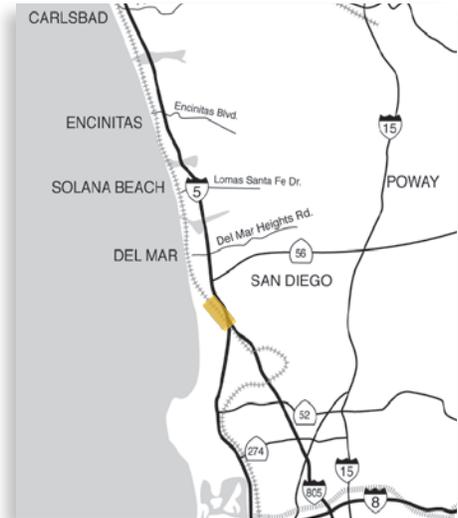
The Project

SANDAG, in collaboration with the North County Transit District (NCTD) and Metropolitan Transit System (MTS), completed construction in November 2015 on the Sorrento Valley Double Track Project, which added one mile of new double track north of the Sorrento Valley COASTER Station. Also, the project included elevating portions of the existing track bed, placing it above the 50-year flood level; replacing two aging wooden trestle bridges; building retaining walls adjacent to the tracks near the parking lots; and installing an embankment protection system along the western side of the track, adjacent to Los Peñasquitos Creek.

A new 81-space surface parking lot was added south of the station and along Sorrento Valley Road. There are now a total of 189 parking spaces to serve transit riders.



The project added one mile of new double track north of the Sorrento Valley COASTER Station.



The majority of the project was constructed within the MTS right-of-way, which is operated and maintained by NCTD. A small portion of the station parking lots is within the City of San Diego right-of-way.

The Need

This project improved a critical section of the 351-mile Los Angeles-San Diego-San Luis Obispo (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.

The project was ranked as a near-term priority project by the LOSSAN Prioritization Analysis and was required to meet the projected 2015 service levels for passenger trains.

Flooding due to rain storms can adversely affect passenger and freight rail service up

(Continued on reverse)

and down the entire LOSSAN corridor. This one-mile stretch of the corridor is currently subject to closure during 10-year storm events. During a winter storm in 2010, sections of track embankment washed away. The raised track bed and embankment will protect this section of track from the higher water levels of a 50-year storm event, reducing the potential disruption to rail services.

The new double track will facilitate the passing of passenger and freight trains north of the Sorrento Valley COASTER Station, which was the second longest stretch of single track in the San Diego County section of the LOSSAN corridor. Increasing passing opportunities will help improve reliability and on-time performance of rail services.

This project, combined with others in the corridor, will reduce travel times for passengers, improve system reliability, increase 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

The San Diego rail corridor was built more than 100 years ago. It is used daily by as many as 70 trains including the NCTD COASTER commuter train, Amtrak Pacific Surfliner, Southern California Regional Rail Authority's Metrolink, and BNSF Railway freight trains.

SANDAG is planning and constructing projects valued at approximately \$1 billion in the San Diego segment 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 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. The rail enhancements are part of a strategy to improve all modes of transportation within the congested I-5 North Coast Corridor.

Project Cost

The project cost was \$31.8 million. It was funded primarily from federal sources, including the Congestion Mitigation and Air Quality Improvement Program and the Regional Surface Transportation Program. State funding came from the Trade Corridor Improvement Fund program. Local funding came from *TransNet*, the half-cent sales tax for transportation approved by San Diego County voters and administered by SANDAG.

Project Status

The project began construction in February 2014 and was completed in November 2015.

For More Information

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