

CARLSBAD VILLAGE DOUBLE TRACK FACT SHEET

CURRENT BUDGET

\$6 million

ESTIMATED COMPLETION

By 2030



The Project

The project will add 1.1 miles of second main railroad track from southern Oceanside to Carlsbad Village. When linked to double-tracked segments on either end of the project, the result will be a continuous 8.6-mile stretch of double track to improve passenger and freight operations in the LOSSAN (Los Angeles-San Diego-San Luis Obispo) rail corridor.

The project includes the construction of a new double track rail bridge across the Buena Vista Lagoon; improvements to the Carlsbad Village Station, which serves the COASTER commuter train and the BREEZE bus line; construction of a pedestrian underpass beneath the new station double track; safety improvements to two grade-level crossings at Grand Avenue and Carlsbad Village Drive; and upgrading of signaling and safety equipment.

SANDAG will evaluate potential alignments of the second track in collaboration with North County Transit District (NCTD), other rail operators, the cities of Oceanside and Carlsbad, as well as local and regional stakeholders. Modernization of the aging rail bridge over the Buena Vista Lagoon is expected to improve conditions in the lagoon. SANDAG is conducting a separate environmental study on the potential enhancement of the lagoon.



The Need

The primary purpose of this project is to eliminate a single track bottleneck at Carlsbad Village Station by connecting the 1.1-mile second main track to double track segments at both ends of the project. Currently, trains must wait at a siding whenever a COASTER train is loading or unloading passengers at the Carlsbad Village Station. Additionally, meeting or passing trains must take turns using the single track, which reduces operational flexibility and results in cascading delays.

Double tracking this segment directly supports the objective of SANDAG, NCTD, Amtrak, and BNSF Railway to increase the efficiency of this rail corridor, not only to

(Continued on reverse)



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accommodate existing train volumes, but also to provide for future demand for rail services on the LOSSAN corridor.

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 San Diego County. 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.

Corridor Strategy

The San Diego rail corridor was built more than 100 years ago. It is used daily by as many as 50 trains at this location, including the NCTD COASTER, Amtrak Pacific Surfliner, and BNSF Railway freight trains.

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

In the coming years, SANDAG has approximately \$800 million in planned improvements for the San Diego County section of the LOSSAN corridor, including a large-scale effort to double track the corridor from Orange County to Downtown San Diego. To date, half of the county's LOSSAN rail corridor is double tracked, with approximately 20 rail improvement projects in design or under construction. Eventually,

more than 97 percent of the corridor will be double tracked. 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 Costs

In July 2010, the SANDAG Board allocated \$5.6 million in *TransNet* funds for the design of the project. *TransNet* is the regional half-cent sales tax for transportation administered by SANDAG. The Federal Railroad Administration (FRA) contributed \$380,000 toward preliminary engineering and environmental review. Future *TransNet* funding may be matched with other sources, such as the Statewide Transportation Improvement Program (STIP) and American Recovery and Reinvestment Act (ARRA).

Project Status

The project is currently in the engineering and environmental review phase. SANDAG will conduct an environmental assessment for the FRA under the National Environmental Policy Act (NEPA). The FRA is the lead agency for the environmental review. Final design is expected in late 2014. The project is not yet funded through construction and is slated for completion by 2030.

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