

# SAN DIEGO RIVER DOUBLE TRACK FACT SHEET

**STATUS**

In Construction

**TOTAL COST**

\$93.9 million

**ESTIMATED COMPLETION**

Late 2019



U.S. Department of Transportation  
Federal Transit Administration



401 B Street, Suite 800  
San Diego, CA 92101  
(619) 699-1900  
Fax (619) 699-1905  
sandag.org



SANDAGregion



SANDAG



SANDAGregion



SANDAGregion

**The Project**

The San Diego River Double Track Project (SDRDT) is one of approximately 20 projects currently in progress along the San Diego County segment of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. This project involves the addition of a second main track between Control Point (CP) Tecolote (where Tecolote Road crosses the rail corridor) and CP Friar (north of the Old Town Transit Center). The new 0.9 mile track will connect to existing double track at each end, resulting in a continuous 7-mile double track segment for the southernmost portion of the LOSSAN corridor from CP Morena to Santa Fe Depot. The project includes double tracking across the San Diego River with a new double track bridge, construction of associated site improvements, and signal modifications.

The project is located in the City of San Diego within the right-of-way owned by the Metropolitan Transit System (MTS) on tracks managed and operated by the North County Transit District (NCTD).

Concurrent with this project, SANDAG is constructing the Mid-Coast Trolley Project, an 11-mile extension of the San Diego Trolley within the same MTS right-of-way. SANDAG is coordinating closely between the two projects to ensure smooth construction and effective use of space and resources. The SDRDT Project is being constructed with sensitivity toward the natural resources of the San Diego River.

**The Need**

The SDRDT Project is a critical part of the 351-mile LOSSAN rail corridor, the second busiest intercity passenger rail line in the United



States. It serves as a vital link for passenger and freight trains in San Diego County, and is the only viable freight rail link between San Diego and the rest of the nation.

This project is necessary to support growth in rail service demand while increasing reliability and maintaining safety. The existing single track from CP Tecolote to CP Friar negatively affects reliability of rail service in the corridor. Because there is only one track, trains are



(Continued on reverse)

required to wait outside of the limits and take turns using the single track when trains meet or pass one another. This reduces the overall capacity of the system, resulting in increased travel time, reduced operational flexibility, and increased potential for delays.

AMTRAK and NCTD plan to increase the number of passenger trains along the LOSSAN corridor. This project will help to (1) meet the expected increase in demand for railroad operations through this segment of the LOSSAN corridor, (2) enhance railroad operational flexibility and schedule reliability, (3) accommodate future increases in capacity, and (4) achieve a good state of repair in this segment of the railroad.

### **The Benefits**

By adding a second track, the project will eliminate the need for trains to sit idle while another train passes, thereby increasing schedule reliability and reducing delays. The increased capacity of the double track also will give additional train routing options to both train dispatchers and operations planners, providing a greater ability to meet changing operational requirements on a day-to-day basis.

### **Corridor Strategy**

During the next 20 years, SANDAG will construct nearly \$1 billion in 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, slightly more than half of the coastal rail corridor is double tracked, with an additional 19.2 miles in design or under construction. Eventually, more than 97 percent of the corridor will be double tracked. Other infrastructure improvements along the LOSSAN corridor include bridge and track replacements, new platforms, pedestrian undercrossings, and other safety and operational enhancements.

### **Project Status**

Construction on the SDRDT Project began in 2016 and is anticipated to conclude in 2019.

### **Project Costs**

The project is estimated to cost \$93.9 million and is fully funded through construction. Approximately 63 percent of the project is funded by federal sources. SANDAG has leveraged that federal funding with \$32 million from *TransNet*, the San Diego region's half-cent sales tax for transportation improvements.

### **For More Information**

***KeepSanDiegoMoving.com/SDRDT***