

SOUTH LINE RAIL FREIGHT CAPACITY PROJECT FACT SHEET



Overview

The South Line portion of the San Diego & Arizona Eastern (SD&AE) Railway provides an essential rail connection for the region's freight operations between the U.S.-Mexico border at San Ysidro, the Port of San Diego, and Downtown San Diego. The South Line Rail Freight Capacity Project enables goods to travel through the area by rail more efficiently, doubling the number of trips possible (from two to four) in the same time window.

Metropolitan Transit System (MTS) operates the Trolley Blue Line using the South Line railway for most hours of the day. Between 1 and 4:15 a.m., the South Line functions as a freight line under the management of Genesee & Wyoming, Inc.

The project included the following

improvements on the South Line in between the San Diego and San Ysidro Freight Yards, with a majority of the improvements in the City of Chula Vista, between J Street and the Otay River Bridge:

- » Track improvements, including the reconfiguration and reconstruction of the existing main line and siding tracks, as well as the installation of new trackwork and additional siding track.
- » Upgrades to the existing signal system, including new signals, interlockings, and modifications of existing at-grade crossings to allow for bi-directional operations.
- » System upgrades, including a new fiber backbone and updates to the centralized train control system.
- » Construction of a new freight-only,

(Continued on reverse)



Project Location



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SD&AE
San Diego & Arizona Eastern

BNSF
Burlington Northern & Santa Fe

UP
Union Pacific

T&T
Tijuana and Tecate Line

GFM
Grupo Ferroviario Mexicano



grade-separated bridge.

- » Additional site improvements, including construction of retaining walls, installation of fencing, landscaping, and irrigation systems, and drainage improvements.

The project was completed in coordination with MTS, the City of Chula Vista, Caltrans, and San Diego Gas & Electric (SDG&E).

The Need

The project enables freight rail services to operate independently and prevents interference with the Trolley. It is anticipated that this project, in conjunction with the San Ysidro Freight Rail Yard Project, will divert about 31,000 trucks to rail annually by 2030.

Project Costs

The total project cost was \$48.9 million. Funding sources included State Trade Corridor Improvement Funds and *TransNet*, the regional half-cent sales tax for transportation improvements administered by SANDAG.

Project Status

The project was completed in four phases. Phase One was completed in June 2013 and included installation of fiber cable along the South Line railway to improve signal communications. Phases Two, Three, and Four included grade crossing and signal improvements, enhancements to the Palomar Street station such as track realignment, and construction of a new freight rail bridge and retaining walls at Main Street in Chula Vista. Construction was completed in summer 2016.

For More Information
sandag.org/southline