

Sorrento to Miramar Double Track, Phase 2

FACT SHEET

**Status:**

Design and Right of Way

Current Budget:

\$29.7 million

Completion:

Design and ROW complete
2024

Construction Complete 2028

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The Project

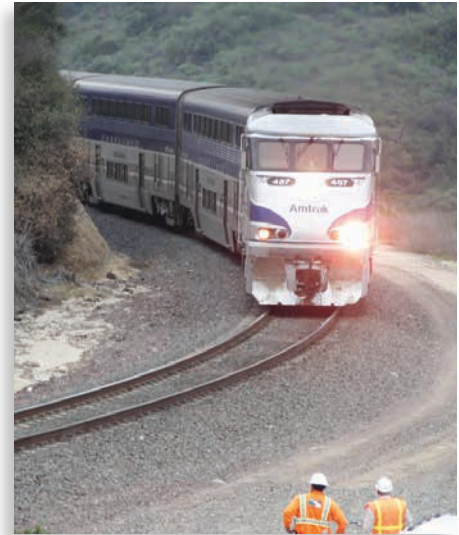
The second phase of the Sorrento to Miramar Double Track Project will add two miles of second main track to the San Diego region's coastal rail corridor between Interstate 805 (I-805) and Miramar Road in the City of San Diego. The project also will allow increased train speeds by straightening sharp curves that currently slow existing passenger and freight rail services on Miramar Hill.

The Need

This project is a critical part of the 351-mile Los Angeles-San Diego-San Luis Obispo (LOSSAN) coastal 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.

The San Diego rail corridor was built more than 125 years ago. It is used daily by as many as 70 trains, including the North County Transit District COASTER commuter train, Amtrak Pacific Surfliner, Metrolink commuter trains, and BNSF Railway freight trains. This section of single track causes system delays of six to nine minutes as trains wait for one another to pass.

Currently, Miramar Hill has the steepest grade and the sharpest curves in the region, resulting in the slowest segment of the LOSSAN rail line south of Los Angeles. Sharp curves limit train speeds in the area to 25 miles per hour for COASTER and Amtrak passenger trains and 20 miles per hour for freight trains. In comparison, in some areas of the corridor, maximum train speeds are 90 and 55 miles per hour for passenger and freight trains, respectively.



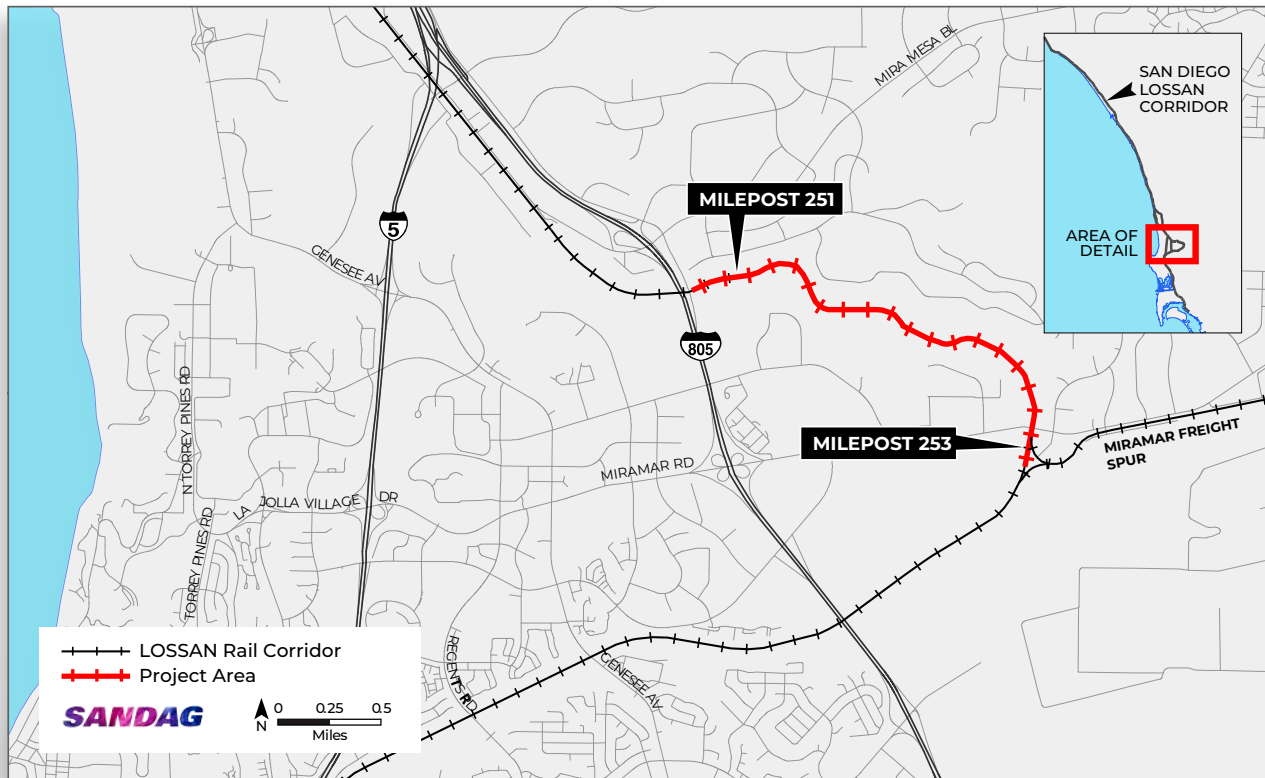
Planned double tracking improvements could accommodate 46 additional passenger trains and five additional freight trains per day by 2030 to further support the region's passenger and goods movement. The project also benefits the Miramar Freight Spur, a short rail line connected to the rail line near Miramar Road, which is used by San Diego businesses.

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

SANDAG is planning and constructing projects valued at more than \$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,

(Continued on reverse)



more than three-quarters of the county's LOSSAN rail corridor is double tracked. More than 99 percent of the corridor is anticipated to be double tracked by 2030. The rail enhancements – which also include bridge and track replacements, new platforms, pedestrian crossings, and other safety and operational upgrades – are part of a strategy to improve all modes of transportation within the congested I-5 North Coast Corridor.

Project Status

SANDAG conducted an environmental assessment for the Federal Railway Administration (FRA) under the National Environmental Policy Act. In 2010, SANDAG analyzed and evaluated ten alternative track alignments near the existing track in the Soledad Canyon. Based on costs, physical constraints, and environmental effects, two of those project alignments were selected for detailed analysis. A final alternative was selected and the environmental

clearance was obtained in May 2018. The project is currently conducting final design, environmental permitting, and Right-of-Way Acquisition. This process is expected to be completed in 2024.

Project Costs

To date, \$29.7 million has been allocated to complete the Final Design and Right of Way Acquisition for the project. SANDAG has leveraged federal Passenger Rail Investment and Improvement Act (PRIIA) grant funds and State Transportation Improvement Program (STIP) funds with money from the regional TransNet half-cent sales tax for environmental clearance. SANDAG leveraged State SBI LPP funding for final design and Trade Corridor Enhancement Program (TCEP) funding for Right of Way Acquisition, using TransNet funds as regional matches for the state funding. The total estimate for the design and construction phase of the project is \$200.3 million.

For More Information

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