



Project Schedule and Funding

Current funding:

\$72.8 million

Status:

Completed in 2019

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The Project

SANDAG is working with the North County Transit District (NCTD) to add 1.5 miles of second mainline rail track and replace an aging timber rail bridge on the Los Angeles–San Diego–San Luis Obispo (LOSSAN) coastal rail corridor between the cities of Encinitas and Solana Beach.

The new track will extend between Cardiff-by-the-Sea to the southern border of the San Elijo Lagoon, resulting in 4.2 miles of continuous double track. The existing single-track bridge, built in the early 1940s in the lagoon, will be replaced with a modern, double-track concrete bridge.

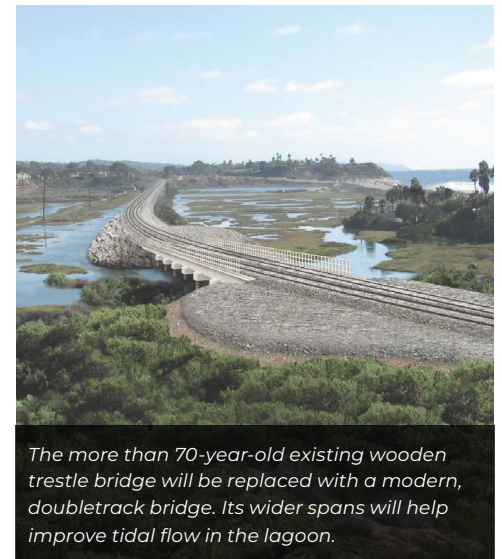
Other elements of the project include signal and grade crossing modifications at Chesterfield Drive in Cardiff, two new rail crossovers, the construction of a retaining wall north of the lagoon to keep the rail tracks separated from the lagoon inlet, and track and signal improvements in the railroad trench south of the Solana Beach train station.

The project is compatible with the proposed extension of the Coastal Rail Trail in Encinitas.

The Need

The project is needed to meet future increases in passenger and freight rail services, which are estimated to double by the year 2030.

Increased rail capacity provides a viable alternate transportation choice for people and goods, potentially reducing the number of vehicles that travel on Interstate 5 (I-5), and ultimately



The more than 70-year-old existing wooden trestle bridge will be replaced with a modern, doubletrack bridge. Its wider spans will help improve tidal flow in the lagoon.

reducing greenhouse gas emissions.

SANDAG is coordinating the construction of the new rail bridge with the planned restoration of the San Elijo Lagoon, and with bridge improvements on I-5. Aligning the construction and restoration efforts is expected to minimize disturbance in the lagoon, consistent with recent state legislation.

The San Diego rail corridor was built more than 125 years ago.

(Continued on reverse)

San Elijo Lagoon Double Track and Bridge Replacement Project



The project will add 1.5 miles of second main track and replace an aging timber rail bridge on the LOSSAN coastal rail corridor between the cities of Encinitas and Solana Beach.



It is used daily by as many as 70 trains including NCTD COASTER and Amtrak Pacific Surfliner passenger trains as well as BNSF Railway freight trains.

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 the San Diego region.

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.

Corridor Strategy

Over the next 15 years, SANDAG has approximately \$1 billion in planned improvements for the San Diego segment of the LOSSAN coastal rail corridor, including a primary effort to double track the corridor from Orange County to Downtown San Diego. To date, approximately two-thirds of the county's LOSSAN coastal rail corridor is double tracked, with more than 20 rail improvement projects in design or under construction. By 2030, more than 97 percent of the corridor is expected to be double tracked. Double tracking allows trains traveling in opposite directions to pass without slowing down or stopping. Other infrastructure improvements include bridge and track replacements, new platforms, pedestrian crossings, and other modernization 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 (NCC). The NCC Program is a balanced set of transportation, environmental, and coastal access projects to improve the quality of life for residents, create a stronger local and regional economy for the future, and enhance the coastal environment.

Project Status

The double track project is currently in final design and has received environmental clearance through the National Environmental Policy Act (NEPA). Construction is expected to begin in 2016 and be completed in 2018.

Project Budget

The project is estimated to be \$72.8 million and is fully funded through construction. Funding includes \$9.4 million from the Federal Transit Administration and \$63.4 million from TransNet, the regional half-cent sales tax for transportation administered by SANDAG.

For More Information

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