

TCR Program – Project # 74.1 – June 2007

San Diego Pacific Surfliner; double track intercity rail line within San Diego County, add maintenance yard in San Diego County.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$9,841	<i>TCRP Funds Approved To Date:</i>	\$9,841
<i>TCRP Funds – Subproject #74.1:</i>	\$9,841	<i>Phases(s) Approved To Date:</i>	1,2,4
<i>TCRP Fund for Project #74:</i>	\$47,000		
<i>Lead Agency:</i>	California Department of Transportation	<i>Implementing Agency:</i>	California Department of Transportation

<i>TCRP Allocations To Date:</i>	\$9,841	<i>for Phase(s):</i>	1,2,4
<i>Advance Approved:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary: The overall Pacific Surfliner TCRP program in San Diego includes several double track projects to provide improved reliability and on-time performance of the Pacific Surfliner intercity rail line in San Diego County. The Program also includes the construction of a new maintenance facility so overnight and turnaround maintenance does not have to be performed at the downtown Santa Fe Depot. The Pacific Surfliner Corridor currently provides 11 round trips between San Diego and Los Angeles. For purposes of implementation, the project has been split into individual sub-projects. They are:

- **Sub-Project #74.1 – Oceanside Double Track Project** (\$9,841,000 TCRP);
- Sub-Project #74.2 – PEIR/EIS and miscellaneous improvements to the LOSSAN Corridor;
- Sub-Project #74.3 – Maintenance Yard and improvements;
- Sub-Project #74.4 –Track and signal improvements at Fallbrook Junction;
- Sub-Project #74.5 – Encinitas Passing Track;
- Sub-Project #74.6 – Leucadia Boulevard Grade Separation;
- Sub-Project #74.7 – Encinitas Grade-Separated Pedestrian Crossing;
- Sub-Project #74.8 – CP O’Neil to CP Flores Double Track;
- Sub-Project #74.9 – Santa Margarita River Bridge and Double Track (\$23,007,000 – see November 2007);
- Sub-Project #74.10 –Carlsbad Double Track (\$1,000,000 – see December 2007).



Sub-Project #74.1 covers the Oceanside Double Track project, which will construct 1.2 miles of double tracking adjacent to the main line track from milepost (MP) 227.2 at CP Escondido Junction to MP 228.4 at Oceanside. The project will eliminate most dispatcher delays which will increase schedule reliability and on time performance. By extending the existing Oceanside siding, this project will ultimately provide double track from MP 225.9 to MP 228.4, which will total 2.5 miles in length. Funding provided under this application would result in 100% design and construction of the project described above including: track, embankment, bridges, retaining walls, drainage improvements, turnouts, grade crossings, and signals. The new track will allow for passenger train speeds of up to 79 miles per hour. It immediately benefits Amtrak’s intercity, Coaster Commuter and BNSF freight train movements by creating a key longer passing track, at a location where there are a significant number of train meets.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance - Statutory Exemption Permits	9/01	5/02	\$100
2	Design	6/07	6/07	\$501
4	Construction	8/07	1/09	\$12,930
Total:				\$13,531

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$100	\$501		\$9,240	\$9,841
		Proposed					
ITIP	State	Committed					
		Proposed				\$3,690	\$3,690
	Totals:	Committed	\$100	\$501		\$9,240	\$9,841
		Proposed				\$3,690	\$3,690
		Totals:	\$100	\$501		\$12,930	\$13,531

Prior TCRP Action:

- Original application was approved on August 22, 2001 (Resolution TA-01-13).
- A minor amendment to extend the end date for Phases 1 and 2 was approved April 2002. The delay was attributed to local agency coordination.
- A second minor amendment was approved June 26, 2003, Resolution TAA-03-03, to update the overall project schedule. The delay in starting construction is due to the delay in completing final design, which is expected to be completed in August 2003. Start of Design was delayed as a result of briefings and consultations requested by the City of Oceanside and the owner of the railroad, North County Transit District. Agreements between all parties needed to be negotiated and executed before design consultants could begin work.
- An amendment to update the schedule and program additional TCR funds to Phase 2 (\$60,000) and Phase 4 (\$3,740,000) was approved June 8, 2006 under Resolution TAA-06-33. An allocation of \$9,300,000 (\$60,000 for Phase 2 and \$9,240,000 for Phase 4) was approved on June 8, 2006 under Resolution TFP-06-13.
- A re-allocation of \$72,000 for Phase 2 was approved on September 7, 2006 under Resolution TFP-06-19.
- An amendment to update the schedule and program additional TCR funds to Phase 2 was approved June 7, 2007 under Resolution TAA-07-16. An allocation of \$41,000 for Phase 2 was approved on June 7, 2007 under Resolution TFP-06-37.

Status of Conditions: No conditions.

Discussion/Issues: Project is Statutorily Exempt under CEQA. Project is consistent with the Department's Rail Passenger Program Report as well as Amtrak's 20-year plan to double track the Los Angeles-San Diego (LOSSAN) corridor.