

**TCR Program – Application Approval Project # 74.8 – June 2007**

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

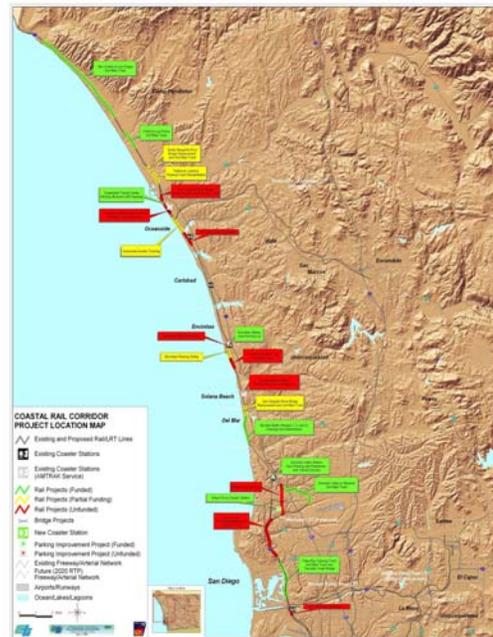
(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$7,400	<i>TCRP Funds approved to date:</i>	<b>\$2,359</b>
<i>TCRP Funds – Subproject #74.8:</i>	\$2,359	<i>Phases(s) approved to date:</i>	All
<i>TCRP Funds for Project #74</i>	\$47,000		
<i>Lead Agency:</i>	California Department of Transportation	<i>Implementing Agency:</i>	Same

<i>TCRP allocation to date:</i>	\$2,359	<i>for Phase(s):</i>	4
<i>Advance requested:</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, and includes the proposed construction of a new maintenance facility so overnight and turnaround maintenance is not performed at the downtown Santa Fe Depot. The project will also include preliminary activities for a grade separation and pedestrian over/under crossings. 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 (\$2,498,000 TCRP);
- Sub-Project #74.3 - Maintenance yard and improvements;
- Sub-Project #74.4 -Track and signal improvements at Fallbrook Junction (\$450,000 TCRP - complete);
- Sub-Project #74.5 – Encinitas Passing Track (\$3,288,000 TCRP of which \$1,635,000 has been spent – project is complete with savings);
- Sub-Project #74.6 – Leucadia Boulevard Grade Separation (\$200,000 TCRP);
- Sub-Project #74.7 – Encinitas Grade-Separated Pedestrian Crossing(s) (\$1,248,000 TCRP).
- **Sub-Project #74.8 – CP O’Neil to CP Flores Double Track 1.8 mile segment (\$2,359,000 TCRP).**



*Note: \$28,769,000, including \$1,653,000 in savings from 74.5, remains to be programmed.*

**Sub-Project #74.8** consists of the construction of 1.8 miles of second main track (double track) from Control Point (CP) O’Neil to CP Flores (milepost 220.8 to milepost 219.0). This will result in significantly reduced delays by reducing dispatcher hold times, allowing passing trains on this section of track, and allowing passing at maximum track speed.

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**Cost and Schedule** (\$ x 1,000)

<b>Phase</b>	<b>Scope</b>	<b>Start</b>	<b>End</b>	<b>Cost</b>
1	ENV Studies and Review, and Permits	10/00	9/05	\$280
2	Plans, Specifications & Estimates	12/00	6/07	\$79
3	Right of Way			
4	Construction	10/05	6/06	\$7,000
			<b>Total:</b>	\$7,359

**Funding Plan** (\$ x 1,000)

<b>Source</b>	<b>Type</b>		<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>	<b>Phase 4</b>	<b>Total</b>
TCRP	State	Committed				\$2,359	\$2,359
		Proposed					
SHA	State	Committed	\$280				\$280
		Proposed					
STIP IIP	State	Committed		\$120		\$3,350	\$3,470
		Proposed					
Amtrak	Federal	Committed				\$1,250	\$1,250
		Proposed					
		<b>Totals:</b>	\$280	\$120		\$6,959	\$7,359
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**Prior TCRP Action:**

- The original application for this project was approved at the September 2005 Commission meeting, under Resolution TA-05-03.
- The allocation of \$2,400,000 was approved at the September 29, 2005 Commission meeting, under Resolution TFP-05-12.
- A de-programming and de-allocation of \$41,000 was approved at the June 7, 2007 Commission meeting, under Resolutions TAA-07-16 and TFP-06-37. The savings from this project close-out was redirected to Project #74.1.

**Status of Conditions:** None.

**Discussion/Issues:**

- The project is statutorily from the CEQA process.
- A finding of No Significant Impact was received from the Federal Rail Administration on September 26, 2005.