ELVIRA TO MORENA DOUBLE TRACK
FACT SHEET

**The Project**
The Elvira to Morena Double Track Project is one of approximately 20 projects currently in progress along the San Diego County segment of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. This project will add a 2.6-mile second main track from State Route 52 to just south of Balboa Avenue. This new track will connect to existing double track, resulting in 10.3-miles of continuous double track between Control Point (CP) Tecolote and CP Cumbres. The existing railroad track will be realigned to straighten several curves in the north end of the project. In addition, the project includes new crossovers near Regents Road (CP Rose) in the railroad right-of-way, upgrading and building bridges at five locations to accommodate double track operations, signal improvements, and ancillary utility and drainage improvements along the corridor.

The project is located in the City of San Diego within the right-of-way owned by the Metropolitan Transit System (MTS) on tracks managed and operated by the North County Transit District (NCTD).

Concurrent with this project, SANDAG is designing and constructing the Mid-Coast Corridor Transit Project, an 11-mile extension of the San Diego Trolley within the same MTS right-of-way. SANDAG is coordinating closely between the two projects to ensure smooth construction and effective use of space and resources. Additionally, the project has been designed with sensitivity toward the natural resources of Rose Canyon.

**The Need**
This project is a critical part of the 351-mile LOSSAN rail corridor. It 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.

Amtrak and NCTD plan on increasing the number of passenger trains along the LOSSAN corridor. As concluded in the previous LOSSAN studies, the project is needed to: (1) meet the expected increase in demand for railroad operations through this

(Continued on reverse)
allows trains traveling in opposite directions to pass without slowing down or stopping, increasing efficiency and reliability.

**Corridor Strategy**
During the next 20 years, SANDAG plans to construct nearly $1 billion in improvements in the San Diego County section of the LOSSAN 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. More than 97 percent of the corridor is expected to be double tracked by 2030. Other infrastructure improvements along the LOSSAN corridor include bridge and track replacements, new platforms, pedestrian undercrossings, and other safety and operational enhancements.

**Project Status**
In March 2015, the project received environmental clearance with the Federal Railroad Administration’s approval of a Categorical Exclusion under the National Environmental Policy Act (NEPA). Construction on CP Rose signals was completed in 2016. The remaining work started in spring 2017 and is anticipated to conclude in 2020.

**Project Cost**
The project is estimated to cost $192 million and is fully funded. Approximately one-third of the project is funded through federal sources and an additional one-third is funded through state sources. SANDAG has leveraged the federal and state funding with TransNet funding, the San Diego region’s voter approved, half-cent sales tax for transportation improvements administered by SANDAG.

**For More Information**
KeepSanDiegoMoving.com/Elvira