

**POLICY FOR DOUBLE  
TRACK  
IMPLEMENTATION**



**RESOLUTION 01-03**

RESOLUTION NO. 01-03

**NORTH COUNTY TRANSIT DISTRICT  
DOUBLE TRACK IMPLEMENTATION POLICY**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE NORTH SAN DIEGO  
COUNTY TRANSIT DEVELOPMENT BOARD TO ADOPT A DOUBLE-TRACK  
IMPLEMENTATION POLICY**

**RECITALS**

**Whereas**, the North San Diego County Transit Development Board (Board) was created by Senate Bill 802 in 1975 to acquire, construct, maintain and operate public transit systems and related facilities; and

**Whereas**, the Board acquired the railroad right-of-way from the Orange County Line to the southern Del Mar city limit in 1992 and the Metropolitan Transit Development Board (MTDB) simultaneously acquired the railroad right-of-way within the limits of the City of San Diego; and

**Whereas**, the Board constructs improvements, maintains and operates the railroad right-of-way within its area of ownership and within the MTDB area of ownership pursuant to a Shared-Use Agreement with MTDB and the Burlington Northern-Santa Fe Railroad (BNSF); and

**Whereas**, the Board, as an owner of the right-of-way, has the contractual obligation to construct improvements, maintain and operate the railroad for use by the National Railroad Passenger Corporation (AMTRAK), the Burlington Northern-Santa Fe (BNSF) Railroad, and the Southern California Regional Rail Authority (SCRRA); and

**Whereas**, the Board operates the Coast Express Rail (Coaster) commuter rail service between Oceanside and San Diego on the railroad right-of-way; and

**Whereas**, the San Diego Association of Governments (SANDAG) is designated and recognized by federal and state agencies as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency for San Diego County; and,

**Whereas**, the inclusion of public transit services in an integrated regional transportation system provides positive environmental benefits and enhances the quality of life in the San Diego Region as defined in the Regional Growth Management Strategy; and,

**Whereas**, on February 25, 2000 the SANDAG Board of Directors adopted the 2020 Regional Transportation Plan (RTP) to identify the facilities, services and programs necessary to meet the Region's travel needs through the year 2020; and

**Whereas**, Section 65080 of the State Government Code specifies that actions by transportation agencies, including transportation development boards, must be consistent with the Regional Transportation Plan; and,

**Whereas**, the 2020 RTP Transit Element proposes double-tracking the entire railroad right-of-way, with the exception of the Del Mar Bluffs, from Oceanside to San Diego conditional on appropriate environmental impact analyses to evaluate the combined impact of the double-track project; and

**Whereas**, the 2020 RTP Transit Element proposes tunnels at University City in San Diego and states that realignment of the railroad right-of-way to avoid the Del Mar Bluffs completely, either with a proposed tunnel or other viable alternative, will be evaluated; and,

**Whereas**, the 2020 RTP additionally proposes grade separation of the railroad right-of-way, where practical, to improve safety and travel speeds; and,

**Whereas**, it is an Objective of the 2020 RTP that Coaster service should increase from 18 to 48 one-way trips per day by the year 2020 and the 2020 RTP recognizes that a fully double-tracked system would be required to reliably provide this level of service; and,

**Whereas**, it is an Objective of the 2020 RTP that Coaster travel times between Oceanside and San Diego should be reduced from 60 to 50 minutes and recognizes that a tunnel under University City would be needed to achieve the full travel time reductions; and,

**Whereas**, it is an Objective of the 2020 RTP that one-way trips between Los Angeles and San Diego should be increased from 22 to 32 per day and the average travel time should be reduced from 2 hours and 45 minutes to 2 hours and 30 minutes by the year 2010; and,

**Whereas**, the 2020 RTP calls for the California High Speed Rail Authority, Amtrak and the Caltrans Division of Rail to complete their planning studies to prepare a single comprehensive vision for intercity rail passenger service in Southern California; and,

**Whereas**, the 2020 RTP calls for NCTD, in cooperation with MTDB, Amtrak and the state to proceed with project-level environmental studies, design and implementation of double-track and other rail improvements projects in the Coastal railroad corridor; and,

**Whereas**, the 2020 RTP calls for NCTD, in cooperation with the City of Del Mar, to evaluate alternative alignments for the railroad in the area of the Del Mar Bluffs; and

**Whereas**, the 2020 Regional Transportation Plan, including double tracking the railroad right-of-way, was the subject of the programmatic EIR certified by SANDAG; and

**Whereas**, on December 2, 1999 the Board took action to support the Transit Element of the 2020 RTP with the addition of the statement that realignment of the Railroad right-of-way to avoid the Del Mar Bluffs completely, either with the proposed tunnel or other viable alternative, will be evaluated and such revision was subsequently incorporated; and,

**Whereas**, to further develop inter-city commuter rail and inter-regional passenger rail service in the San Diego portion of the LOSSAN Rail Corridor in an efficient and coordinated manner, the Board seeks to strengthen its partnership with AMTRAK; and

**Whereas**, the Board has responsibility to make decisions in the best overall public interest that balance the need for safe, reliable, efficient and cost effective transportation with social, economic and environmental benefits and impacts; and,

**NOW, THEREFORE**, it is hereby resolved that:

1. The Board shall endorse and actively pursue implementation of the SANDAG 2020 RTP Transit Element, which calls for double tracking of the railroad right-of-way, as it relates to NCTD.

#### **Double Track Implementation Study**

2. To actively pursue implementation of the 2020 RTP Transit Element, the Board shall take direct action towards achieving the goal of double-tracking the railroad right-of-way in San Diego County.
3. The Board shall conduct a study of the railroad right-of-way from the Orange County Line to San Diego for the purpose of developing alternative conceptual designs for double-tracking segments of the railroad right-of-way. The result would be conceptual design of complete double tracking. Environmental constraints shall be considered as a factor affecting alternative conceptual designs. The alternative conceptual designs will be analyzed based on a number of criteria including benefit, improvement on railroad efficiency, effect on railroad operations, potential environmental impacts and cost effectiveness.
4. In conformance with the 2020 RTP, the Study shall:
  - a. Incorporate the results of an investigation of the realignment of the railroad right-of-way to avoid the Del Mar Bluffs, either with a proposed tunnel or other viable alternative.
  - b. Investigate grade separation of the railroad right-of-way where feasible and cost effective.
  - c. Investigate a tunnel under University City.
5. The study shall be conducted with early and continuing consultation with the cities located along the railroad right-of-way.

6. The study shall be conducted in cooperation with SANDAG, MTDB, Amtrak, Caltrans Division of Rail and District 11, California High Speed Rail Authority and Burlington Northern Santa Fe Railroad. The study shall be coordinated with the Southern California Regional Rail Authority.
7. The study shall incorporate and build upon the California Passenger Rail System 20-Year Improvement Plan Technical Report sponsored by Amtrak, the Rail Passenger Program Report 1999-00 to 2008-09 prepared by the Caltrans Division of Rail, the North Coast Transportation Study prepared by SANDAG, the California High Speed Rail Authority's current planning and environmental studies and other relevant work efforts.

### **Environmental Review**

8. Once the study is complete, the Board shall prepare a Programmatic Environmental Impact Report (EIR) on the study in compliance with the California Environmental Quality Act (CEQA).
9. The Board shall, once complete, consider certifying the Programmatic (EIR) and approving the resulting double-track project(s) based on the documentation provided in the Programmatic EIR.
10. The Board's Programmatic EIR would incorporate by reference the 2020 RTP Programmatic EIR certified by the SANDAG Board of Directors.
11. Should the Board, at a time in the future, certify the subject Programmatic EIR and adopt a double-track project(s) for the railroad right-of-way, implementation of each discreet segment of double track, or double track project, would be subject to further CEQA review. If applicable, NEPA review would be undertaken.

### **Memorandum of Understanding**

12. NCTD shall seek to develop a Memorandum of Understanding with Amtrak, SANDAG, MTDB and Caltrans for Board consideration, to define the scope of the aforementioned study and Programmatic EIR, the respective roles and responsibilities of each organization and the financial participation contributed by each agency.

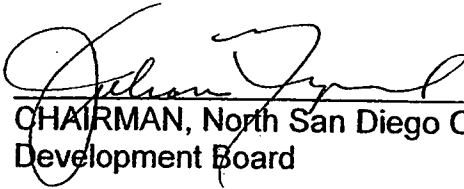
**PASSED AND ADOPTED** at the regular meeting of the North San Diego County Transit Development Board on the 29th day of Mar, 2001, by the following vote, to wit:

AYES: GOLICH, DRUKER, GUERIN, HARDING, RITTER

NAYES: NYGAARD, WALDRON, HARRIS-EBERT, HORN

ABSENT: NONE

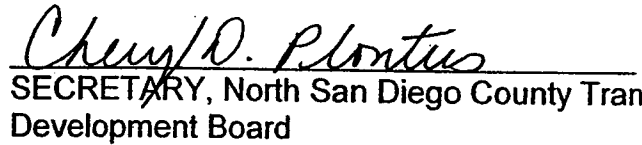
ABSTAIN: NONE



Nelson Fyfe

CHAIRMAN, North San Diego County Transit  
Development Board

ATTEST:



Cheryl D. Plontus

SECRETARY, North San Diego County Transit  
Development Board