

# SAN DIEGO & ARIZONA EASTERN RAILWAY (SD&AE)

## FACT SHEET

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*Reopened Railway is a Key Link for the Economy and International Trade*



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### The Project

Re-opening the only rail link to the east via the SD&AE Railway is needed to improve the international and interstate movement of goods in, out, and through the San Diego region.

- » The SD&AE is working to restore essential freight service between San Diego and the Imperial Valley by rehabilitating the Desert Line portion of the SD&AE; the rail line has been out of service east of Tecate since 1983.
- » Initial repairs to tunnels, trestles, and tracks need additional reliability improvements.

### Benefits

The project can take full advantage of national and international trade markets and bridge a gap in the national supply chain.

- » The connection with Imperial Valley would link San Diego and its port to the rest of the United States and Mexico, and vastly improve the region's market opportunities.
- » Maritime commerce at the Port of San Diego, and potentially the Port of Ensenada, could be expanded by offering access to two transcontinental rail carriers.
- » Restoration of the railway could provide an important connection to the U.S. Naval Port facilities.
- » The economic advantages can foster the region's ability to attract jobs, rail-dependent manufacturers, and industries that support international shipping.
- » The project offers new western port

options for Imperial Valley, Arizona, and Mexico.

- » The railway would reduce highway network impacts, reduce local transportation costs, and improve air quality by shifting goods from truck to rail.

### Project Components

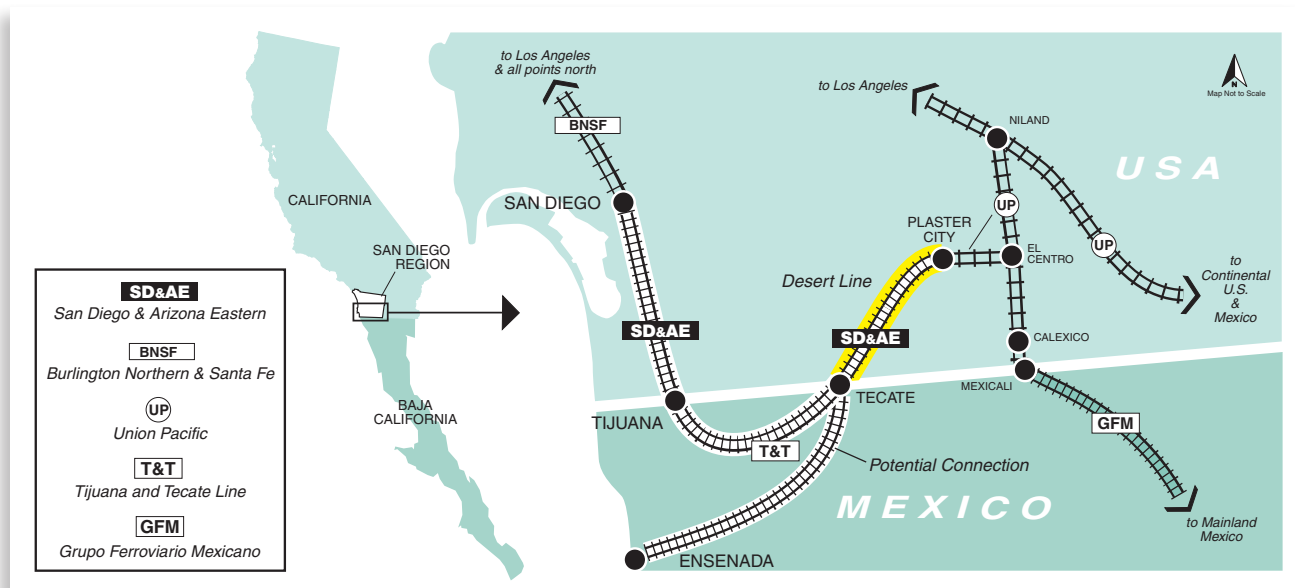
- » Track alignment and tunnel clearance need upgrading to accommodate modern freight vehicles, which carry double-stack containers and automobiles.
- » An accessible site within the San Diego/Tijuana region needs to be located for an intermodal yard to handle truck-to-rail transfers.
- » Additional storage yards at the Port of San Diego and San Ysidro would be required for increased freight movements on the SD&AE.

### Project Status

Carrizo Gorge Railway is now the freight operator in Mexico and on the Desert Line. They are making basic repairs but need additional improvements to run revenue service.

- » In 2001, the state of Baja California awarded a 25-year concession for freight operations on the Tijuana & Tecate Line. Baja California also is pursuing a rail line to Ensenada to boost trade connections in the area.
- » SANDAG is initiating a preliminary engineering study for the San Ysidro Intermodal Yard and an assessment of the yard's role in regional freight movements.

*(Continued on reverse)*



- » The region also is embarking on a regional freight strategy to explore opportunities for international trade through our port and border gateways.

### Funding Status

A funding package for the basic and modernization improvements has yet to be identified.

- » SANDAG studies suggest a public/private partnership with the involvement of the railroads, shippers, the San Diego Unified Port District, industry, and government at all levels.
- » Authorization in 1998 of TEA-21, the Transportation Equity Act for the 21st Century, included \$10 million for intermodal facilities, the first part of the \$43.1 million needed to restore basic service.
- » The next federal transportation bill should continue to include funding opportunities for short haul railroads like the SD&AE. It also should include funding for freight infrastructure that is part of the national supply chain and supports global gateways.

### Cost Estimates \$43 million to \$105 million dependent on the project's scope (1996 cost estimates)

- » Improvements to restore basic service on the line, carrying bulk, breakbulk products, and single-stacked containers are estimated to cost:
 

Repairs to Reopen the Desert Line	\$7.9 million
Reliability Improvements	\$10.9 million
Staging Yards in San Ysidro	\$2.6 million
Customs Inspection Facilities	\$3.2 million
Intermodal Facility (Truck-to-Rail)	\$18.5 million
  - » Modernization improvements to handle longer and taller freight vehicles are estimated to cost:
 

Tunnel and Track Work on the Desert Line	\$56.2 million
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  - » Additional improvements, assuming interchange with BNSF at the Port:
 

Staging Yard @ Tenth Avenue Marine Terminal	\$3.1 million
Extension of Bulk Facilities @ Tenth Avenue Marine Terminal	\$3.0 million
- Grand Total: Basic Service, Modernization and Port Improvements \$105.4 million**