

LOSSAN Rail Corridor

Proposed Improvements

This fact sheet discusses the proposed improvements to the north-south rail line within the I-5 North Coast Corridor (NCC). This rail corridor continues to be a popular option for travelers as they leave their cars to enjoy traversing through some of the most scenic and unique natural environments in the state.

Why Is the Rail Corridor named LOSSAN?

LOSSAN stands for Los Angeles - San Diego - San Luis Obispo rail corridor.

What Is LOSSAN?

LOSSAN is the second busiest intercity rail corridor in the nation supporting commuter, intercity and freight rail services. With 351 miles of rail, LOSSAN connects major metropolitan areas of Southern California and the Central Coast.

What Services Operate on the I-5 NCC Portion of the LOSSAN?

Amtrak's Pacific Surfliner, Southern California Regional Rail Authority's Metrolink, and the North County Transit District's Coaster and Sprinter provide intercity, commuter and light rail passenger rail services, respectively. Burlington Northern Santa Fe operates freight rail services.

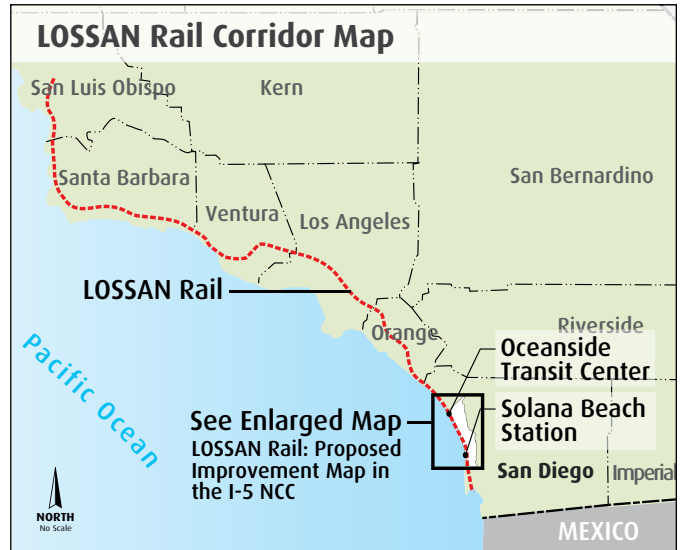
Why Improve LOSSAN's Services along the I-5 NCC?

SANDAG's 2030 Regional Transportation Plan (RTP) calls for a double-tracked LOSSAN corridor in order to meet current and future demand. Currently, 51% of the San Diego corridor is a single rail track that freight and passenger trains share. Sharing the track leads to delays and also constrains the hours of operation for each type of service. Due to the tremendous increase in population, tourism and economic growth within the I-5 NCC, double tracking the LOSSAN corridor will help it meet current and future demand, and decrease delays and schedule conflicts between the operators. LOSSAN station improvements to parking, shuttle services and equipment are also planned.

The proposed improvements to LOSSAN in the I-5 NCC would enhance:

- ▶ reliability
- ▶ ridership
- ▶ safety
- ▶ travel times
- ▶ travel options
- ▶ carrying capacity by providing more trains

The following page lists the proposed improvements to LOSSAN within the I-5 NCC.



The LOSSAN Rail Corridor is the second busiest rail line in the nation.



Amtrak services on the LOSSAN Rail Corridor support intercity passenger travel between San Diego and Los Angeles.



Freight services on the LOSSAN Rail Corridor support San Diego's goods movement from the Port of San Diego and the Los Angeles area.

LOSSAN Rail Corridor: Proposed Improvements

Proposed Improvements Map:

This Proposed Improvements Map shows the locations of the proposed LOSSAN improvements throughout the I-5 NCC. The table to the right of the map lists the proposed LOSSAN improvement project's name, description and costs.

Legend

- Travel Shed
- Major Arterial
- State Highways
- Interstate Highways
- I-5
- Existing Rail Station
- Existing Rail
- Proposed Rail Improvements
- Proposed Tunnels
- Camp Pendleton
Proposed Improvements
- Oceanside
Proposed Improvements
- Carlsbad
Proposed Improvements
- Encinitas
Proposed Improvements
- Solana Beach
Proposed Improvements
- Del Mar
Proposed Improvements
- San Diego
Proposed Improvements



LOSSAN Rail: Proposed Improvement Descriptions in the I-5 NCC

Project Number/Name	Description	Cost
1. CP San Onofre to CP Pulgas	Second main track, signals, retaining wall and bridge replacement	\$33,000,000
2. CP Puller to CP Westbrook	Second main track, retaining wall and Santa Margarita bridge replacement	\$50,000,000
3. CP Eastbrook to CP Shell	Second main track and replacement of the San Luis Rey River bridge	\$45,000,000
4. Oceanside Double Track	Second main track and siding	\$12,100,000
5a. Oceanside Transit Ctr Coaster Stub Track	Third track and crossover connecting to the south end of existing Oceanside station track	\$8,200,000
5b. Oceanside Transit Ctr Parking Garage	Addition of 500 additional parking spaces at Oceanside Transit Center	\$23,000,000
5c. Oceanside Transit Ctr Metrolink Stub Track	3rd track and crossover connecting to the north end of existing Oceanside station track	\$6,000,000
6. Carlsbad Village Station Double Track	2nd main track and curve straightening incl. double track through Carlsbad Village station	\$28,000,000
7. Carlsbad Village Station Parking Structure	Parking structure with 300 additional spaces at the Carsbad Village COASTER station	\$18,800,000
8. Carlsbad Double Track	Second main track and bridge replacement over Agua Hedionda Lagoon	\$18,000,000
9. Carlsbad Poinsettia Station Parking Structure	New parking structure with 700 additional spaces at the Carlsbad Poinsettia COASTER station	\$21,000,000
35. Poinsettia Run-Through**	Third track through Carlsbad Poinsettia station	\$8,200,000
10. CP Ponto to CP Moonlight	2nd main track, Batiquitos Lagoon bridge replacement, La Costa Ave grade crossing expansion	\$43,000,000
11. Leucadia Boulevard Grade Separation	Grade separation of Leucadia Boulevard (undercrossing)	\$150,000,000
12. Encinitas Pedestrian Crossings	Series of 4 grade separated pedestrian crossings at Montgomery, Santa Fe, El Portal, Hillcrest	\$12,000,000
13. Encinitas Station Parking Structure	New parking garage with 600 additional spaces at the Encinitas COASTER station	\$18,000,000
14. CP Moonlight to CP Swami	Second main track	\$20,000,000
15. CP Cardiff to CP Craven	Double-track, grade crossing, replacement of San Elijo Lagoon bridge	\$60,000,000
16. Solana Beach Parking Structure	Parking structure with 700 new spaces at Solana Beach station	\$25,000,000
17. San Dieguito Bridge/Double Track	Second main track and replacement of the San Dieguito bridge	\$76,000,000
18. Del Mar Fairgrounds Platform	New seasonal platform for Del Mar Fairgrounds intended to increase passenger access to rail	\$10,000,000
19. Del Mar Bluffs Stabilization, Phase 3	Replacement of eroded track bed support, protection of bluff face, reinforcement of bluff toe	\$26,400,00
20. Del Mar Tunnel Alternatives Analysis	Analysis of Camino Del Mar and I-5/Peñasquitos Del Mar Tunnel alternatives	\$1,300,000
21a. Del Mar Tunnel-Camino Del Mar*	Tunnel and second main track aligned beneath Camino Del Mar (Alternative to #21b)	\$429,600,000
21b. Del Mar Tunnel-I-5 Penasquitos*	Tunnel and second main track aligned beneath I-5 (Alternative to #21a)	\$659,100,000
22a. Sorrento Valley Double Track	Second main track	\$30,000,000
22b. Penasquitos Double Track	Second main track and bridge replacement through Peñasquitos Lagoon	\$80,000,000
23. Sorrento to Miramar, Phase 1	Second main track	\$23,000,000
24. Sorrento to Miramar, Phase 2	Second main track and curve realignment	\$98,700,000
25. UTC Tunnel Alternatives Analysis	Analysis of the UTC and I-5 alignment alternatives for UTC tunnel	\$2,500,000
26a. UTC Tunnel-UTC Alignment*	Tunnel through Miramar Hill with an underground stop at UTC (Alternative to #26b)	\$435,500,000
26b. UTC Tunnel-I-5 Alignment*	Tunnel through Miramar Hill beneath I-5 (Alternative #26a)	\$517,900,00
* Actual cost may vary as only one alternative will be selected for projects 21a/b and 26a/b. ** Project number/name as it appears in the LOSSAN Rail Corridor Prioritization Analysis.		TOTAL \$2.9 billion*

Currently, What Is Being Done to Improve LOSSAN?

In 2007, a program EIR/EIS was completed which studied the environmental impacts for the proposed improvement projects on LOSSAN. The completion of the program EIR/EIS was an important milestone in the LOSSAN rail corridor as it will be used as a basis for improvements.

Currently, What Is Being Done to Improve the I-5 NCC Portion of LOSSAN?

SANDAG and Caltrans are actively planning and seeking funding to improve the LOSSAN rail corridor. SANDAG's 2030 Regional Transportation Plan proposes \$5.4 billion in rail transit improvements in the San Diego region, of which \$2.9 billion is earmarked for the I-5 NCC portion of LOSSAN.

In July, 2009, SANDAG and Caltrans led the completion of the LOSSAN Rail Corridor Prioritization Analysis to identify the top 40 rail improvement projects (see previous page) in San Diego County. This prioritization resulted in the SANDAG Board of Directors approving:

1) the use of the LOSSAN Rail Corridor Prioritization Analysis to the Federal Railroad Administration in applying for project capital funds.

2) a program of \$19.1 million of TransNet funds to design the following seven priority projects:

- 1 CP San Onofre to CP Pulgas (Camp Pendleton)
- 5a Oceanside Transit Center Coaster Stub Track
- 5c Oceanside Transit Center Metrolink Stub Track
- 8 Carlsbad Double Track
- 35 Poinsettia Run-Through (Carlsbad)
- 15 CP Cardiff to CP Craven (Encinitas)
- 22a Sorrento Valley Double Track (San Diego)

The table below summarizes the types of proposed improvements in each jurisdiction within the I-5 NCC.

For more information, log-on to:
<http://www.keepsandiegomoving.com>

For questions, call:
Caltrans Public Affairs: 619-688-6670

LOSSAN Rail: Proposed Improvements Summary in the I-5 NCC

Jurisdiction	Type of Proposed Project Improvement				Cost
	Double Tracking	Bridge	Parking Structure	Other	
Camp Pendleton	6.6 miles	2	0	Double Tracking/Bridge Replacement/Retaining Walls	\$83,000,000
Oceanside	3.4 miles	1	1	Double Tracking/Bridge Replacement/Station Tracks	\$94,300,000
Carlsbad	2.9 miles	1	2	Double Tracking/Bridge Replacement/Station Improvements	\$85,800,000
Encinitas	5 miles	2	1	Double Tracking/Bridge Replacement/Station Improvements	\$303,000,000
Solana Beach	0 miles	0	1	Station Improvements	\$25,000,000
Del Mar	11.1 miles	1	0	Tunnel (Pending Alternatives Analysis)/Bluff Stabilization	\$1,202,400,000*
San Diego	18.4 miles	7	0	University City Tunnel (Pending Alternatives Analysis)/Double Tracking/Station Improvements	\$1,187,600,000*
TOTALS	47.4 miles	14	5	N/A	\$2.9 billion*

* Actual cost may vary as only one alternative will be selected for projects 21a/b and 26a/b, as shown on the Proposed Improvement Descriptions chart on page 3.