

LOSSAN RAIL/INTERMODAL IMPROVEMENTS FACT SHEET



The Project

Improvements along the San Diego coastal section of the San Diego to Los Angeles (LOSSAN) Rail Corridor include double tracking, grade separations, bluff stabilization, positive train control (PTC), and replacement of three aging bridges in Los Peñasquitos Lagoon that will be ready for construction in six months. These projects increase capacity and ensure reliability and safety of the railroad corridor for intercity, commuter, and freight rail services.

The Need

The Pacific Surfliner corridor is the second busiest intercity passenger rail corridor in the nation. More than 2.6 million Amtrak passengers are carried annually. Commuter rail operators, COASTER, and Metrolink also use this corridor to carry an additional six million passengers annually.

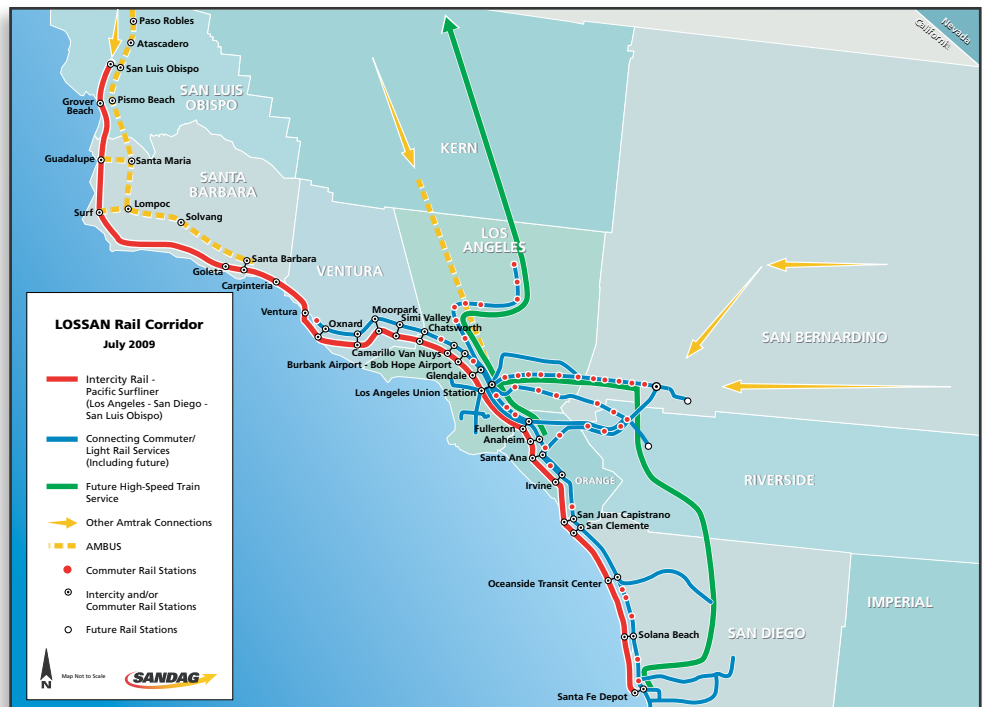
The San Diego portion is 60 miles of the total 351-mile LOSSAN Rail Corridor. It parallels one of the state's most congested highway and road systems and traverses sensitive coastal environmental areas. The San Diego rail corridor is entirely publicly owned. It was purchased in the 1990s for the purpose of implementing commuter rail to complement Amtrak's intercity service. The corridor is the only viable freight rail link between San Diego and the rest of the nation. BNSF Railway operates freight service on the San Diego segment of the corridor, with the Port of San Diego as a major customer. Investments in the LOSSAN Rail Corridor directly benefit the public through alternatives to driving alone, congestion relief, and goods movement.

The San Diego coastal rail corridor is primarily

(Continued on reverse)



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a single-track railway, built more than 100 years ago. The right-of-way includes 35 rail bridges, with 26 of them more than 50 years old. The loss of even a single bridge would cause severe disruption to public transportation and goods movement in Southern California.

In July 2009, SANDAG and its rail partners completed a prioritization of rail projects that is being used to design and build rail improvements. There is currently \$300 million in local *TransNet* sales tax revenues available to design the highest priority projects. In 2010, \$63.4 million in federal rail capital grants was received for two capacity increasing projects, PTC, and to complete preliminary engineering and environmental work on four double track/bridge replacement projects.

Portions of the LOSSAN corridor will be shared with the state's proposed high-speed train system. Furthermore, the LOSSAN corridor will provide a key feeder service for high-speed trains, decreasing congestion and greenhouse gas emissions.

Recognizing the critical need to improve the safety, reliability, capacity, and customer experience along the entire corridor, the LOSSAN Rail Corridor Agency was formed in 1989. LOSSAN member agencies represent rail owners, operators, and regional planning agencies along the entire six-county corridor.

LOSSAN and its member agencies have a history of providing capital and operating funds to the entire corridor. The State of California has provided more than \$1 billion in improvements, Amtrak has contributed \$220 million, and local agencies have contributed \$400 million to the corridor since the 1970s.

With Congressional support, LOSSAN received \$24 million for four critical

improvement projects on the railroad corridor: grade separations in the cities of Fullerton, Commerce, and Solana Beach, and the stabilization of the Del Mar bluffs.

Project Costs

The total estimated project cost for the near term improvements is \$140 million. This is part of a \$700 million program of capital improvements needed to substantially increase rail service by 2030.

Project Status

A number of important projects along the rail corridor are in various stages of development from early conceptual design to preliminary engineering and environmental review. These include the following projects:

- » Del Mar bluffs stabilization
- » San Onofre to Las Pulgas double track
- » Bridge replacements in Los Peñasquitos Lagoon
- » San Diego crossovers program
- » Additional station tracks at Oceanside and Carlsbad-Poinsettia
- » San Elijo Lagoon double track
- » San Diego intercity, commuter, and high-speed train layover facility
- » Sorrento Valley double track
- » Positive Train Control
- » Other infrastructure, bridge replacement, and station improvements
- » Encinitas pedestrian crossings

Funding Status

SANDAG is seeking a FY 2012 appropriation of \$19.3 million for rail projects within the San Diego coastal rail corridor. Previous federal Section 5309 Rail New Starts appropriations for this section of the corridor total \$10.7 million. Those funds have been combined with \$63.4 million in federal rail capital grants in FY 2010.