

# LOSSAN RAIL CORRIDOR SAN DIEGO INTERMODAL IMPROVEMENTS FACT SHEET



### The Project

SANDAG and its partner agencies are working to improve the San Diego coastal section of the San Diego-Los Angeles-San Luis Obispo (LOSSAN) rail corridor with the goal of increasing capacity and ensuring the reliability and safety of intercity, commuter, and freight rail services. About 20 capital improvement projects are in development, including double tracking, grade separations, bluff stabilization, bridge replacement, and positive train control (PTC) to prevent train-to-train collisions. Half of these projects are funded through construction.

Recognizing the critical need to upgrade 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 invested more than \$500 million in the corridor since the 1970s.

With congressional support, LOSSAN received \$24 million for four critical improvement projects: grade separations in the cities of Fullerton, Commerce, and Solana Beach, and the stabilization of the Del Mar bluffs.

In July 2009, SANDAG and its rail partners completed a prioritization of rail projects that is now being used to design and build improvements.

*(Continued on reverse)*



401 B Street, Suite 800  
San Diego, CA 92101  
(619) 699-1900  
Fax (619) 699-1905  
sandag.org





Del Mar bluffs track bed stabilization



Sorrento to Miramar Double Track Phase II



San Dieguito Lagoon bridge replacement

### The Need

LOSSAN, also known as 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 more than 4.8 million passengers annually.

The San Diego portion makes up 60 miles of the total 351-mile LOSSAN corridor. It parallels one of the state's most congested highway and road systems, including Interstate 5, and traverses environmentally sensitive coastal areas. The San Diego portion is entirely publicly owned. It was purchased in the 1990s for the purpose of implementing commuter rail to complement Amtrak's intercity service.

The San Diego section was built more than 100 years ago as a single-track line. Through federal, state, and local partnerships, a second main line track has been added to more than half of the San Diego corridor. The existing right-of-way includes 47 rail bridges, with 34 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.

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 LOSSAN support alternatives to driving alone, provide congestion relief, and enhance goods movement.

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

### Project Costs

The total estimated cost for upcoming, near-term, improvements is approximately \$995 million. This is part of a \$2.6 billion program of capital improvements needed to substantially increase rail service by 2050.

### 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 to construction. Here is a list of the projects not yet funded through completion:

#### Double tracking/bridge replacement

- » San Onofre to Las Pulgas (1.6 miles)
- » Eastbrook to Shell (0.6 miles)
- » Carlsbad Village (1.1 miles)
- » San Dieguito Lagoon (1.7 miles)
- » Sorrento to Miramar, Phase 2 (2.1 miles)
- » Batiquitos Lagoon (2.7 miles)
- » San Elijo Lagoon (1.5 miles)
- » Sorrento Valley (1.1 miles)
- » Elvira to Morena (2 miles)
- » San Diego River Bridge (0.9 miles)

#### Other projects

- » Special events rail platform at the Del Mar Fairgrounds
- » Encinitas grade-separated pedestrian crossings (3)
- » Del Mar bluffs track stabilization (ongoing)
- » Oceanside through track
- » Poinsettia Station improvements

### Funding Status

SANDAG is seeking federal and state matching funds to leverage the approximately \$153.1 million in local *TransNet* sales tax revenues available to design and build the highest priority projects. Since 2010, \$78.4 million in federal rail capital grants have been allocated for two capacity-increasing projects, positive train control, and preliminary engineering and environmental work on five double track/bridge replacement projects.