

LOSSAN

Los Angeles
San Diego
San Luis Obispo

Coastal Rail Corridor

San Diego Segment



SD-LOSSAN Regional Rail Corridor Improvements Study Update

Del Mar City Council | July 26, 2021

1 Study Background

Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor



- Nation's second busiest intercity rail corridor behind the Northeast Corridor (8 million riders annually)
- Approximately \$1 billion in goods carried
- San Diego Subdivision is the southernmost 60.1 miles in San Diego County
- Owned by NCTD and MTS
- Part of Strategic Rail Corridor Network (STRACNET)
- More than \$1 billion identified for capital improvements (mainly capacity)



Expected Study Results

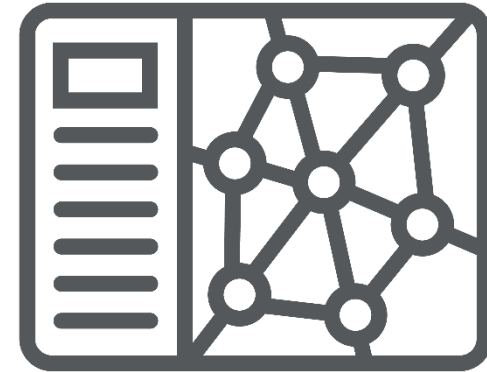
The study will result in:



Alternative Alignments



Proposed Improvements



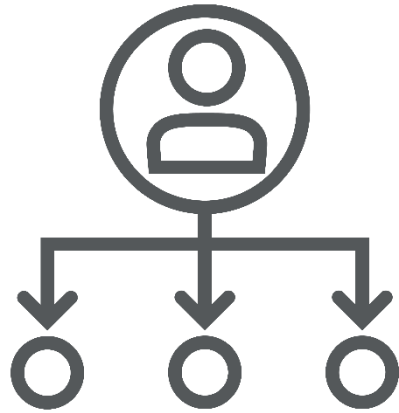
**Supporting Analysis for Passenger
and Freight Rail Services**

Consistent with the 5 Big Moves, recommended improvements will support future investments to reduce travel times, increase capacity, and enhance safety

Scope of Work

- Existing Conditions
- Corridor Resiliency
- Operational Feasibility –
Sorrento Mesa Branch Analysis
- Basis of Design (Track)
- Basis of Design (Tunnel)
- Del Mar/Miramar Hill Alternatives Analysis
- Service Plans
- Corridor Wide Higher Speed Analysis
- Project Phasing/Implementation Plan
- Final Report

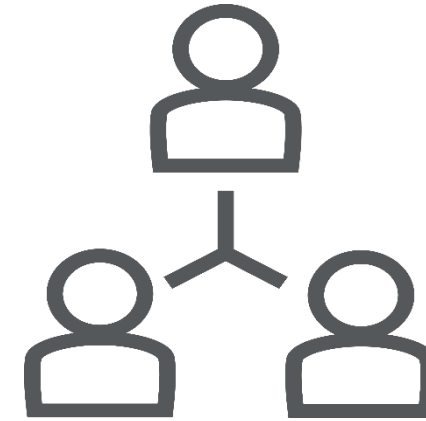
Reporting Structure



PROJECT DEVELOPMENT TEAM

SANDAG
NCTD
MTS
LOSSAN

Metrolink
BNSF Railway
FRA
Caltrans



EXECUTIVE LEADERSHIP TASK FORCE

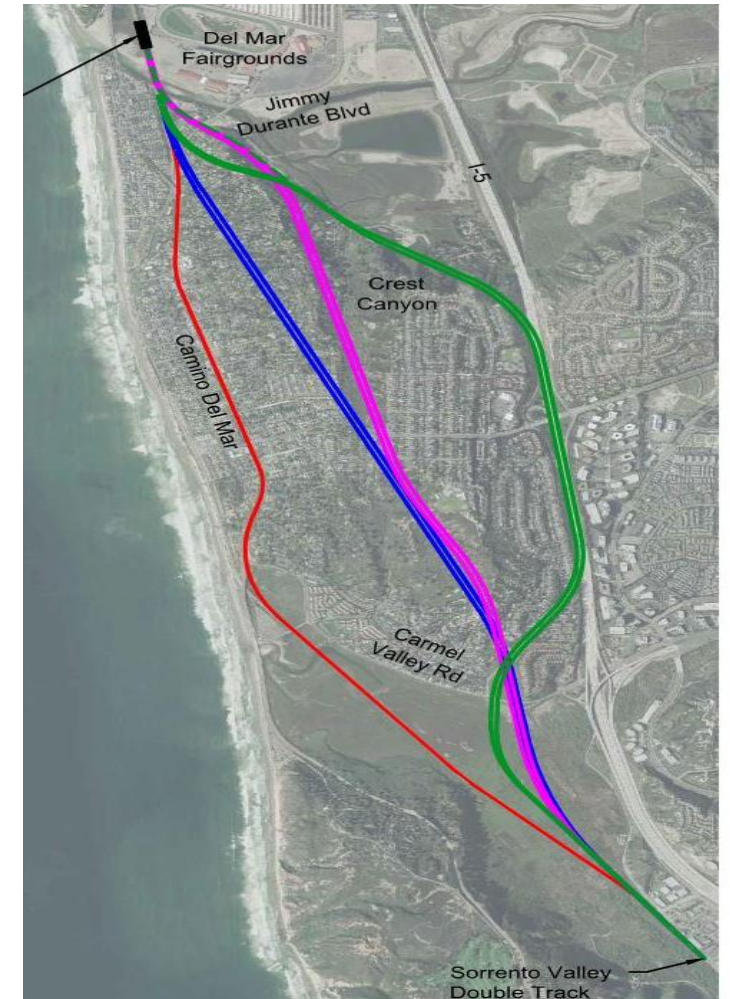
SANDAG BOARD OF DIRECTORS

2 Del Mar Realignment Alternatives Analysis

Del Mar Realignment

PURPOSE

- The current study is building upon an alignment study completed in 2017 and is seeking to define what a project could look like
- It seeks to narrow 5 alternatives down to 2, and is **conceptual** in nature
- The Study does not address specific environmental or technical questions
- Once additional funding is secured, SANDAG will begin the environmental review process, which will examine all alternative alignments, potential impacts, stakeholder concerns, and costs

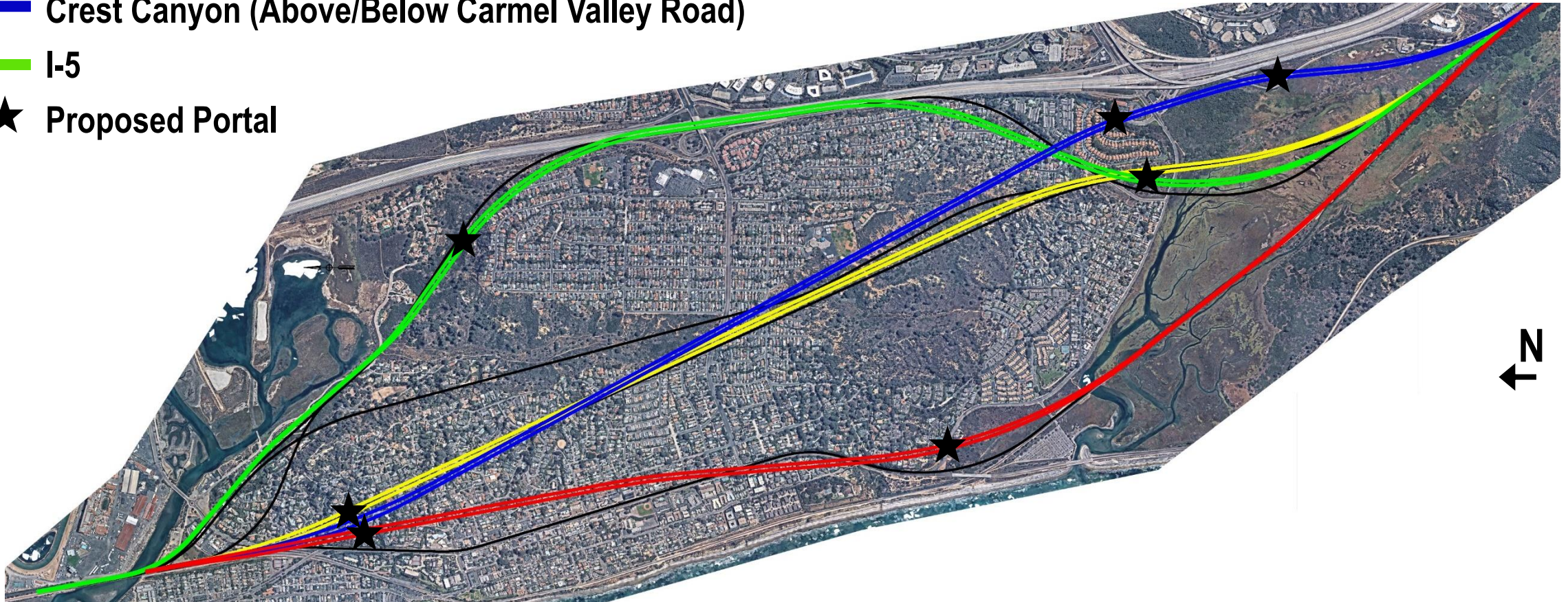


Alternatives from 2017 study.

Del Mar Realignment

REVISED ALTERNATIVES

- Camino Del Mar
- Crest Canyon Higher Speed
- Crest Canyon (Above/Below Carmel Valley Road)
- I-5
- ★ Proposed Portal



Del Mar Realignment

REVISED COMPARATIVE ANALYSIS



Evaluation Criteria	Weight (%)	Camino Del Mar	Crest Canyon			I-5
			Higher Speed	Above Carmel Valley Rd.	Below Carmel Valley Rd.	
Travel Time	14	5	5	5	4	1
Environmental Consequences	9	1	4	4	3	2
ROW Impacts and Acquisitions	6	4	3	1	3	1
Connectivity and Travel Demand	13	3	3	3	3	2
Safety Improvements	15	5	5	5	4	5
Constructability, Construction Impacts, and Duration	7	2	4	1	2	1
Capital Costs (includes construction, right-of-way, and design)	8	5	4	3	2	1
Railroad Operation Impacts (during construction)	5	2	4	4	4	1
Operational Complexity (post-construction)	9	4	4	4	1	4
O&M Costs	10	2	3	3	1	2
Community Acceptance	4	2	3	1	3	1
Total Score		345	396	347	281	223

RATING 5 4 3 2 1
 Best ————— Worst

Del Mar Realignment

Preliminary Summary



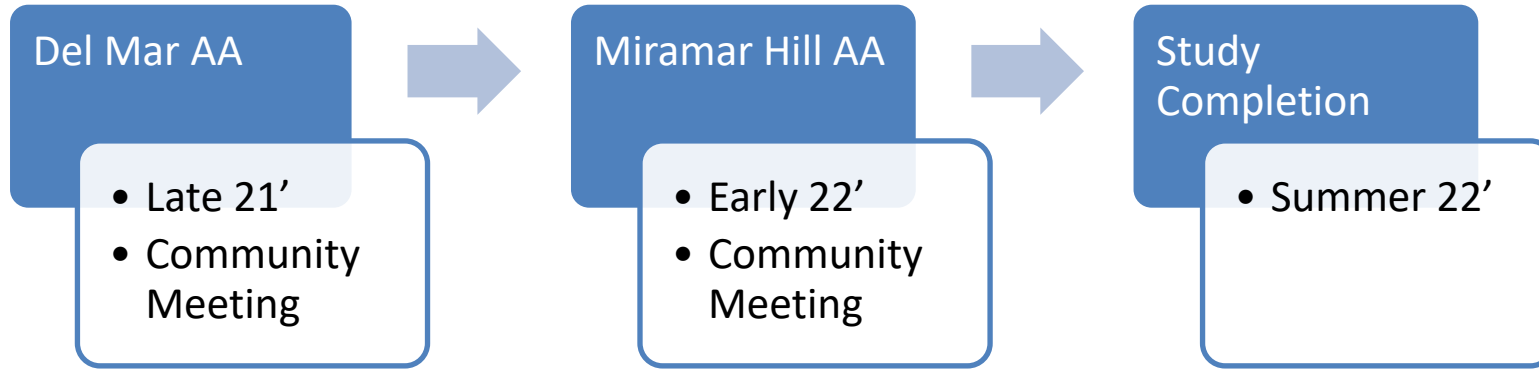
Issue Area	Camino Del Mar	Crest Canyon			I-5
		Higher Speed	Above Carmel Valley Road	Below Carmel Valley Road	
Total Cost	Base	+5%	+5%	+10%	+30%
Total Length (mi)	4.9	4.8	4.5	4.5	5
Tunnel Length (mi)	1.8	2.5	2.5	3.1	2.2
Tunnel Depth (ft)*	35 - 120	35 - 275	35 - 365	35 - 480	35 - 210
Elevated Structure (ft)	8,000	4,800	4,600	130	5,300

* top of tunnel to existing ground; minimum – maximum depth

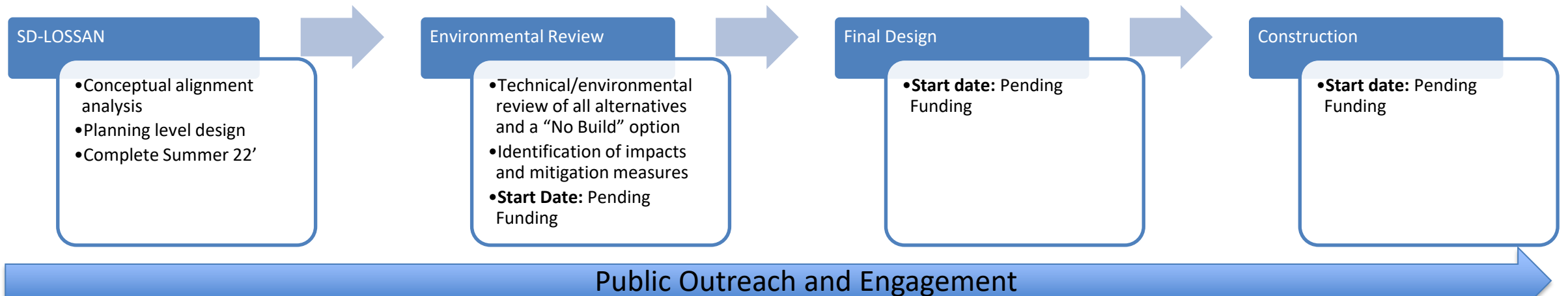
Del Mar Realignment

NEXT STEPS

SD-LOSSAN



Del Mar Realignment



Del Mar Realignment

COMMUNITY OUTREACH



Goals

- Educate the public about the goals and objectives of the SD-LOSSAN conceptual study
- Ensure an open and transparent process
- Provide opportunities for feedback

Activities

- 3rd party presentations and meetings
- Project website
- Social media
- Email blasts
- Community open house(s)
- Media outreach



Connect With Us

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Twitter:

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[Instagram.com/sandagregion/](https://www.instagram.com/sandagregion/)