

ITEM NO. 12a  
(four pages)

Don Russell

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**From:** Ross Misher  
**Sent:** Friday, May 6, 2022 6:19 PM  
**To:** Brad Jenkins; Don Russell  
**Cc:** Karen Morris; Felicia Lurner; Patrick McNulty; Will Wiersig  
**Subject:** RE: Minutes of Last Night's Meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi all,

(Freight Trains Concern)

I heard about this issue and wondered if this is something that our residents know about and should be concerned about.

If there are 22 freight trains running past our road its day, it would be a big problem.

Thoughts?

Upon further investigation, residents discovered information that might reveal the *real* impetus behind infrastructure expansion – freight. Lots and lots of heavy, mile-long diesel emitting freight trains making their way to and from Barstow. The San Diego Pathing Study and recent LOSSAN literature reveal a projected increase in train traffic through Orange County – from 44 to 78 passenger trains and from 6 to 22 freight trains a day by 2030. This is news to most City officials and residents of the affected towns.

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5/26/22, 3:08 PM

San Diego Pathing Study Creates New Opportunities for Expansion of Rail Services | North County Transit District

## San Diego Pathing Study Creates New Opportunities for Expansion of Rail Services

November 12, 2020

*Results from dynamic public-private partnership will deliver significant economic and quality of life benefits to the San Diego region*

**Oceanside, CA** – The North County Transit District (NCTD) announced today the release of a joint-funded study outlining how to phase the expansion of passenger and freight rail services along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, the second busiest rail corridor in the nation. In a typical year, the LOSSAN rail corridor moves approximately \$1 billion of freight and over 8 million rail passengers.

The San Diego Pathing Study final report (Pathing Study) draws on previous optimization studies completed by NCTD and other LOSSAN stakeholders and supports efforts to holistically consolidate freight and passenger rail service needs into one executable operating plan, which also aligns with the goals of the 2018 California State Rail Plan. Additionally, the Pathing Study identifies and prioritizes specific infrastructure improvements that would increase service capacity in the near-, mid-, and long-term future. This implementation blueprint would assist NCTD and its rail partners in growing service along a corridor that is currently bottlenecked by single track and other infrastructure deficiencies.

“The collaboration on this important study by NCTD and its freight partner represents the best example of a win-win in public-private partnerships,” said Tony Kranz, NCTD Board Chair and Encinitas Councilmember. “We look forward to applying this framework in our capital project planning. We expect these findings will translate into improved passenger and freight services that support our efforts to increase rail service frequencies, improve our rider experience, and improve our economy and overall quality of life.”

The Pathing Study will provide a host of benefits to the broader San Diego and Southern California region including, but not limited to:

- Expanding COASTER service to the Downtown San Diego Convention Center, which serves as a major entertainment and employment hub for the region;
- Extending service to a new Amtrak maintenance facility in National City that will aid LOSSAN Pacific Surfliner operations;
- Increasing freight services along the LOSSAN corridor to five roundtrips per day as part of the prioritized mid-term improvements; and
- Minimizing rail crossing delays by extending signaling and Positive Train Control to improve rail speed and coordination with rail crossing gates.

With the completion of the San Diego Pathing Study, NCTD and its rail partners will work together with the San Diego Association of Governments (SANDAG), LOSSAN Corridor Agency, California State Transportation Agency, and other key stakeholders to identify approximately \$380 million to implement the prioritized mid-term improvements, and an additional \$700 million to implement all phases of investment over the long-term planning horizon while advancing state and national economic, transportation, and environmental goals.

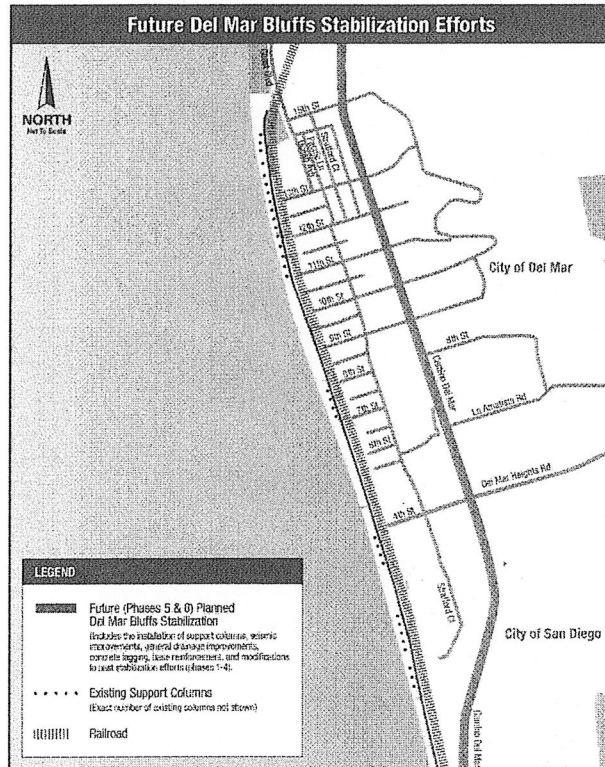
◀ **Previous Article** November 7-8 Rail Closure from Solana Beach to Santa Fe Depot  
NCTD Thanksgiving Service Schedule & Amtrak Rail-2-Rail Program Blackout **Next Article**

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## Lossan Del Mar Bluffs Stabilization

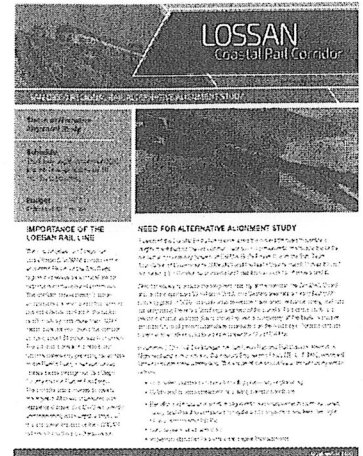
support columns, and replace more aging drainage structures. Phase 6 will continue to provide long-term rehabilitation and stabilization work, including protecting the base of the bluffs against additional bluff retreat. Simultaneously, to ensure the long-term viability of the corridor, SANDAG is evaluating alternative strategies to move the tracks completely off the bluffs.

Phase 5 of bluff stabilization is anticipated to begin in early 2023.



### Importance of the LOSSAN Rail Line

The LOSSAN rail line is a vital component of the north-south corridor through the San Diego region. The NCTD COASTER commuter rail service, Amtrak's Pacific Surfliner intercity service, and BNSF Railway freight service all rely upon this segment of track to serve a combined 7.6 million passengers a year and \$1 billion in goods and services that are supported by rail line reliability. In 2019, these services relied upon 44 passenger trains and 6 freight trains. By 2030 these numbers will have increased to 78 passenger trains and 22 freight trains, only further illustrating the need for rail line reliability. SANDAG is currently commissioning an in-depth analysis of the economic impacts of LOSSAN rail corridor to the San Diego region.



### Rail Alternative Alignments Fact Sheet

Projected Freight Increase

Email: [LOSSANRail@KeepSanDiegoMoving.com](mailto:LOSSANRail@KeepSanDiegoMoving.com) Phone: 858-549-RAIL



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