

# LOSSAN RAIL CORRIDOR AGENCY FACT SHEET

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*"...one of the busiest  
intercity passenger rail  
corridors in the nation..."*

## About LOSSAN

The LOSSAN Rail Corridor Agency works to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo.

The LOSSAN rail corridor is one of the busiest intercity passenger rail corridors in the nation, second only to the Northeast corridor.

Intercity travelers, commuters, and freight trains make this corridor a critical component of the region's transportation system. The parallel freeway corridor, Interstate 5 and Highway 101, is heavily congested during peak commute periods, weekends, and holidays.

Also known as Amtrak's **Pacific Surfliner** corridor, this 351-mile rail line serves Southern California's key coastal population centers and two of the state's most congested regions: Los Angeles and San Diego.

Each year, the LOSSAN corridor carries more than 2.7 million intercity passengers and 4.5 million passengers on the commuter rail systems: Metrolink and COASTER. One in every nine Amtrak riders use the corridor.

## Funding Priorities

The member agencies of the LOSSAN Rail Corridor Agency have been successful in securing funding for intercity rail programs. The State of California has invested more than \$1 billion in the corridor, along with \$200 million by Amtrak, and \$300 million by local agencies.

With the help of Congress through the Federal Transit Administration's New Starts program, 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.

There are many more critical projects throughout the LOSSAN corridor in need of funding. These include Positive Train Control, double and triple tracking, siding extensions, station parking structures, real-time passenger information systems, bridge replacements, and grade crossing safety improvements.

In 2009, the Board of Directors approved a corridor vision that includes the need for \$6 - \$8 billion in capital projects by 2025 in order to provide new service to underserved markets and better integrate rail operations in the corridor. This includes \$380 million in projects to enhance capacity, safety, and the corridor's state of good repair, which can be constructed within the next two years in order to create jobs and stimulate the corridor economy.

## Legislative Priorities

The LOSSAN Rail Corridor Agency supports state and federal legislative efforts to advance intercity passenger rail services in the corridor. Specifically, the LOSSAN strategy is:

**Funding:** Preserve, protect, and enhance the use of funding for intercity rail capital and operating purposes.

- » Existing Funds: Protect existing funding programs from diversion for specific projects or programs off-the-top or to balance the state's general fund budget.
- » New Funds: Support efforts to increase funding for transportation purposes including bond measures.

(Continued on reverse)



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### LOSSAN Members

California Department of Transportation (Caltrans)

Los Angeles County Metropolitan Transportation Authority (LACMTA)

North County Transit District (NCTD)

Orange County Transportation Authority (OCTA)

San Diego Association of Governments (SANDAG)

San Diego Metropolitan Transit System (MTS)

San Luis Obispo Council of Governments (SLOCOG)

Santa Barbara County Association of Governments (SBCAG)

Ventura County Transportation Commission (VCTC)

#### EX-OFFICIO MEMBER:

Southern California Association of Governments (SCAG)

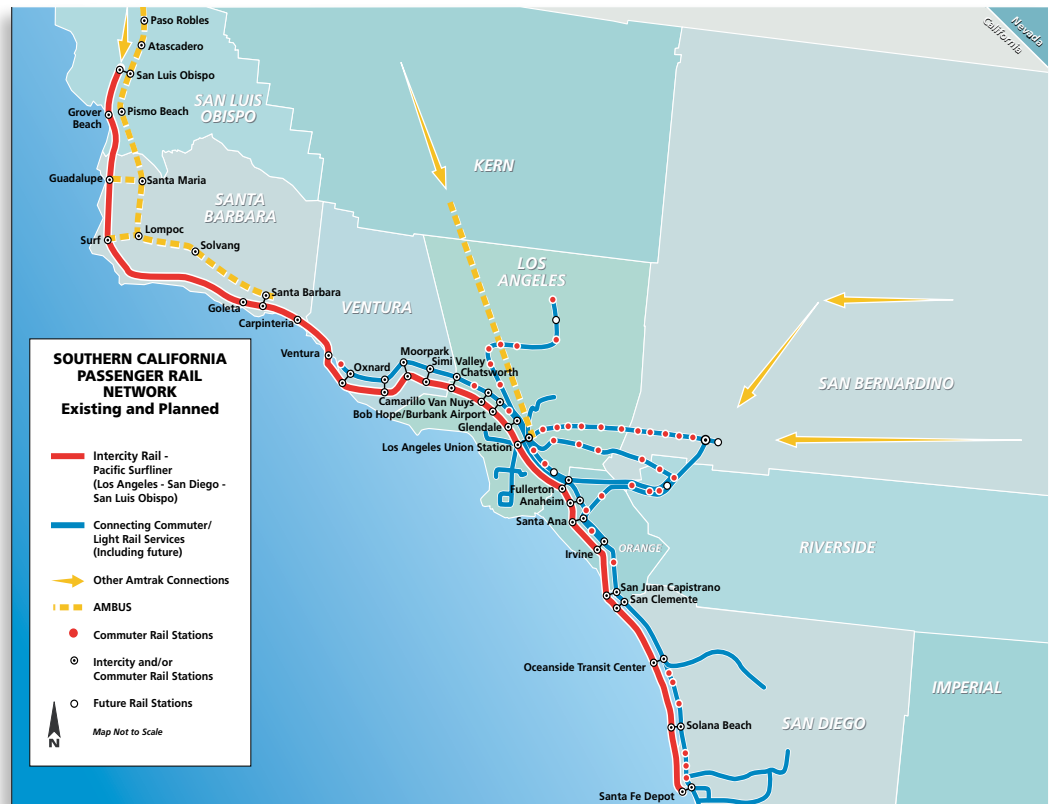
#### ADDITIONAL TECHNICAL ADVISORY COMMITTEE MEMBERS:

Burlington Northern Santa Fe (BNSF)

California Public Utilities Commission (CPUC)

Southern California Regional Rail Authority (SCRRA)

Union Pacific (UP)



- » SAFETEA-LU Reauthorization: Ensure that LOSSAN is included in the federal reauthorization legislation.
- » Support a dedicated, stable, multi-year state and federal funding program that provides for the continued development and maintenance of the national intercity passenger rail system (i.e., Amtrak).

**Service Levels:** Maintain and expand the frequency and quality of intercity passenger rail services, including efforts to develop a high-speed passenger rail system that includes the LOSSAN corridor.

**Rail Safety and Security:** Support efforts to increase safety and security along the LOSSAN corridor, including grade separation projects.

**Community Development:** Help provide local jurisdictions with the necessary resources for smart growth, affordable housing, and other initiatives as they relate to rail development.

### History

The LOSSAN Rail Corridor Agency is a joint powers agency that was formed in 1989 to coordinate intercity rail service between Los Angeles and San Diego. In 2001, the agency expanded to include rail agencies and operators north of Los Angeles to San Luis Obispo. With this change, all rail agencies along the entire Pacific Surfliner corridor are represented on LOSSAN.