

Table 3: Track Capacity Investment Projects

County(s)	Project	Line(s)	Description
Los Angeles	CP Raymer to CP Bernson Double Track	VCL	Construct 6.4 miles of mainline track and construct a second side platform and a pedestrian underpass at Northridge
Los Angeles	CP Brighton to CP Roxford Double Track	AVL	Adding a second track to the AVL line segment where the IOS will be located
Los Angeles	Via Princessa to Vincent Grade Double Track	AVL	Double track the portion of the AVL through the canyon
Los Angeles	Santa Clarita to Via Princessa Double Track	AVL	Double track of the segment of the AVL.
Los Angeles	Santa Clarita to Newhall Double Track	AVL	Includes four grade crossings and Santa Clarita platform
Los Angeles	CP Coyote Creek to CP Valley View Third Track (BNSF)	OCL / 91L	Complete remaining 1.2 miles of triple track on the BNSF between Fullerton Junction and CP Soto in Los Angeles
Orange/Riverside	CP Fullerton Junction to CP West Riverside Third Track (BNSF)	OCL / 91L	Complete triple track along BNSF San Bernardino Subdivision consistent with Stage 6 of the Shared-Use Agreement
Riverside/San Bernardino	CP West Riverside to CP Rana Third Track (BNSF)	IEOC	Complete triple track along BNSF San Bernardino Subdivision consistent with Stage 5 of the Shared-Use Agreement
San Bernardino	CP Lilac to CP Rancho Double Track	SBL	3- mile double track on the San Gabriel Subdivision from CP Lilac to CP Rancho
San Bernardino	CP Rancho to CP San Bernardino Junction	SBL	Add a second track over the flyover into San Bernardino
San Bernardino	CP Central to CP Archibald Double Track	SBL	5.5-mile double track on San Gabriel Subdivision from CP Central to CP Archibald
San Bernardino	CP Beech to CP Locust Double Track	SBL	3-mile double track on San Gabriel Subdivision from CP Beech to CP Locust
San Bernardino	CP Rochester to CP Nolan Double Track	SBL	San Bernardino Line feeder to HST system
Los Angeles	CP Amar to CP Irwin Double Track	SBL	
Los Angeles	CP Barranca to CP White Double Track	SBL	
Orange	Laguna Niguel to San Juan Passing Siding	OCL / IEOC	The project is the addition of 1.8 miles of new passing siding track
San Diego (SANDAG)	CP San Onofre to CP Pulgas Double Track (Stage 2)	OCL / IEOC	Stage 2 of this project include the construction of a 1.6-mile segment of track
San Diego (SANDAG)	CP Eastbrook to CP Shell Double Track	OCL / IEOC	Second Main track and Replacement of the San Luis River bridge
San Bernardino	CP Rana to CP SB Jct. Double Track Shortway	IEOC	San Bernardino Line feeder to HST system
Additional Projects Needed to Support Strategic Plan Growth Scenarios			
San Bernardino	Redlands to New York Street Double Track	SBL	Double Track Between Downtown Redlands and New York Street
San Bernardino	CP Jordan to CP Freemont Double Track	SBL	Siding Extension
Riverside	CP Eastridge to CP Nuevo Double Track	91L	Double Track
Riverside	CP Highgrove to CP Riverside Fourth Track (BNSF)*	91L	Fourth Main Track
Riverside	CP Highgrove to CP Eastridge Double Track	91L	Double Track
Riverside	CP Nuevo to South Perris Double Track	91L	Double Track
Los Angeles	El Monte to Los Angeles (UPRR)	SBL	Use of Alhambra Subdivision as option in addition to San Gabriel Subdivision

* To be constructed by the BNSF Railway should OTP for Perris Valley Line trains fall below 95% as stated in the Perris Valley Line Agreement between the BNSF Railway and RCTC dated November 2, 2012.

Table 4: Track Capacity Improvement Priorities

Project ID	County(s)	Project	Line(s)	Scenario 1: Enhancement of Existing Network	Scenario 2: Overlay of Additional Service Patterns	Scenario 3: High-Speed Rail Service Integration
A	Los Angeles	CP Raymer to CP Bernson Double Track	VCL	1	1	1
B	Los Angeles	CP Brighton to CP Roxford Double Track	AVL	1	1	1
C	Los Angeles	Via Princessa to Vincent Grade Double Track	AVL	2	2	2
D	Los Angeles	Santa Clarita to Via Princessa Double Track	AVL	3	3	3
E	Los Angeles	Santa Clarita to Newhall Double Track	AVL	1	1	1
F	Los Angeles	CP Coyote Creek to CP Valley View Third Track (BNSF)	OCL / PVL	1	1	1
G	Orange/Riverside	CP Fullerton Junction to CP West Riverside Third Track (BNSF)	OCL / PVL	1	1	1
H	Riverside/ San Bernardino	CP West Riverside to CP Rana Third Track (BNSF)	IEOC	2	1	1
I	San Bernardino	CP Lilac to CP Rancho Double Track*	SBL	1 / 3*	1	1
J	San Bernardino	CP Rancho to CP San Bernardino Junction	SBL	2	1	2
K	San Bernardino	CP Central to CP Archibald Double Track*	SBL	1	1	1
L	San Bernardino	CP Beech to CP Locust Double Track	SBL	1	1	2
M	San Bernardino	CP Rochester to CP Nolan Double Track	SBL	1	1	3
N	Los Angeles	CP Amar to CP Irwin Double Track	SBL	2	1	1
O	Los Angeles	CP Barranca to CP White Double Track*	SBL	2	2	2
P	Orange	Laguna Niguel to San Juan Passing Siding	OCL / IEOC	2	2	2
Q	San Diego	CP San Onofre to CP Pulgas Double Track (Stage 2)	OCL / IEOC	1	1	1
R	San Diego	CP Eastbrook to CP Shell Double Track	OCL / IEOC	2	2	2
S	San Bernardino	CP Rana to CP SB Jct. Double Track Shortway	IEOC	3	3	3
Additional Projects Needed to Support Strategic Plan Growth Scenarios						
T	San Bernardino	Redlands to New York Street Double Track	SBL	N/A	1	N/A
U	San Bernardino	CP Jordan to CP Fremont Double Track	SBL	1	N/A	N/A
V	Riverside	CP Eastridge to CP Nuevo Double Track	PVL	2	1	2
W	Riverside	CP Highgrove to CP Riverside Fourth Track (BNSF)	PVL	2	1	2
X	Riverside	CP Highgrove to CP Eastridge Double Track	PVL	3	2	3
Y	Riverside	CP Nuevo to South Perris Double Track	PVL	3	2	3
Z	Los Angeles	El Monte to Los Angeles (UPRR)	SBL	2	1	2

1 Priority 1 — Required for operation of the service plan

2 Priority 2 — Potentially avoidable or deferrable to a later phase of development

3 Priority 3 — Not required for normal service; provides potential future reliability and flexibility

* Project priority is subject to change depending on the service plan proposed and level of express service assumed in the service plan

Note: Capacity improvement priorities are also subject to funding availability and Member Agency input.

Figure 23: Comprehensive Map of Track Capacity Improvement Priorities

