



San Diego LOSSAN Rail Realignment

Informational Update

Del Mar City Council
February 18, 2025

Agenda



Introduction



VA Study Overview



VA Alternative Concepts & Ideas



What Did We Learn?



Staff Recommendation



Next Steps

Introduction

Value Analysis (VA) Study Overview

- Process, Phases, Participants
- VA Study Goal and Objectives

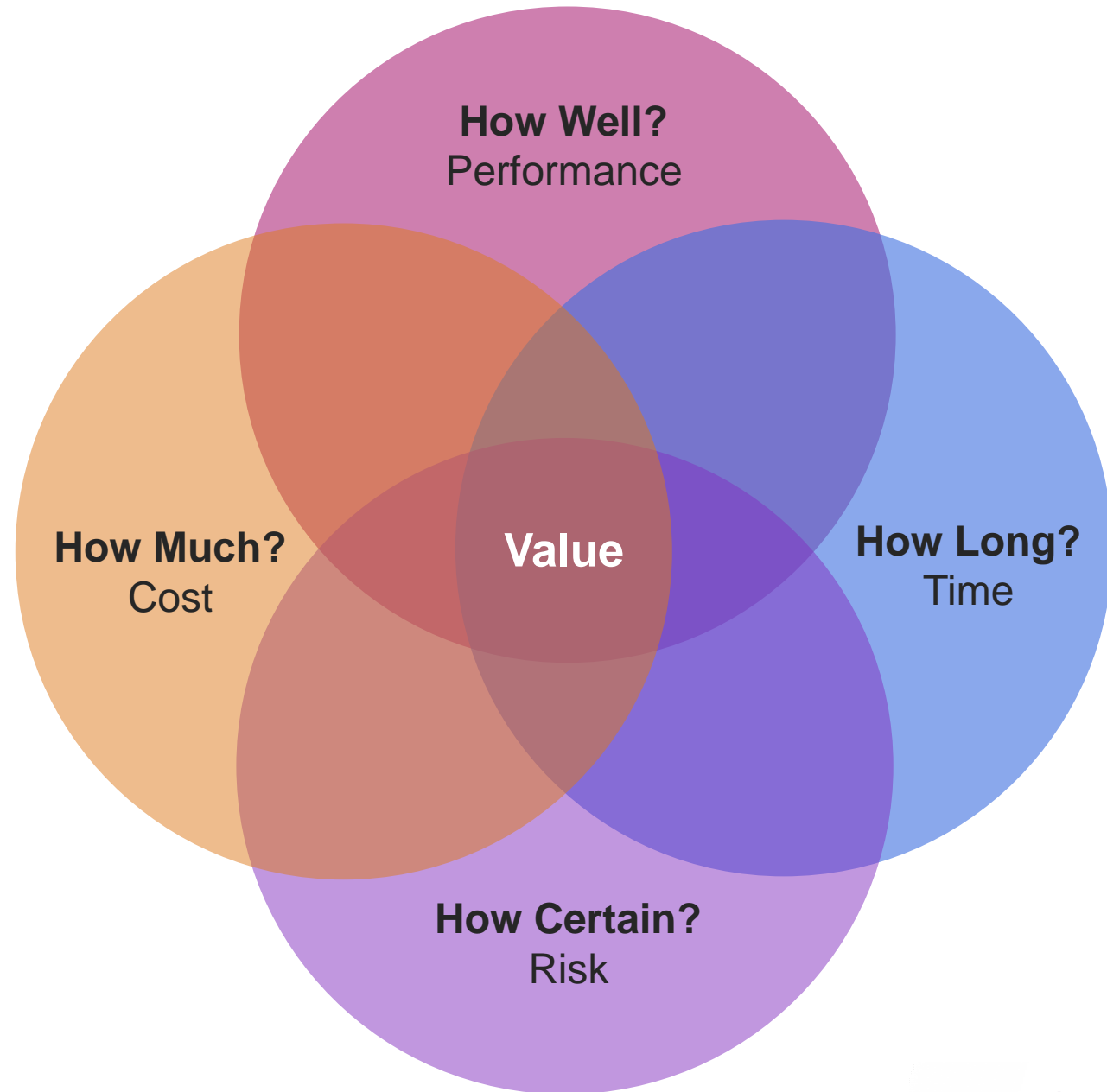
Value Analysis Study Process Overview

- Value Analysis (VA) is a technical study of project alternatives.
- Study held workshops and meetings in September through December 2024.
- Collaborative and technically driven fresh look at alternative concepts and ideas that could address the challenges of climate change and the eroding Del Mar bluffs to provide reliable passenger and freight service.
- The ideas, suggestions, and alternative concepts developed and evaluated by the VA Study participants are presented in the Final Value Analysis Study Report.

The Value Methodology (VM)

A **systematic process** used by a **multidisciplinary team**, led by a qualified VM Facilitator, to improve the **value** of a project, product, process, service, or organization through the analysis of **functions**.

How we think about value?



VA Study Phases



The following SANDAG Board of Directors member agencies and potentially affected jurisdictions were invited to participate in the VA Study. The VA Team was comprised of individuals with technical knowledge representing these stakeholders (listed in alphabetical order), and supported by additional subject matter experts:

- 22nd District Agricultural Association
- Caltrans
- City of Carlsbad
- City of Del Mar
- City of Encinitas
- City of Oceanside*
- City of San Diego
- City of Solana Beach
- North County Transit District (NCTD)
- San Diego Metropolitan Transit System (MTS)*

*Opted not to participate in the VA Study

VA Study Project Goal

To maintain and enhance passenger and freight service along the San Diego segment of the LOSSAN rail corridor.

VA Study Objectives

These objectives were developed collaboratively during the VA Study by VA participants. However, the participants did not reach unanimous consensus on the exact wording shown.

1. Improve rail service reliability by minimizing risks from climate change, including consideration of sea level rise, flooding, and the stability of the coastal bluffs.
2. Maintain passenger rail service to Solana Beach and Sorrento Valley and accommodate direct rail access to the 22nd District Agricultural Association (Del Mar Fairgrounds) while minimizing disruptions to passenger and freight service during construction.
3. Minimize impacts to existing homes, businesses, tourism, and major economic generators, including the Del Mar Fairgrounds, and transportation facilities during and after construction.

VA Study Objectives

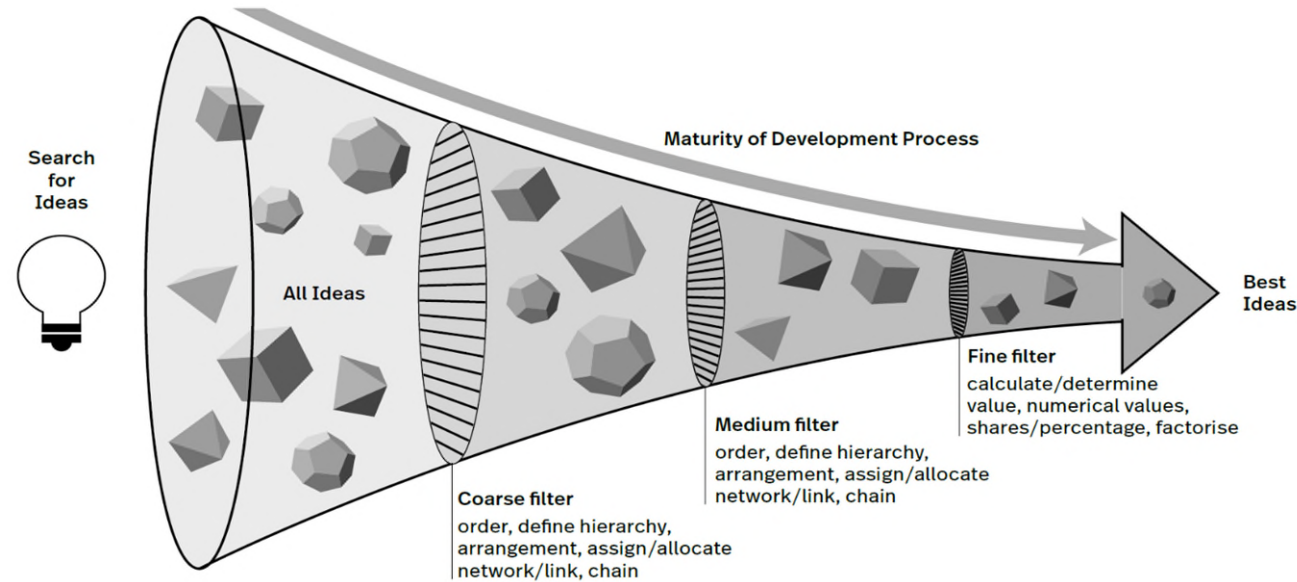
4. Avoid and/or minimize negative effects, and where possible enhance biological, cultural, and recreational resources of national, state, or local significance, including publicly owned parks, recreational trails, beaches, wetlands, ecological reserves, wildlife or waterfowl refuges, and any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.
5. Help meet the goals of the Regional Plan and the California State Rail Plan by increasing passenger and freight train capacity, further reducing travel times, improving reliability, and considering existing and planned investments.
6. Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing points of interaction between rail and all other modes of transportation.
7. Demonstrate good public stewardship by delivering the project in a timely way that considers prior investments, construction, right-of-way, operations, and maintenance costs.

VA Alternative Concepts & Ideas

Based on work by VA Study participants

Concept Ideas Generated

* Results based on work by VA Study participants



205 initial ideas

Brainstormed based on functions to consider other alignments and improvements

26 preliminary evaluated concepts

Brainstormed based on functions to consider other alignments and improvements

16 alternatives advance

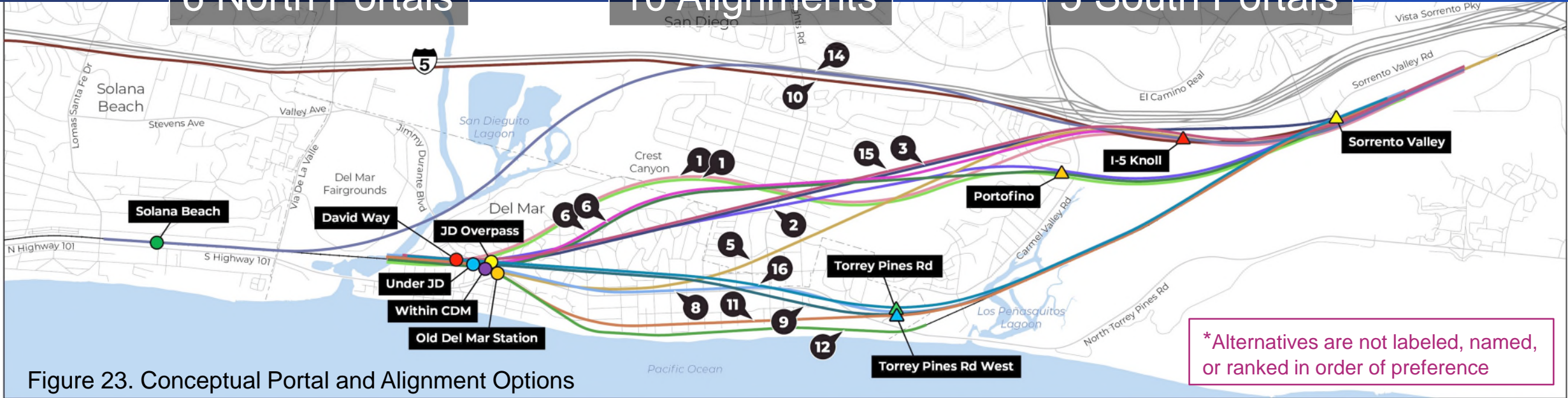
13 new alignment alternatives plus the 3 alignments will advance to Week 2 of the study to develop

VA Portals and Alignments

6 North Portals

10 Alignments

5 South Portals



*Alternatives are not labeled, named, or ranked in order of preference

Figure 23. Conceptual Portal and Alignment Options



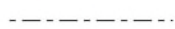
Conceptual Alignments
(Slightly Offset for Illustration Purposes)



North & South Conceptual Portal Locations



Existing LOSSAN Corridor Track Alignment



Municipal Boundary



- | | |
|---|-------------------------------------|
| 1 Crest Canyon 90 | 9 Camino Del Mar 110 |
| 2 Crest Canyon 110 | 10 I-5 Oceanside to Sorrento Valley |
| 3 Crest Canyon 110 | 11 Stratford Court 80 |
| 4 Realign Jimmy Durante/Camino Del Mar (Not Mapped) | 12 Double Track Bluffs |
| 5 Crest Canyon 110 | 13 Freight to I-15 (Not Mapped) |
| 6 Crest Canyon Improved 90 | 14 I-5 110 |
| 7 Optimize Bridges and Berms (Not Mapped) | 15 Crest Canyon 110 |
| 8 Camino Del Mar 90 | 16 Camino Del Mar 110 |

Summary of VA Alternative Concept ROM Costs

Alt. No.	Title	Estimated Cost (\$B)
1	MRI-01 Begin alignment south of San Dieguito bridge and run under Crest Canyon with 90 mph curves	\$3.8 - \$5.0
2	MRI-04 Keep the tunnel profile above projected flooding elevation and eliminate sag	\$3.4 - \$4.6
3	MRI-06 Relocate the southern portal south of existing pump station at Carmel Mt. Rd.	\$4.5 - \$6.0
4	AW-01 Realign intersection at Jimmy Durante Blvd. and Camino Del Mar	Not Developed*
5	AW-02 Shift north portal under Camino Del Mar	\$3.9 - \$5.2
6	AW-05 Begin alignment south of San Dieguito Bridge and run under Crest Canyon w/ improved geometry	\$3.7 - \$4.9
7	MH-01 Optimize the use of bridges and berms of Los Penasquitos Lagoon	Not Developed*
8	MH-02 Shift alignment under Camino del Mar with 90 mph curves	\$3.6 - \$4.8
9	MH-03 Shift the original Torrey Pines Rd. portal to the west 100-feet	\$3.3 - \$4.4
10	IOC-01 Relocate LOSSAN corridor along I-5 from Oceanside to Sorrento Valley	\$34 - \$45
11	IOC-02 Shift north portal to the Del Mar Train Station and run alignment parallel to Del Mar Bluffs	\$4.1 - \$5.4
12	IOC-04 Stabilize bluffs and widen existing alignment to accommodate a second track	\$1.9 - \$2.5
13	IOC-06 Relocate all freight rail along I-15 corridor	\$118 - \$158
14	Proposed NOP Alternative Alignment A	\$6.9 - \$9.2
15	Proposed NOP Alternative Alignment B	\$3.7 - \$4.9
16	Proposed NOP Alternative Alignment C	\$3.3 - \$4.4

*Preliminary rough order of magnitude (ROM) cost estimates were not developed for VA Alternative Concept Nos. 4 and 7, as these alternative concepts could be incorporated into several of the other alternative concepts that are under consideration

Additional Ideas to Consider

** Results based on work by VA Study participants*



**Minimize
Community
Impacts**

6 ideas



**Minimize
Ecological
Impacts**

4 ideas



**Refine Project
Assumptions**

4 ideas



**Community
Betterment**

2 ideas

Feedback on VA Alternative Concepts

VA Team participants provided feedback on:

- Alignments and portals
- Draft objectives
- Draft VA Study Report

No consensus on alternatives to carry forward into environmental, but there was consensus on key themes

What Did We Learn?

What Did We Learn?

Key themes and input that were incorporated into the draft revised objectives and alternative concepts developed as part of the VA Study include:

- Minimize effects to private properties, including subsurface easements
- Minimize disruptions to economic generators, such as the Del Mar Fairgrounds
- Demonstrate public stewardship by minimizing conflicts with prior and ongoing investments

What Did We Learn?

Interest was noted for the following for project concepts:

- Alignments located under Crest Canyon or Camino Del Mar or along I-5
- Alignments that do not require portals, including an option that would keep the railroad tracks on the bluffs
- Minimizing risks from climate change.
- Minimizing negative effects on biological resources, communities
- Considerations on the cost of constructing and maintaining the project.
- Reducing the maximum speed to allow for greater flexibility of alignments.

Staff Recommendations

Key Considerations

- Staff recommendations include the project goal, objectives and range of alternative alignments to analyze in the Draft EIR.
- Key Themes
 - Minimize effects to private properties, including subsurface easements
 - Minimize disruptions to economic generators, such as the Del Mar Fairgrounds
 - Demonstrate public stewardship by minimizing conflicts with prior and ongoing investments
- Preliminary staff proposed alternative concepts to consider:
 - San Dieguito Bridge to I-5 Knoll
 - Under Crest Canyon (Under Jimmy Durante to I-5 Knoll)
 - Under Camino Del Mar (Under Jimmy Durante to Torrey Pines Road West)
 - Del Mar Bluffs Double Track Reinforced
 - No Build

Preliminary Staff Proposed Alternatives



Preliminary Staff Proposed Alternatives

February 2025

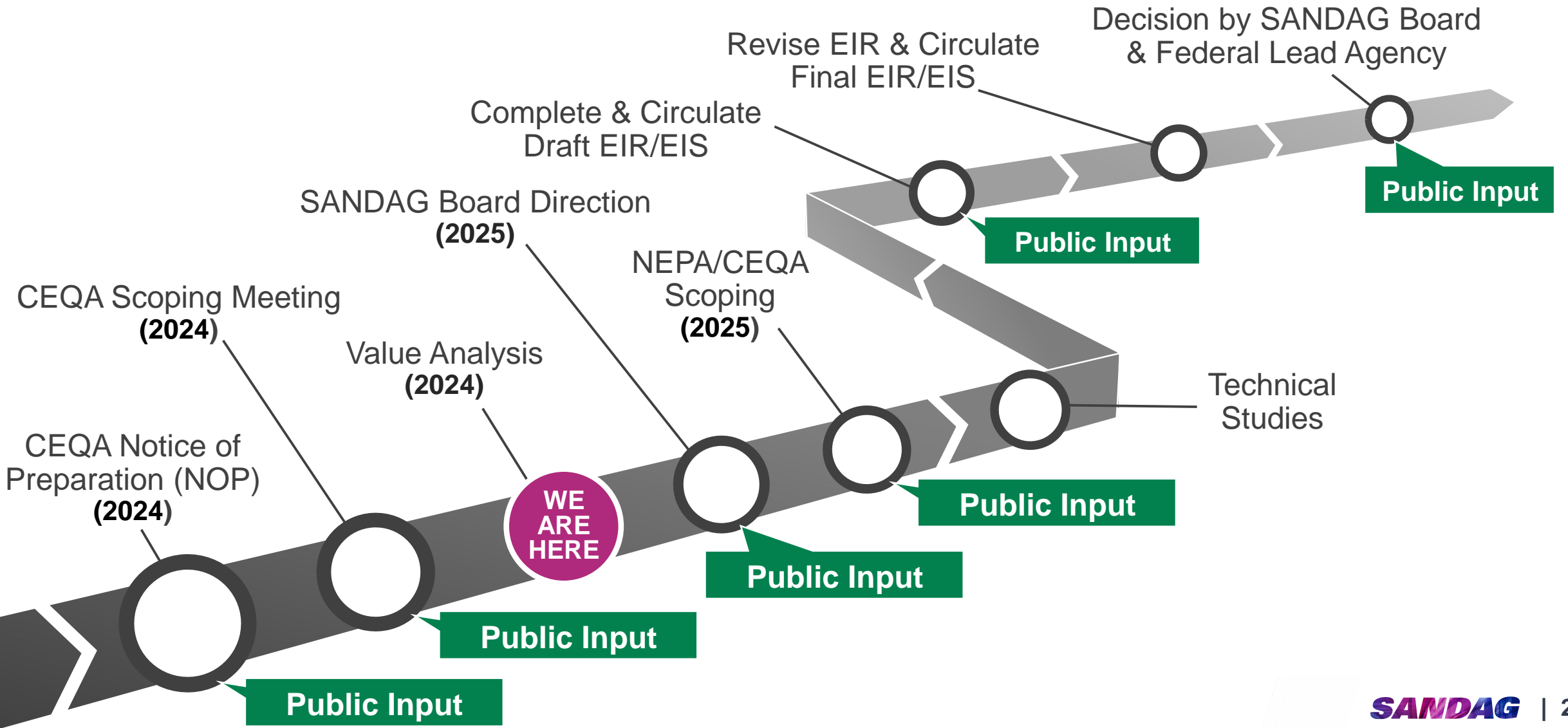
- San Dieguito Bridge to I-5 Knoll
- Under Crest Canyon
- Under Camino Del Mar
- Del Mar Bluffs Double Track Reinforced
- — — Tunnel Section
- Portal Location
- Existing LOSSAN Corridor Track Alignment
- ⋮ Municipal Boundary

0 2,000 FEET



Next Steps

Environmental Process (CEQA/NEPA)



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San Dieguito Lagoon Double Track & Special Events Platform (SDDT) Project

Project Updates

Del Mar City Council
February 18, 2025

Project Environmental Clearance and Outreach History

Alternative Alignment Analysis

2010–2013

Public Outreach – Environmental Phase

2013–2016

Environmental Clearance

- FRA NEPA FONSI - 2016
- Resource Agency Permits - 2017

Additional Federal NEPA Clearance

- FTA NEPA CE - August 2022
- FRA NEPA Reevaluation - November 2024

On-Going Outreach – Design Coordination

- City of Del Mar Council – September 2021, February 2025
- City of Solana Beach Council – October 2024
- Del Mar Fairgrounds Boards – August 2021, August 2024
- Monthly/Quarterly Meetings with City and Del Mar Fairgrounds Staff

Existing Single Track Timber Bridge

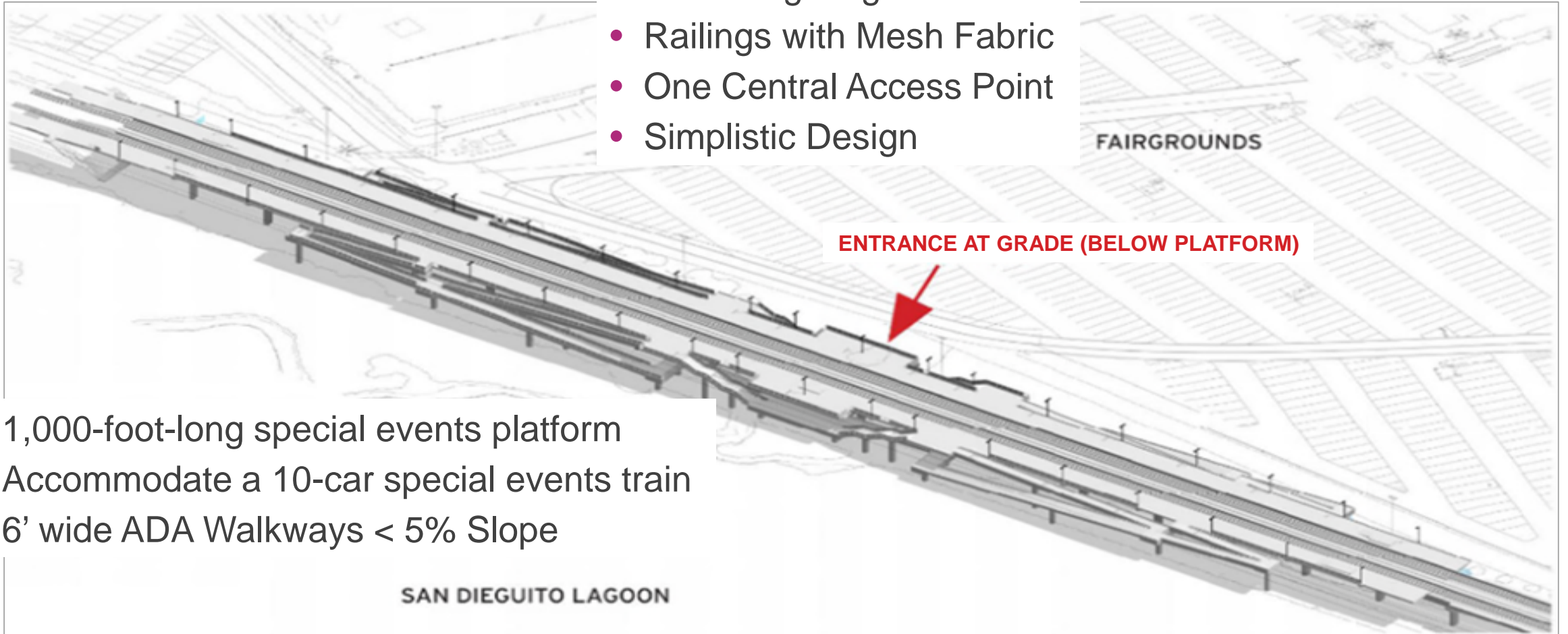


During King Tides



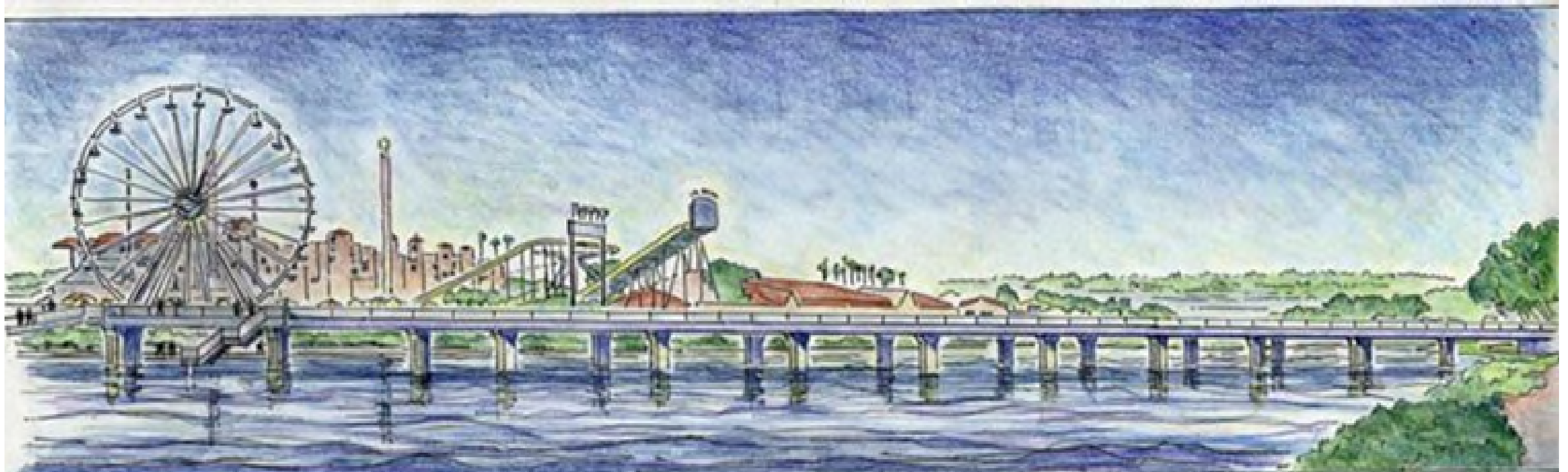
Special Events Platform

- 14-FT High Light Fixtures
- Railings with Mesh Fabric
- One Central Access Point
- Simplistic Design



- 1,000-foot-long special events platform
- Accommodate a 10-car special events train
- 6' wide ADA Walkways < 5% Slope

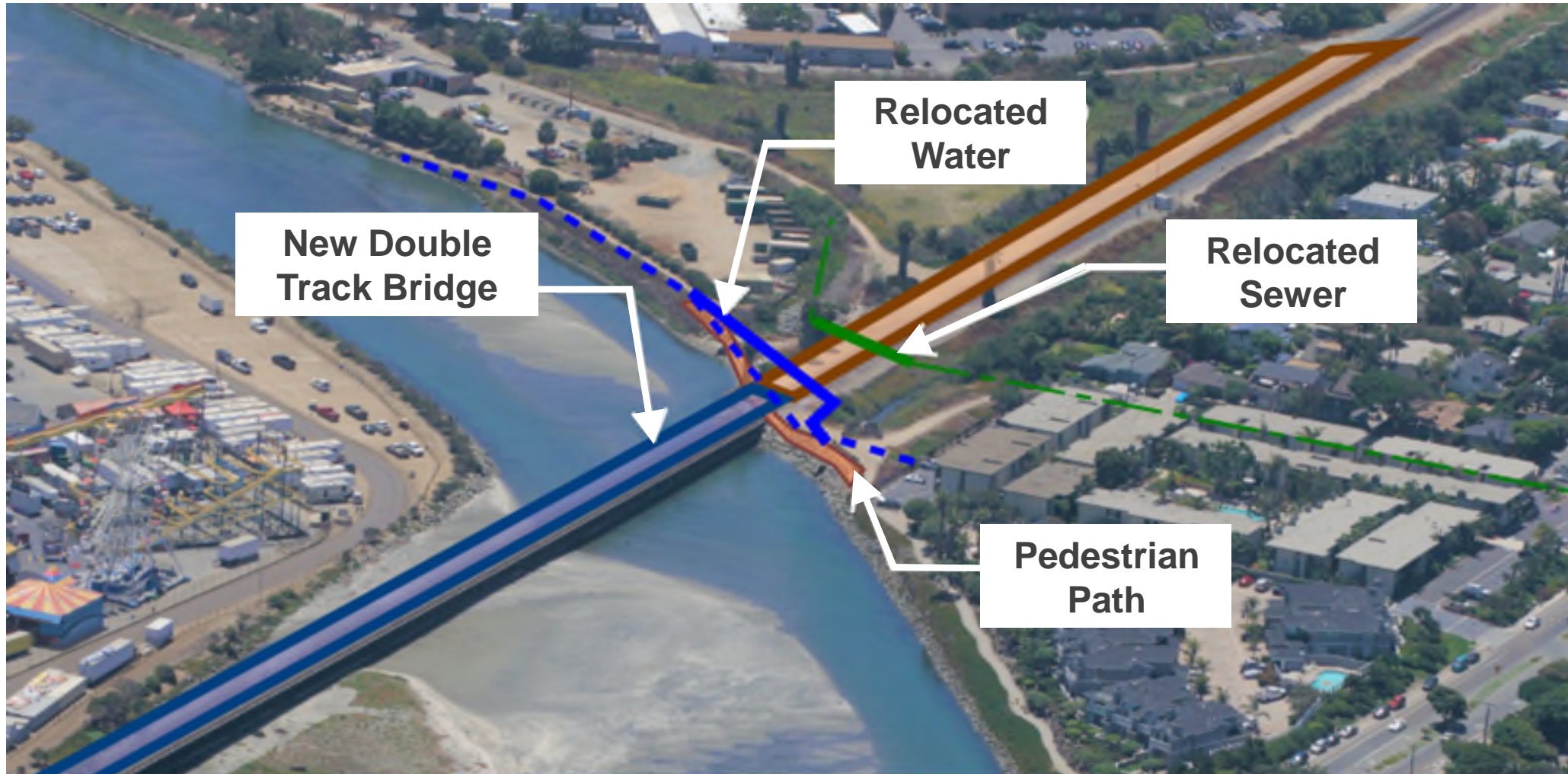
Artist Rendering of the Future Platform



Artist Rendering of the New Bridge



Improvements in the City of Del Mar

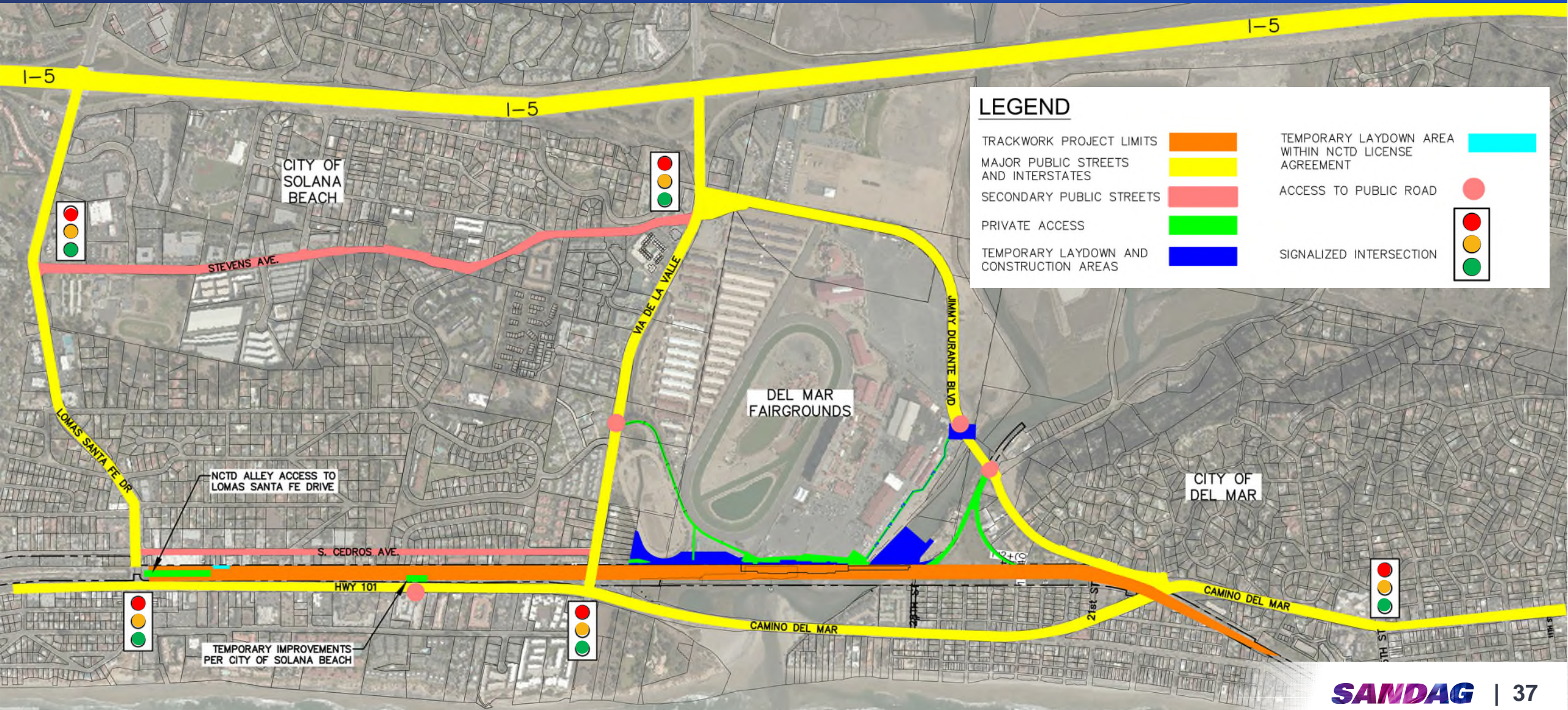


Stevens Creek Realignment

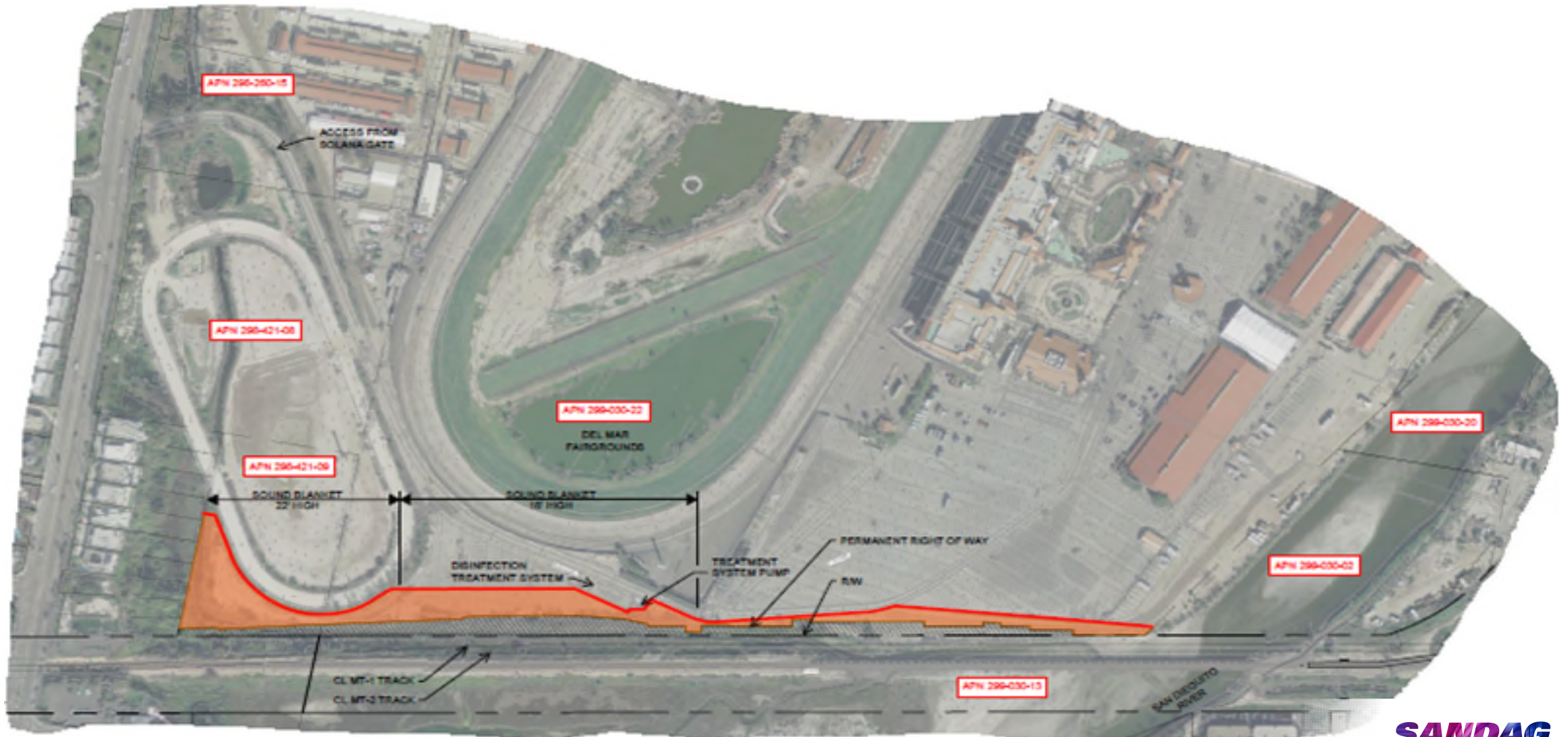
- Widens the mouth of the San Dieguito Lagoon
- Moves rail alignment toward fairgrounds
- Located as far north as possible



Construction Access, and Laydown Areas



Construction Laydown & Staging



Construction Access



On-Going Coordination with City of Del Mar

Encroachment Agreements

- Water and Sewer Relocation
- Pedestrian Path
- Laydown Area

License Agreements with NCTD

- Water and Sewer
- Pedestrian Undercrossing

Project Funding Sources

- **Federal Railroad Administration: \$60.6M**
- **Federal Transit Administration: \$18.1M**
- **State of California: \$245.7M**
 - *TCEP
 - TIRCP, SB125-TIRCP
 - ITIP
- **TransNet: \$23.4M**

Construction Funding Constraint

Request for Construction Funding Deadline – June 2025

Anticipated Project Schedule



Complete 100% design
October 2024



Right of Way Certification
Early Spring 2025



Invitation for Bids
Anticipated by June 2025



Construction Award
December 2025



Construction
Early 2026 to Mid 2030



Construction Duration
4 ½ Years

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