



City of Del Mar Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Clem Brown, Assistant City Manager
Via Ashley Jones, City Manager

DATE: February 27, 2025

SUBJECT: Approval of a Letter to the SANDAG Board of Directors Regarding the San Diego LOSSAN Rail Realignment Project Objectives and Alternative Alignments

REQUESTED ACTION/RECOMMENDATION:

Staff requests that the City Council provide feedback as necessary, approve and authorize the submittal of a letter (Attachment A) to the San Diego Association of Governments (SANDAG) Board of Directors regarding their consideration of the project goals, objectives and proposed rail alignment options identified by their staff to analyze in the Draft Environmental Impact Report (DEIR) for the San Diego LOSSAN Rail Realignment Project.

BACKGROUND:

The City of Del Mar (City) has closely monitored SANDAG's San Diego LOSSAN Rail Realignment Project (Realignment Project) since public outreach began in 2020. The project includes studying options for removing the rail line from the fragile Del Mar coastal bluffs to an inland location by 2035. Given the potential for significant short and long-term impacts to the City resulting from relocation of the rail line from its current location, the project has generated a high level of community concern and engagement. More detailed information about the project can be found at: <https://www.sandag.org/projects-and-programs/featured-projects/lossan-corridor-improvements/lossan-rail-realignment>.

The Realignment Project is currently in the environmental review phase, which began with the issuance of a Notice of Preparation (NOP) of a DEIR on June 4, 2024. An unprecedented 1,500 comments were submitted to SANDAG in response to the NOP. The issuance of the NOP was the preliminary step in the State's California Environmental Quality Act (CEQA) process that will determine the technical studies needed to develop an EIR for the Realignment Project.

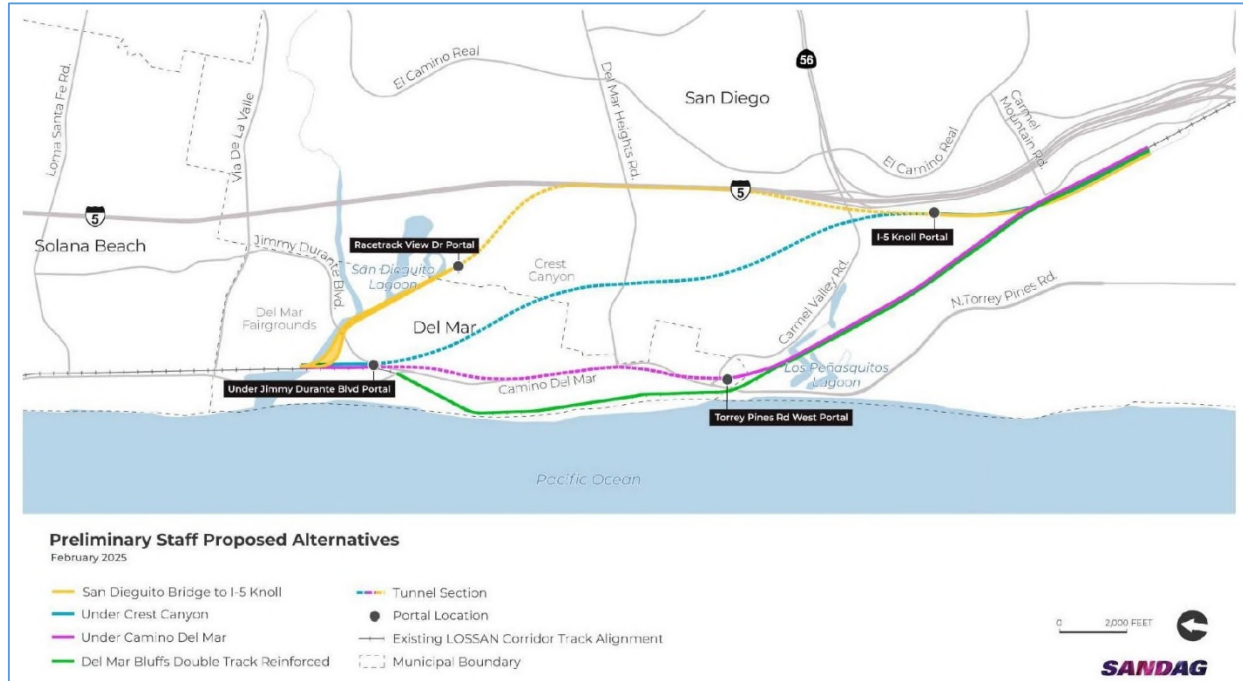
City Council Action:

Most recently, the City Council received an informational presentation on the Value Analysis (VA) process and the additional alternative alignments identified by SANDAG staff post-VA Study at the Council meeting on February 18, 2025. For reference, a copy of the agenda report and SANDAG presentation for that meeting are included as Attachment B. A recording of the presentation is available on the City's website at: <https://delmar.12milesout.com/video/meeting/e2a58716-e8e7-48be-aded-cf298e4b8ae8>.

The VA process resulted in the development of 16 alternative alignments that include the three NOP alternative alignments and 13 new concepts. After finalization of the VA Study Report, SANDAG reviewed the 16 conceptual alignments from the VA process, as well as prior studies and public feedback, and are proposing the following five rail alignment options (Figure 1) to the SANDAG Board of Directors for consideration to advance for analysis in the DEIR at their meeting on February 28, 2025 (Attachment C):

- **Under Crest Canyon (Under Jimmy Durante to I-5 Knoll):** Realigned to minimize subsurface easements by routing below Crest Canyon. Corresponds to VA Study Alternative 6. Similar to NOP Alternative B. **Blue line on Figure 1 map below.**
- **Under Camino Del Mar (Under Jimmy Durante to Torrey Pines Road West):** Aligned to minimize subsurface easements by following below Camino del Mar. Corresponds to VA Study Alternative 8. Similar to NOP Alternative C. **Purple line on Figure 1 map below.**
- **San Dieguito Bridge to I-5 Knoll:** Aligned to minimize impacts to Del Mar, the Fairgrounds, and San Dieguito Double Track Bridge. No corresponding VA alternative. Similar to NOP Alternative A. **Yellow line on Figure 1 map below.**
- **Del Mar Bluffs Double Track Reinforced:** Maintains current alignment, adds double track along the bluffs and through Los Penasquitos Lagoon with bluff reinforcement and more robust seawalls. Corresponds to VA Study Alternative 12. **Green line on Figure 1 map below.**
- **No Build:** Includes continuation of major stabilization efforts that would be required to protect the existing single-track alignment.

Figure 1



DISCUSSION/ANALYSIS:

In preparation for February 28, 2025, SANDAG Board Meeting to consider the project goals, objectives and alternative alignments to analyze in the DEIR, staff worked with the City Attorney’s office, special CEQA legal counsel, and the Council’s Rail Subcommittee consisting of Mayor Gaasterland and Deputy Mayor Martinez to prepare the attached comment letter (Attachment A).

The letter addresses the City’s grave concerns with the project objectives and potential impacts of the four proposed alternative rail alignments. In addition, the letter asserts the City’s position as a “Responsible Agency” under CEQA, notes the lack of a clearly defined Project Description, and requests that SANDAG equally and fully analyze each alternative in the DEIR.

As a Responsible Agency under CEQA for this project, the City will be required to consider approval of an amendment to the City’s Local Coastal Program, issuance of Coastal Development Permits, and a range of other approvals that no other stakeholder for this project has direct jurisdiction over. For the City to select or influence a particular route before the Draft Environmental Impact Report is released could unduly prejudice the City’s role as a Responsible Agency and could compromise the City’s ability to bring forward future challenges to protect the City’s interest.

In considering the City's role as a Responsible Agency, and to protect the City's interests, Del Mar's representative to the SANDAG Board, Mayor Terry Gaasterland, will abstain from participating in agenda Item 9 related to the Realignment Project at the upcoming SANDAG Board of Director's meeting on February 28, 2025. A copy of the statement to be read by the Mayor at the SANDAG Board meeting is included for reference as Attachment D.

Additionally, based on what is known at this time regarding the proposed locations of the alternative alignments, it appears all four Del Mar City Councilmembers may have a conflict of interest based on the proximity of their residence to one or more of the proposed alignments. This is unique to Del Mar, primarily due to the small size of the City, in that no other stakeholder agency has the four proposed alignments traversing its jurisdiction.

Following the issuance of the DEIR for the Realignment Project, the Council will work with the City Attorney's office to facilitate a process whereby a majority of Councilmembers may participate in future required actions and determining positions to be taken by the City related to the Realignment Project.

FISCAL IMPACT:

There is no fiscal action to be taken by the City Council related to this agenda item.

ENVIRONMENTAL IMPACT:

The proposed City Council action does not constitute a "project" under the definition set forth in California Environmental Quality Act (CEQA) Guidelines Section 15378 because it will not have a potential to result in a direct or indirect physical change in the environment and is, therefore, not subject to CEQA. No further action under CEQA is required.

NEXUS TO COUNCIL GOALS AND PRIORITIES:

City involvement in major SANDAG initiatives, including the San Diego LOSSAN Rail Realignment Project, is a Tier 1 City Council priority.

ATTACHMENTS:

Attachment A – City Comment Letter to SANDAG Board of Directors
Attachment B – February 18, 2025, Agenda Report and Presentation
Attachment C – SANDAG Board of Directors Report, February 28, 2025
Attachment D – Del Mar Mayor Statement of Abstention for SANDAG Board Item 9



CITY OF DEL MAR

February 27, 2025

San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101
clerkoftheboard@sandag.org
ATTN: Clerk of the Board

Re: City of Del Mar Comments on the San Diego LOSSAN Rail Realignment Project Objectives and Alternative Alignments

Honorable Members of the SANDAG Board,

This letter is respectfully being submitted on behalf of the City of Del Mar as approved by the Del Mar City Council on February 27, 2025.

On February 28, 2025, you will be asked to provide feedback on the project goals and objectives for the San Diego LOSSAN Rail Realignment Project (Realignment Project) and provide direction on the alternative alignments to be analyzed in the Draft Environmental Impact Report (DEIR).

Given the significant long-term impacts of the LOSSAN project, the City of Del Mar (City) has closely monitored the Realignment Project since public outreach first began in 2020. Most recently, the City Council received an informational presentation on the Value Analysis (VA) process and the additional alternative alignments identified by SANDAG staff post-VA process at our Council meeting on February 18, 2025. No other city or stakeholder will be more adversely impacted by the project than the City of Del Mar.

At the meeting, the City Council did not ask questions or make comments regarding the alternative alignments now being considered based on the City's role as a CEQA "responsible agency." It is the City's intent to keep all options open to preserve any future challenges that we may later make in protecting the City's interest. The City will be the only jurisdiction having to amend its Local Coastal Program, issue Coastal Development Permits, and consider a host of other approvals.

The City appreciates the opportunity to formally submit the following comments and concerns regarding the Board's consideration of the Realignment Project's goals, objectives and alternative alignments to analyze in the DEIR.

These comments reflect the grave concerns that our community members have expressed in public hearings to the City Council. The Realignment Project and its alternatives have the potential to disproportionately and adversely impact the Del Mar community's quality of life, tourism, local businesses, tax revenue, property values, and significantly impact our unique and sensitive coastal resources. Further, the Realignment Project's expansive environmental impacts have potential to forever alter the community character of our City, its history, and adversely impact citizens' health and wellbeing.

I. Application of Project Objectives is Unclear and Incomplete.

The project goal and objectives included in the VA Study Report, which are now presented to the SANDAG Board for consideration, include refinements from the objectives included in the previously issued Notice of Preparation (NOP). As noted in the report, these refinements were not universally agreed upon by the VA participant stakeholder agencies. The City remains concerned that the objectives referencing the Realignment Project "...consider existing and ongoing investments" along the LOSSAN rail corridor unfairly limit and unduly constrain the alternative alignments that will be considered in the DEIR. In sum, this objective predetermines the outcome of the Draft EIR.

Further, the identified objectives provide no definitive method of comparing the environmental impacts of the Realignment Project alternatives with one another or provide a means to fairly weigh which objectives have precedence over another. Other objectives should be included when evaluating the relative benefits of the Realignment Project to its alternatives, such as quantifying the impacts from condemnation, including its costs, the number of properties affected, impacts on residents and businesses, property value impacts, and timing considerations. Also missing in the objectives are the avoidance and/or minimization of negative impacts on air quality and public health and safety. Nowhere in the objectives is public health considered. Yet, the project objectives state that expanded rail service is a goal of the project. This translates to greater and more significant public health impacts and the objectives should account for these detrimental impacts.

And, while some of the project objectives broadly mention the avoidance/minimization of potential negative environmental impacts, the weighting of those objectives compared to other objectives (such as improved rail service or reducing travel times) has not been provided. For example, if one alternative impacts a wetland resource while another alternative does not, how are these objectives reconciled, what objective wins out, does a wetland suffer because a particular route provides greater rail efficiency? Determining the relative weight of an objective from the onset of the EIR process is foundational to transparency, not providing this decision-making framework before the Draft EIR is released for public review obscures the value of the objectives and leaves these decisions to staff alone.

The objectives should also include the relative impacts to the character of the coastal communities. At present, only the City of Del Mar is being asked to bear all the adverse impacts of the Realignment Project when compared to other coastal communities. In sum, the objectives fail to take into consideration the impacts on each coastal community or city and the objectives should recognize the historic and unique character of each impacted coastal community.

II. City of Del Mar is a "Responsible Agency" Under CEQA

The City is a "Responsible Agency" under CEQA and maintains all review and adoption rights granted under CEQA. CEQA defines a "Responsible Agency" as "an agency other than the lead agency with a legal responsibility for carrying out or approving a project" and mandates that "a responsible agency... be involved during the project scoping, planning and CEQA document preparation stages." (CEQA Guidelines, Sections 15096 and 15381). Here, the City will be required to amend its Local Coastal Program (LPC) that must then be approved and certified by the California Coastal Commission. Only with an LCP amendment will the City have the ability and the discretion to issue Coastal Development Permits, consider encroachment permits, agree

to leases for construction staging areas, consider building permits for construction activities, and a host of other discretionary actions that will be required for the project. As a Responsible Agency, the City must consider the adequacy of the Environmental Impact Report when considering its approval actions. If the EIR fails to meet the requirements of CEQA, the City may challenge it, prepare a subsequent EIR, or in some cases assume the role of Lead Agency. Accordingly, it is important that the objectives be weighed and aligned with the reality of the long-term impacts to the City of Del Mar.

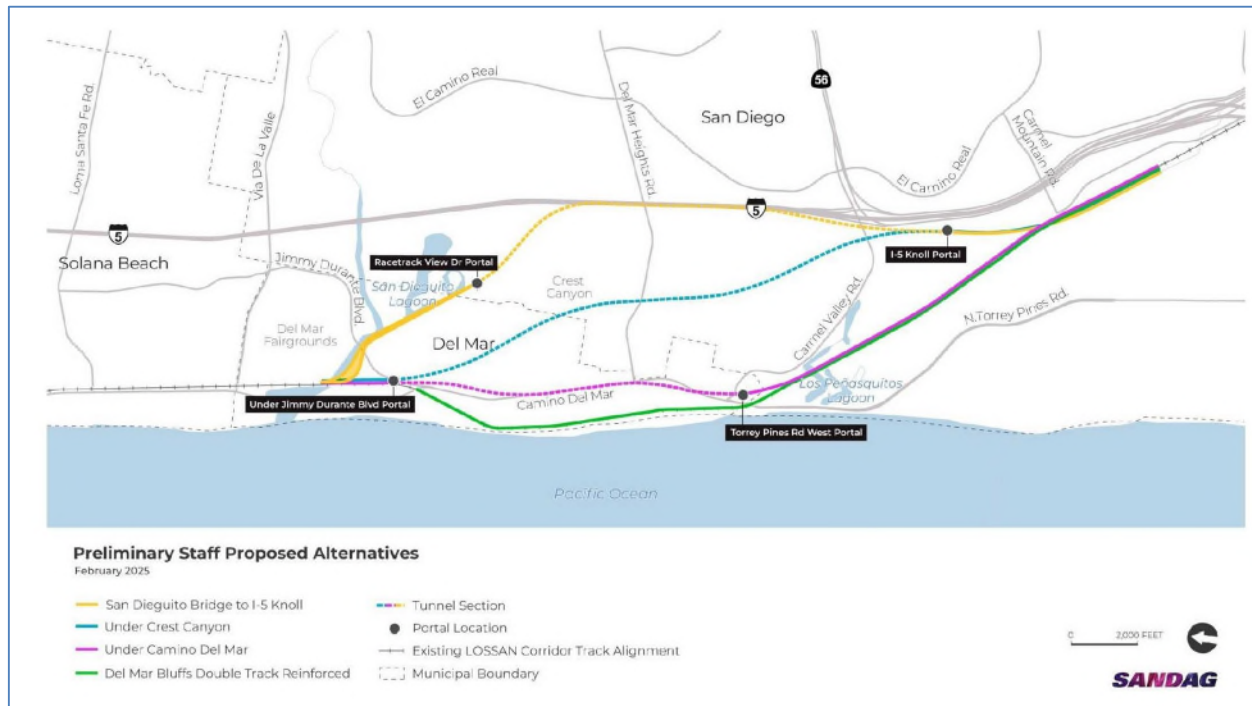
III. Concerns with Proposed Alternative Alignments

The VA process resulted in the development of 16 alternative alignments that include the three NOP alternative alignments and 13 new concepts. After the VA process was completed, SANDAG evaluated these alternative alignments and reviewed prior project studies and is now recommending that four alignment options, in addition to a “no build” alternative, be included for analysis in the DEIR.

It is important to note that CEQA requires the evaluation of all reasonably feasible alternatives that can reduce impacts below a level of significance. In short, the EIR would be defective if only the chosen four alternatives are evaluated. All feasible alternatives that reasonably meet the objectives should be considered. This includes routes that avoid impacts to wetlands and the community. Moreover, from a National Environmental Policy Act (NEPA) perspective, alternatives that go beyond SANDAG’s jurisdiction should be considered because bluff failure is not endemic to San Diego County alone. Below are the City’s comments and concerns regarding the four alignment options as currently proposed by SANDAG staff:

- San Dieguito Bridge to I-5 Knoll (yellow line on map): This alignment places the project’s impacts solely within the cities of Del Mar and San Diego and would result in significant and adverse environmental impacts to highly productive wetland habitat in the San Dieguito Lagoon. Based on the limited information provided, it appears this alignment would result in the need for both public and private property acquisition (eminent domain) within the City of Del Mar. And, a majority portion of this route is located within a floodplain. Moreover, it is worth noting that this alignment was evaluated in the VA process but was ultimately dismissed as infeasible and not advanced as one of the 16 concepts.
- Under Crest Canyon (Under Jimmy Durante to I-5 Knoll) (blue line on map): This alignment includes a north portal location that would require acquisition (eminent domain) of private property and would result in significant short and long-term impacts to Jimmy Durante Boulevard, including elevating the roadway adjacent to residential homes. This is one of the City’s main arterial roadways and would cause major disruption to the entire City’s roadway system. This alternative also continues to require private property subsurface easements. This alignment would put freight trains under residential homes.
- Under Camino Del Mar (Under Jimmy Durante to Torrey Pines Road West) (pink line on map): This alignment includes north and south portal locations in the City of Del Mar that require acquisition (eminent domain) of private property. Like the “Under Crest Canyon” alternative, this alignment would result in significant short and long-term impacts to Jimmy Durante Boulevard, including reconfiguration of one of the City’s largest intersections. Private property subsurface easements would also be required. This alignment would also put freight trains under residential homes.

- Del Mar Bluffs Double Track Reinforced (green line on map): This concept would result in significant and permanent impacts to protected and sensitive coastal resources, and the removal of permitted private encroachments in North County Transit District (NCTD) right-of-way. Environmental permitting of this alignment would face significant challenges, including the processing of Coastal Development Permits. Importantly, it must be noted that this alternative was previously studied in the 2007 LOSSAN Program EIR and eliminated for the reasons described above.



IV. The Project Description and Descriptions of Project Alternatives are Vague and Incomplete

The City remains concerned with SANDAG's approach of advancing multiple concepts (in this case, four alternative alignment options plus a "no build" option) for analysis in the DEIR without a clearly defined "Project Description" and with insufficient detail of the alternatives, particularly the San Dieguito Bridge to I-5 Knoll alignment, for the public to determine the scope and level of environmental impacts.

CEQA requires a "proposed project" to be identified along with a "range of reasonable alternatives" to that proposed project. The EIR's "bona fide subject" must be "[t]he defined project and not some different project." (*Concerned Citizens of Costa Mesa v. 32nd Dist. Agric. Assn.* (1986) 42 Cal.3d 929, 938.) Further, inadequate or unstable descriptions of the Realignment Project may mislead the public and thwart the EIR process. (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 656.)

Without a clear identification of the proposed project, members of the public cannot comment meaningfully on the potential impacts. (*Save Our Capitol! v. Department of General Services*

(2023) 87 Cal.App.5th 655, 676.) “A project description that gives conflicting signals to decision makers and the public about the nature of the project is fundamentally inadequate and misleading.” (*South of Market Community Action Network v. City and County of San Francisco* (2019) 33 Cal.App.5th 321, 332.) Here, the public is asked to conjure what a reasonable range of alternatives might be to each of the four proposed alignments, and to numerous options for portal locations. SANDAG staff’s recommendations to the Board of Directors identifies alternatives, but not the required proposed “bona fide” project. (CEQA Guidelines Sections 15378 and Section 15126.6).

V. The Project and Each Alternative Should Be Fully Analyzed

The alternatives analysis is the “core of the EIR.” (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal 3d 553, 564.) “One of [an EIR’s] major functions . . . is to ensure that all reasonable alternatives to proposed projects are thoroughly assessed by the responsible official.” (*Laurel Heights Improvement Ass’n. v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400.) Accordingly, the Realignment Project and all alternatives should be reviewed in the DEIR at the same thorough level of analysis. Given the expansive scope and complexity of the Realignment Project, each alternative should be evaluated at the same level as the Project Description. Full analysis of each alternative is the only transparent method of insuring that the decision makers understand the full range of impacts of each alternative. The fundamental purpose of CEQA is to ensure informed decision-making. (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 515.) This includes socioeconomic impacts, condemnation impacts, and resource protection issues, which are required under NEPA. Because the EIR will be a combined EIR/EIS that must satisfy federal NEPA requirements, the level of detail of alternatives must be similar to the level of detail of the project itself. An EIS must “[d]evote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.” (40 C.F.R. section 1502.14, subdivision (b).)

We appreciate the opportunity to comment on SANDAG staff’s recommendations to the Board of Directors on the Realignment Project and anticipate working with SANDAG to address the many important and substantial concerns being raised by the public and various stakeholders.

Sincerely,



Terry Gaasterland
Mayor

cc: Del Mar City Council
Ashley Jones, Del Mar City Manager
Mario Orso, SANDAG Chief Executive Officer
Maria Rodriguez Molina, SANDAG Director of Mega Projects, Border, and Goods Movement



City of Del Mar Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Clem Brown, Assistant City Manager
Via Ashley Jones, City Manager

DATE: February 18, 2025

SUBJECT: Presentation Regarding San Diego LOSSAN Rail Realignment Value Analysis Process and San Dieguito Double Track and Special Events Platform Project

REQUESTED ACTION/RECOMMENDATION:

Staff requests that the City Council receive an informational presentation from the San Diego Association of Governments (SANDAG) on the San Diego LOSSAN Rail Realignment Value Analysis process and the San Dieguito Double Track and Special Events Platform project.

BACKGROUND:

LOSSAN Rail Realignment Project

The City of Del Mar has closely monitored SANDAG's San Diego LOSSAN Rail Realignment project since public outreach began in 2020. The project includes studying options for removing the rail line from the fragile Del Mar coastal bluffs to an inland location by 2035. Given the potential for significant temporary and permanent impacts to the City if the rail line were to be relocated from its current location, the project has generated a high level of community concern and engagement. More detailed information about the project can be found at <https://www.sandag.org/projects-and-programs/featured-projects/lossan-corridor-improvements/lossan-rail-realignment>.

The project is currently in the environmental review phase, which began with the issuance of a Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) on June 4, 2024. The issuance of the NOP was the preliminary step in the State's California Environmental Quality Act (CEQA) process that will determine the technical studies needed to develop an EIR for the project.

In response to the significant input received on the three alignment alternatives included in the NOP (Alternative A – I-5 Alignment; Alternative B – Crest Canyon Alignment; and Alternative C – Camino del Mar Alignment), SANDAG initiated a Value Analysis (VA) process in September 2024 to technically evaluate and improve upon the existing alignment alternatives and/or potentially identify new alternatives for further consideration. Participation in this technical exercise included representatives from key agency stakeholders including

City Council Action:

the cities of Carlsbad, Del Mar, Encinitas, San Diego, and Solana Beach; Fairgrounds; North County Transit District; and Caltrans. The City of Oceanside and the Metropolitan Transit System were also invited to participate, but did not attend.

The City had a seven-member team participate in the VA process, which included recently retired Mayor Dave Druker; Councilmember Tracy Martinez; City Manager Ashley Jones; Assistant City Manager Clem Brown; Public Works Director Joe Bride; Planning & Community Development Director Karen Brindley; and Principal Engineer Martin Boyd.

The City's participation was largely informed by the concerns expressed by the Del Mar community along with the comment letter approved by the Del Mar City Council and submitted as part of the previous NOP process. Additionally, the City's planning and engineering team members provided technical comments and suggestions during the technical working group sessions based on their experience and areas of expertise.

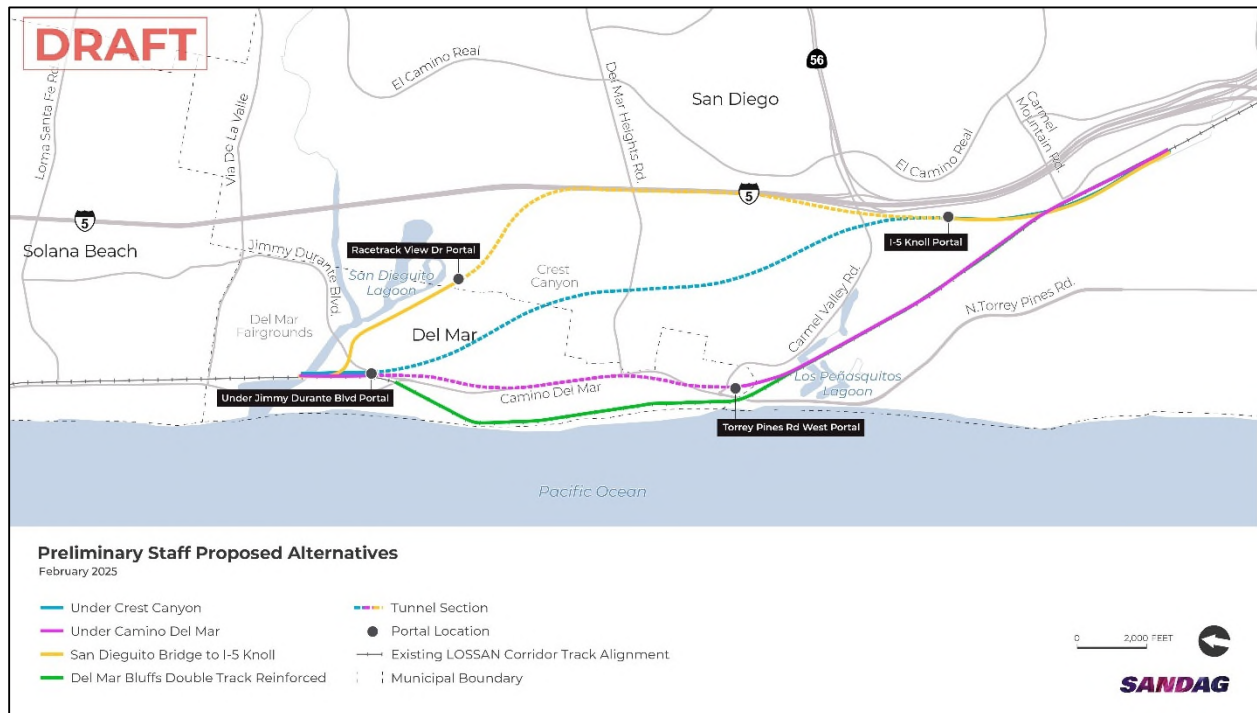
In December 2024, a draft VA Study Report was reviewed by the participating agency stakeholders at a meeting on December 20, 2024. On February 7, 2025, SANDAG released the Final VA Study Report, which analyzes 16 proposed alignment alternatives that include Alternatives A, B and C from the NOP. The Final VA Study Report can be found at: <https://mailchi.mp/sandag/lossan-rail-realignment-dec24-6098207?e=24e9090dc8>.

On February 10, 2025, SANDAG issued a press release with additional updates on the project and next steps (Attachment A). After finalization of the VA Study Report, SANDAG staff have reviewed the conceptual ideas from the VA process, as well as prior studies and public feedback, and will propose the following five options (Figure 1) to the SANDAG Board of Directors for consideration to advance to environmental review at their meeting on February 28, 2025:

- **Under Crest Canyon (Under Jimmy Durante to I-5 Knoll):** Realigned to minimize subsurface easements by routing below Crest Canyon. Corresponds to VA Study Alternative 6. Similar to NOP Alternative B. **Blue line on Figure 1 map below.**
- **Under Camino Del Mar (Under Jimmy Durante to Torrey Pines Road West):** Aligned to minimize subsurface easements by following below Camino del Mar. Corresponds to VA Study Alternative 8. Similar to NOP Alternative C. **Purple line on Figure 1 map below.**
- **San Dieguito Bridge to I-5 Knoll:** Aligned to minimize impacts to Del Mar, the Fairgrounds, and San Dieguito Double Track Bridge. No corresponding VA alternative. Similar to NOP Alternative A. **Yellow line on Figure 1 map below.**
- **Del Mar Bluffs Double Track Reinforced:** Maintains current alignment, adds double track along the bluffs and through Los Penasquitos Lagoon with bluff reinforcement and more robust seawalls. Corresponds to VA Study Alternative 12. **Green line on Figure 1 map below.**

- **No Build:** Includes continuation of major stabilization efforts that would be required to protect the existing single-track alignment.

Figure 1



San Dieguito Double Track and Special Events Platform Project

SANDAG's San Dieguito Double Track and Special Events Platform (SDDT) project is a \$347 million capital improvement project along the rail line between the cities of Solana Beach and Del Mar that will improve rail operations and safety in the LOSSAN rail corridor. The project includes 1.1 miles of new double track, replacement of the over 100-year-old wooden railroad trestle bridge, a new special events platform at the Del Mar Fairgrounds, a pedestrian undercrossing on the south side of the San Dieguito River, and other improvements. More detailed information about the project can be found at <https://www.sandag.org/projects-and-programs/featured-projects/lossan-corridor-improvements/double-tracking-projects/san-dieguito-double-track>.

The project is fully funded and has completed environmental review. It is scheduled to go out for construction bidding this summer and start construction in early 2026 with a four-and-a-half-year construction duration.

Since construction activities will take place within the City, an encroachment permit for the project, similar to the permit for SANDAG's Del Mar Bluffs Stabilization Project 5 that is currently in construction, will be required. Staff is also coordinating with SANDAG and the North County Transit District (NCTD) on multiple license agreements that are required because the project includes the relocation and upgrades to City water and sewer

City Council Agenda Report
LOSSAN Project Updates
February 18, 2025
Page 4 of 4

infrastructure located in NCTD right-of-way that falls within the project's footprint. The new pedestrian undercrossing component of the project will also require a future license agreement between NCTD and the City.

DISCUSSION/ANALYSIS:

Staff from SANDAG will provide an informational presentation on these two projects at the February 18, 2025, City Council meeting. Representatives from NCTD will also be in attendance to discuss the SDDT project. The following day, on February 19, 2025, SANDAG will deliver the same presentation on the San Diego LOSSAN Rail Realignment VA process during a 6:00 PM public informational meeting at the Del Mar Civic Center Town Hall.

A copy of the presentation was not available to include with this report; however, it will be made available to the public prior to the Council meeting on February 18, 2025.

ATTACHMENTS:

Attachment A – LOSSAN Rail Realignment Project Press Release

Archived: Wednesday, February 12, 2025 1:51:17 PM

From: Stacy Garcia

Sent: Mon, 10 Feb 2025 22:05:47 +0000Received: from PH0PR09MB8204.namprd09.prod.outlook.com (2603:10b6:510:6b::22) by SJ0PR09MB6398.namprd09.prod.outlook.com (2603:10b6:a03:258::18) with Microsoft SMTP Server (version=TLS1_2, cipher=TLS_ECDHE_RSA_WITH_AES_256_GCM_SHA384) id 15.20.8422.19; Mon, 10 Feb 2025 22:05:34 +0000Received: from PH0PR09MB8204.namprd09.prod.outlook.com ([fe80::9a58:8e32:aa32:c5ca]) by PH0PR09MB8204.namprd09.prod.outlook.com ([fe80::9a58:8e32:aa32:c5ca%4]) with mapid 15.20.8398.018; Mon, 10 Feb 2025 22:05:34 +0000From: Stacy Garcia Subject: SANDAG RELEASES VALUE ANALYSIS STUDY FOR LOSSAN TRACK RELOCATION Thread

Subject: SANDAG RELEASES VALUE ANALYSIS STUDY FOR LOSSAN TRACK RELOCATION

Importance: Normal

SANDAG NEWS

FOR IMMEDIATE RELEASE

Date: February 10, 2025

Contact: Stacy Garcia, 619.452.8994, stacy.garcia@sandag.org

SANDAG RELEASES VALUE ANALYSIS STUDY FOR LOSSAN TRACK RELOCATION

SANDAG Board to Consider Recommendations on February 28

On Friday, SANDAG released the **value analysis study report** for the LOSSAN Rail Realignment Project. The value analysis study was conducted in response to public feedback received on the Notice of Preparation (NOP) for the project. The study's goal was to examine alternatives proposed in the NOP and identify enhancements or new route alternatives for relocating the tracks.

The value analysis was a technical study done by representatives with technical expertise from Carlsbad, Del Mar, Encinitas, San Diego, Solana Beach, 22nd District Agricultural Association, North County Transit District, and Caltrans. The Metropolitan Transit System and the City of Oceanside were also invited.

SANDAG staff has been reviewing the conceptual ideas that were raised through the value analysis study, as well as prior studies, and public feedback, and will be proposing alternatives for the Board of Directors to consider at its meeting on February 28. This will also be the next opportunity for public feedback.

Below is a brief description of the recommendations that staff are currently studying:

- **Under Crest Canyon (Under Jimmy Durante to I-5 Knoll):** Realigned to minimize subsurface easements by routing below Crest Canyon
- **Under Camino Del Mar (Under Jimmy Durante to Torrey Pines Road West)** Aligned to minimize subsurface easements by following below Camino Del Mar
- **San Dieguito Bridge to I-5 Knoll:** Aligned to minimize impacts to Del Mar, the Fairgrounds, and San Dieguito Double Track Bridge
- **Del Mar Bluffs Double Track Reinforced:** Maintains current alignment, adds double track along the bluffs and through Los Penasquitos Lagoon with bluff reinforcement and more robust seawalls
- **No Build:** Includes continuation of major stabilization efforts that would be required to protect the existing single-track alignment



Preliminary Staff Proposed Alternatives

February 2025

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



About SANDAG

SANDAG is the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities. We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

SANDAG.org |

###

Stacy Garcia (she/her/hers)
Associate Public Information Officer

619.699.1950 office
401 B Street, Suite 800, San Diego, CA 92101 (or 1129 La Media Road, San Diego, CA 92154)

SANDAG | Pursuing a brighter future for all



Learn about our [commitment to equity](#)
SANDAG [office hours](#) are Tuesday – Friday and every other Monday from 8 a.m. – 5 p.m.



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

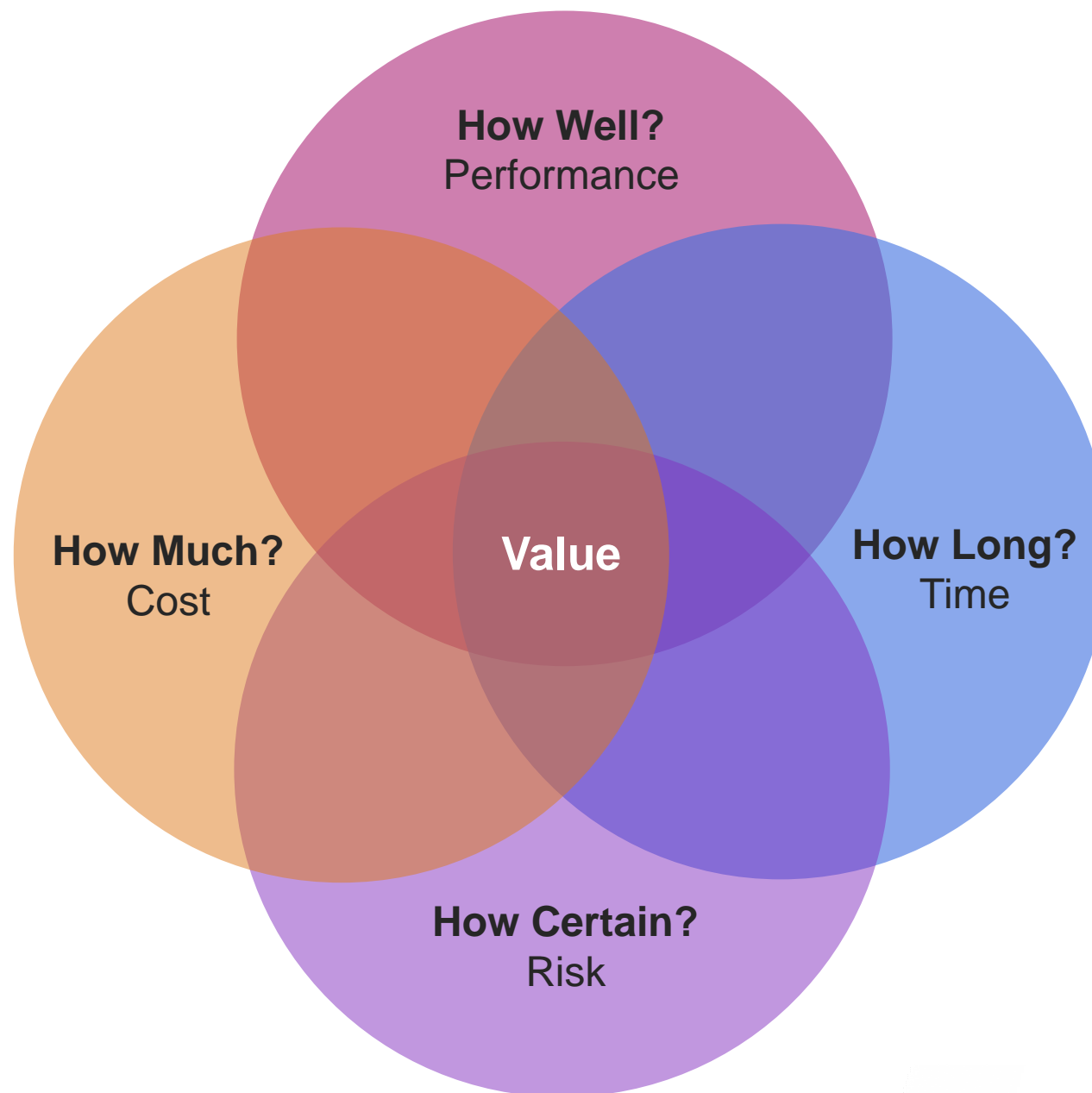
Value Analysis Study Process Overview

- 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

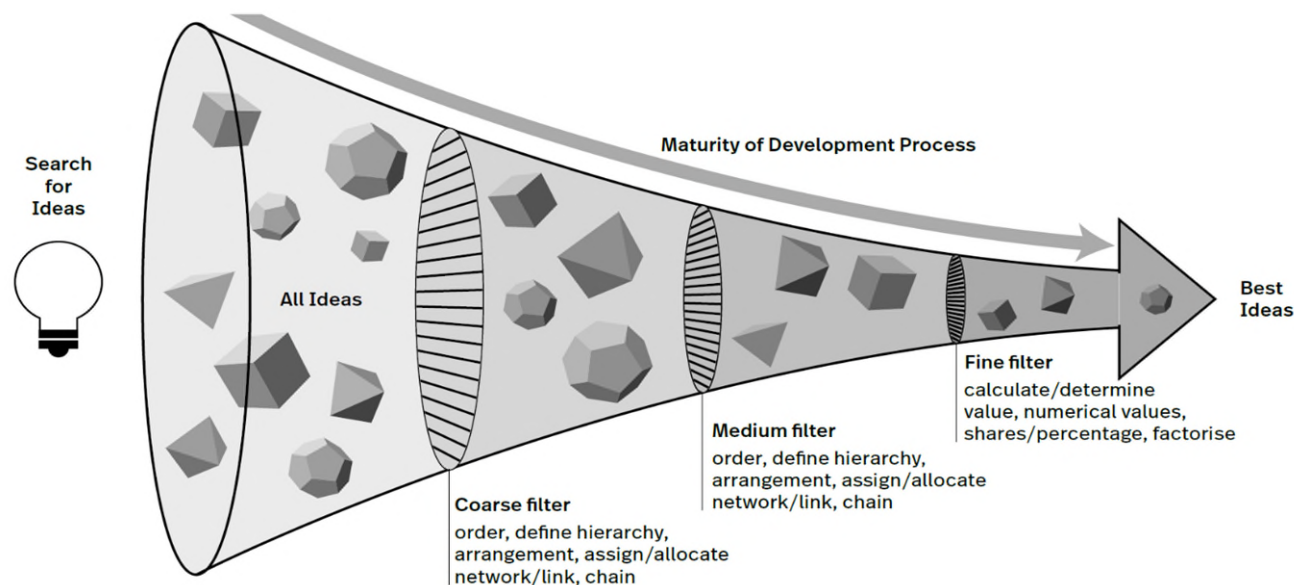
4. Avoid and/or minimize negative effects, and where possible enhance biological, cultural, and recreational resources of national, state, or local significance, including publicly owned parks, recreational trails, beaches, wetlands, ecological reserves, wildlife or waterfowl refuges, and any publicly 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
- 2 Crest Canyon 110
- 3 Crest Canyon 110
- 4 Realign Jimmy Durante/Camino Del Mar (Not Mapped)
- 5 Crest Canyon 110
- 6 Crest Canyon Improved 90
- 7 Optimize Bridges and Berms (Not Mapped)
- 8 Camino Del Mar 90
- 9 Camino Del Mar 110
- 10 I-5 Oceanside to Sorrento Valley
- 11 Stratford Court 80
- 12 Double Track Bluffs
- 13 Freight to I-15 (Not Mapped)
- 14 I-5 110
- 15 Crest Canyon 110
- 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

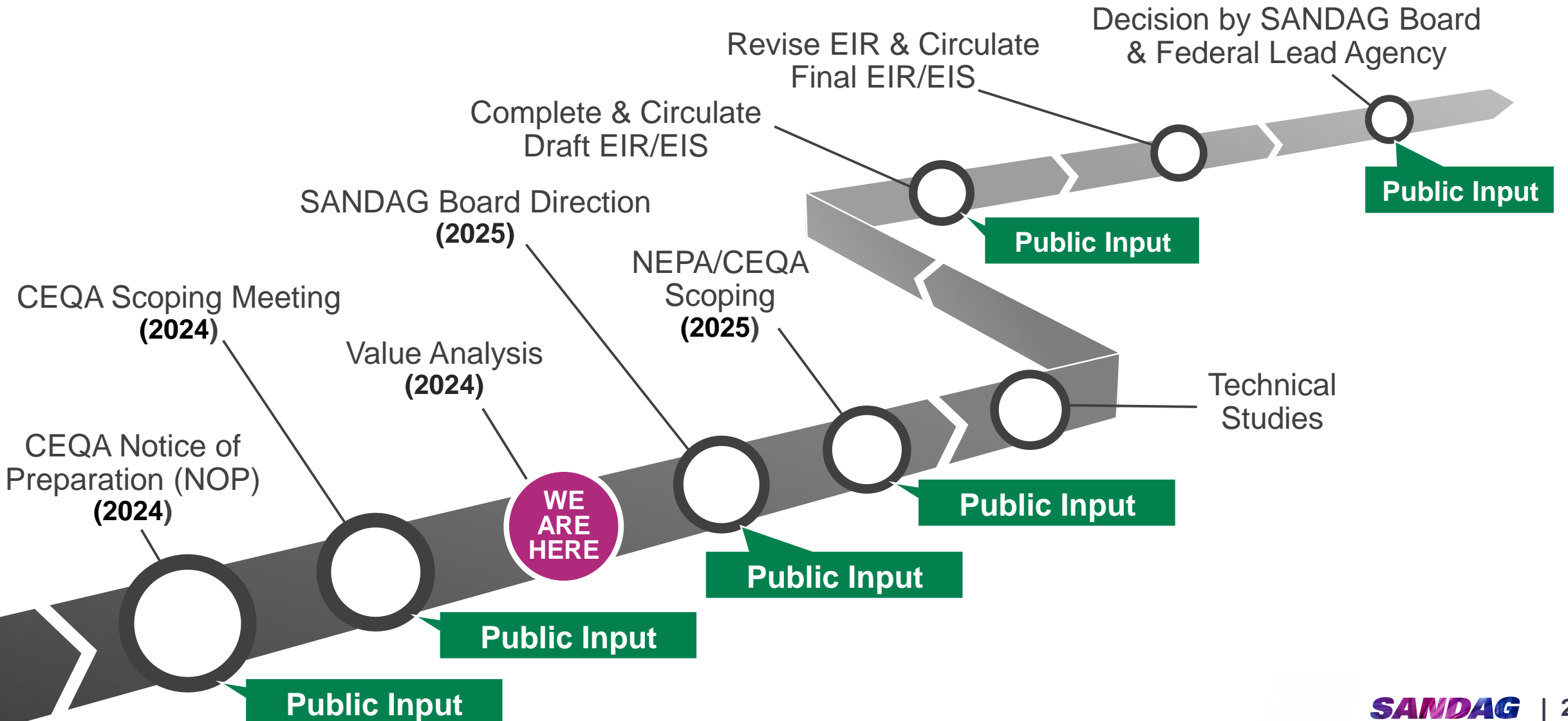
- San Diego Lagoon Bridge to I-5 Knoll
- Under Crest Canyon
- Under Camino Del Mar
- Del Mar Bluffs Double Track Reinforced
- — — — Tunnel Section
- Portal Location
- Existing LOSSAN Corridor Track Alignment
- ⌈⌋ Municipal Boundary

0 2,000 FEET



Next Steps

Environmental Process (CEQA/NEPA)



Stay connected with SANDAG

 Explore our website
SANDAG.org

 Follow us on social media:
[@SANDAGregion](#) [@SANDAG](#)

 Email: pio@sandag.org

SANDAG



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

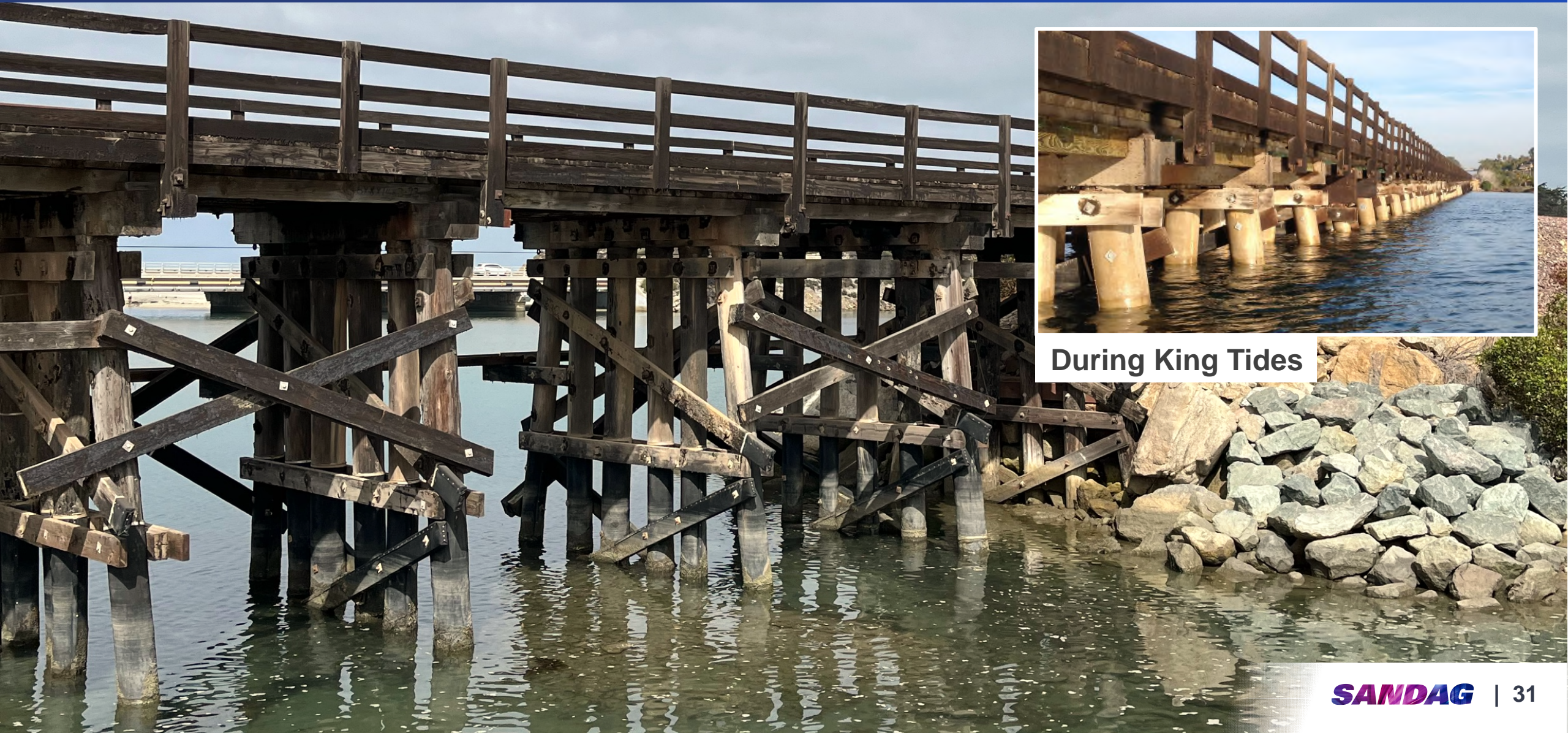
Additional Federal NEPA Clearance

- 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

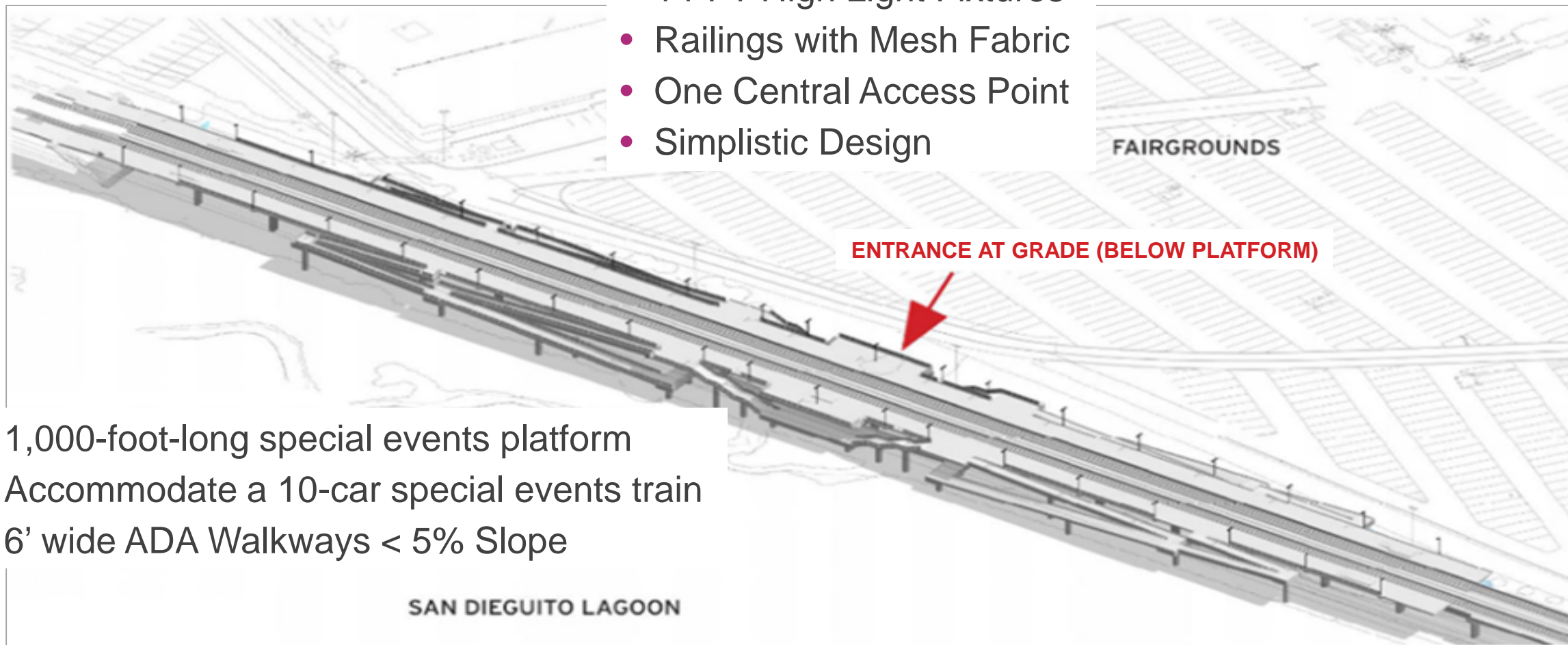


During King Tides



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

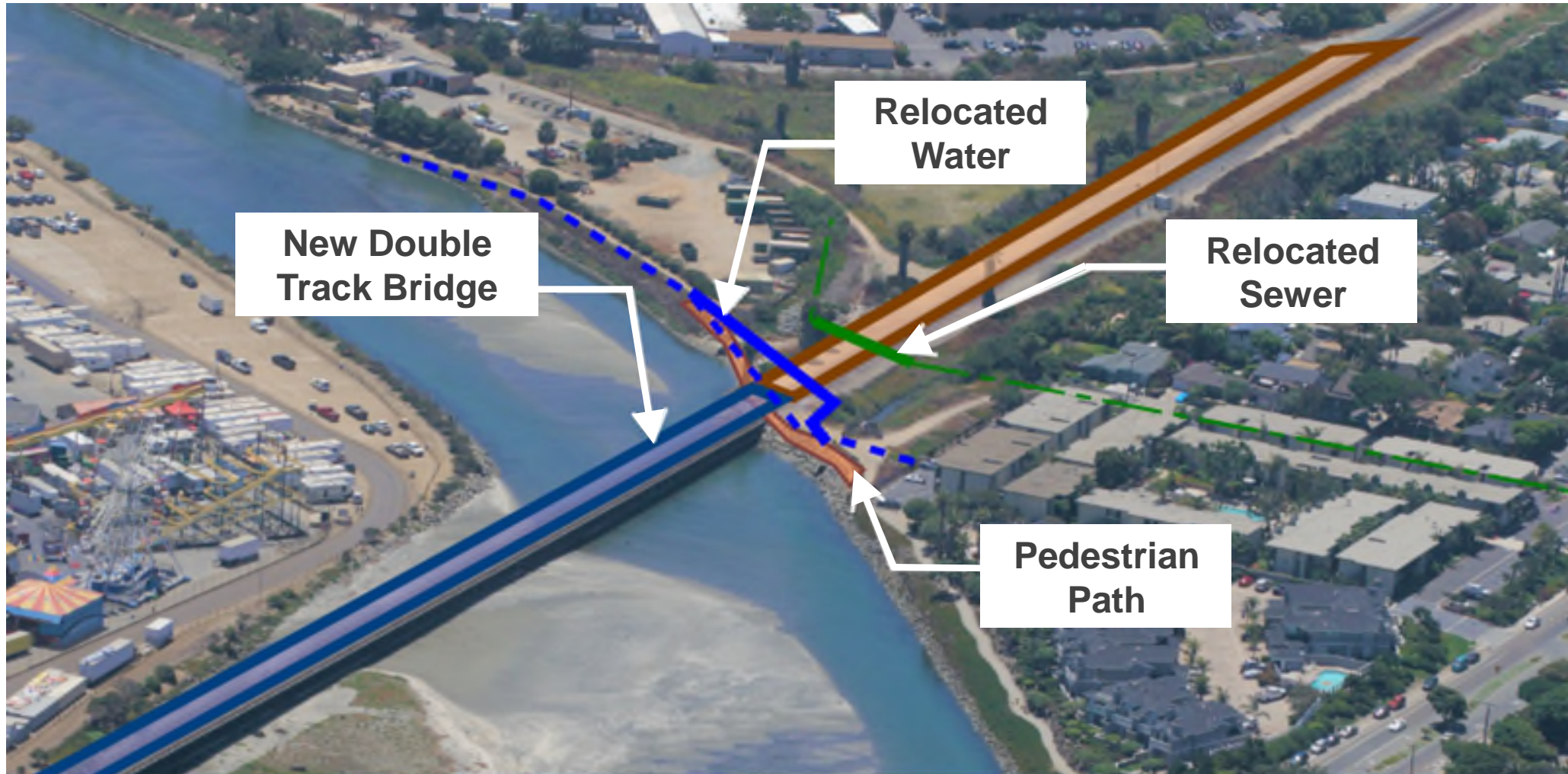
Artist Rendering of the Future Platform



Artist Rendering of the New Bridge



Improvements in the City of Del Mar



Stevens Creek Realignment

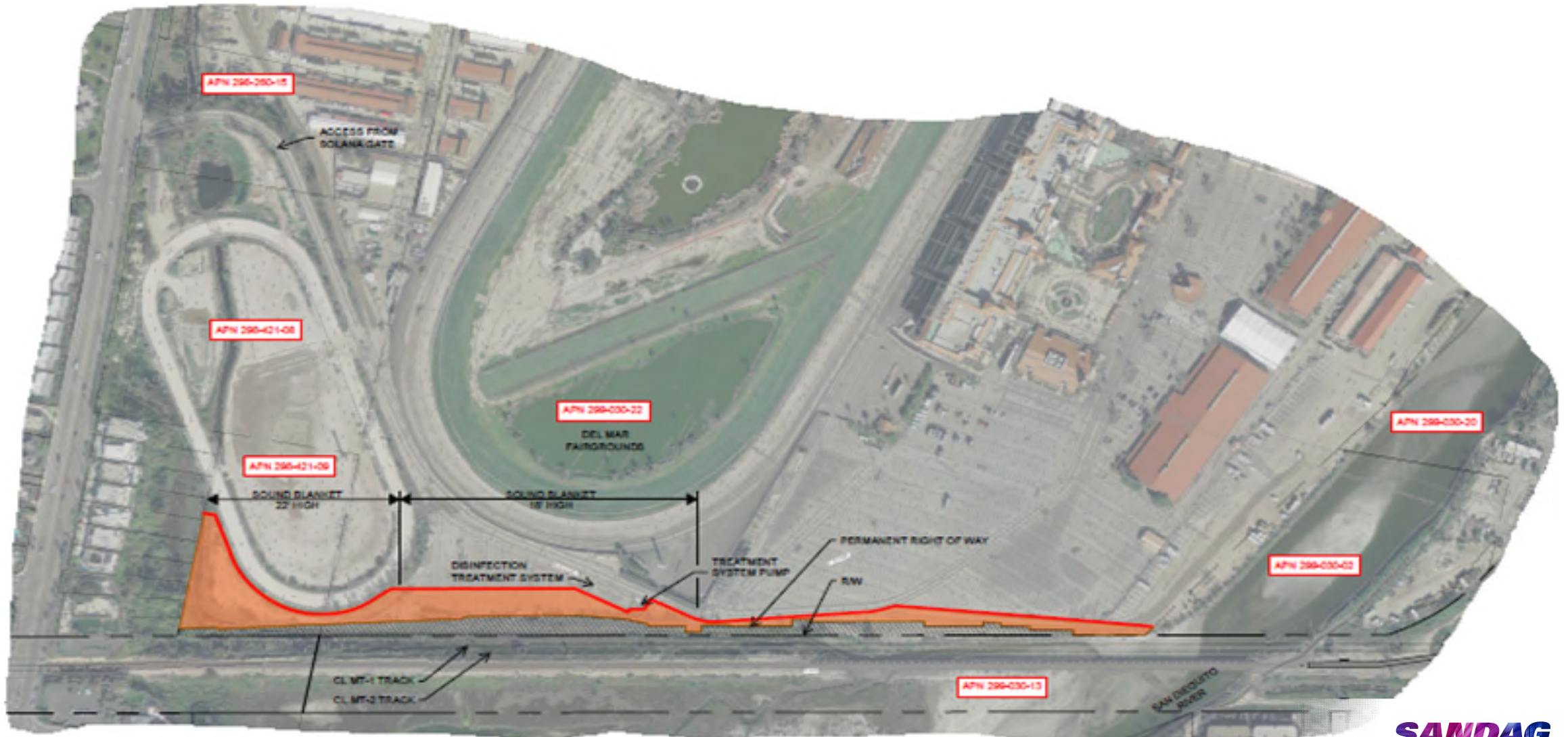
- Widens the mouth of the San Dieguito Lagoon
- Moves rail alignment toward fairgrounds
- Located as far north as possible



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



WE ARE HERE



Invitation for Bids

Anticipated by June 2025



Construction Award

December 2025



Construction

Early 2026 to Mid 2030



Construction Duration

4 ½ Years

Stay connected with SANDAG

 Explore our website
sandag.org/SDDT

 Follow us on social media:
[@SANDAGregion](#) [@SANDAG](#)

 Email: LOSSANcorridor@sandag.org

SANDAG

San Diego LOSSAN Rail Realignment Project Objectives and Alternative Alignments

Background

The Los Angeles—San Diego—San Luis Obispo (LOSSAN) rail corridor is the only rail connection between San Diego and the rest of the state and nation serving commuter (COASTER), intercity (Pacific Surfliner), and freight (BNSF) rail services. The segment of the LOSSAN corridor along the Del Mar bluffs is single tracked and has experienced temporary closures resulting from bluff collapses, erosion, and repair work to stabilize the bluffs and protect the rail corridor. While the stabilization projects and emergency repairs address safety and operational concerns with a 30-year design life, they do not provide a long-term solution for sea level rise and the ongoing coastal erosion that pose substantial safety and economic risks to the region. The San Diego LOSSAN Rail Realignment Project is a long-term solution to ensure the rail corridor is safe, reliable, and resilient.

Overview

In June 2024, SANDAG released a Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the LOSSAN Rail Realignment Project. SANDAG received over 1,500 comments in response to the NOP. The NOP marked the beginning of the EIR scoping process under the California Environmental Quality Act. In response to several topics raised in the comments, SANDAG conducted a Value Analysis (VA) study to seek to improve the alternatives proposed in the NOP and identify new ones for additional consideration. Participants in the study included staff and officials from the cities of Carlsbad, Del Mar, Encinitas, San Diego, Solana Beach, 22nd District Agricultural Association, North County Transit District, and Caltrans. The Metropolitan Transit System and the City of Oceanside were also invited to participate. The participants were supported by a team of technical subject matter experts (SMEs) in various engineering and environmental disciplines.

Staff will present their recommendations based upon the comments received on the NOP and results of the VA study. The NOP comments and VA Study are posted to the San Diego LOSSAN Rail Realignment [project website](#).

Key Considerations

The VA study is a technical process that was sponsored by SANDAG in response to comments that were received on the NOP. The VA study was a collaborative process leveraging the knowledge of the multidisciplinary VA Team, including SMEs and stakeholders, to allow for a fresh look at the project objectives and alternative concepts, as well as identify other ideas and design refinements. The VA looks at improving the “value” of a project through consideration of improved performance, overall cost, timeliness of delivery, and reduction of risk.

Action: Approve

The Board is asked to provide feedback on the project goals and objectives; and provide direction to staff on the alternative alignments to analyze in the Draft EIR for the San Diego LOSSAN Rail Realignment Project.

Fiscal Impact:

Fiscal Impact: For project development activities related to the LOSSAN Rail Realignment project are funded with \$300 million in state funding (Capital Improvement Program No. 1239823).

Schedule/Scope Impact:

The state funding for the environmental and design phases must be spent by June 30, 2027.

Key themes from the VA that will be considered during the environmental review process include minimizing effects to private properties, including subsurface easements; minimizing disruptions to economic generators; demonstrating public stewardship by minimizing conflicts with prior and ongoing investments; consideration of total cost, including operations and maintenance; and allowing for lower design speeds to maximize use of public right-of-way.

The Board of Directors is asked to provide feedback on the refinements discussed in the VA that include refinements and additions made to the project goal and objectives included in the NOP. Staff's recommended refinements are shown in Attachment 1.

The VA participants developed 16 alternative concepts that include the three 2024 NOP alternative alignments and 13 new concepts. The VA study includes preliminary rough order magnitude (ROM) cost estimates for construction, right-of-way, soft costs, and cost escalation to the final year of construction for most of the alternatives. SANDAG has evaluated these alternative alignments, and based on study completed to date, recommends that the following four alignments (listed from east to west) be included for analysis in the Draft EIR¹ (Attachment 2):

- **San Dieguito Bridge to I-5 Knoll:** This alternative concept is derived from the VA study alternative 14 and was developed by SANDAG based upon discussions by the VA participants and comments received on the NOP. This alternative would minimize private subsurface easements by locating the bored tunnel segment along Interstate 5 (I-5) while being consistent with the VA objectives by preserving the investment made in the pending reconstructed San Dieguito bridge and avoiding impacts to the Del Mar Fairgrounds (a regional economic generator). The realigned rail would travel east from the San Dieguito bridge along an elevated viaduct to a portal located in Crest Canyon, where it would head south in a bored tunnel and exit at the I-5 Knoll Portal in the south. To show the potential connection at the San Dieguito bridge, Attachment 2 shows two lines at the northern end of the alignment that will be further analyzed during the environmental process. A similar alternative was one of the two preferred alignments in the 2007 Programmatic EIR/EIS led by the Federal Railroad Administration (FRA) and Caltrans. The preliminary ROM cost for this alternative is estimated to be \$3.8 to \$5.1 billion.
- **Under Crest Canyon (Under Jimmy Durante to I-5 Knoll):** This alternative concept (VA study alternative 6) would minimize private subsurface easements by locating the bored tunnel segment of the alignment under Crest Canyon Open Space Park and Torrey Pines Natural Reserve Extension, to the extent practicable. The realigned rail would go underneath Jimmy Durante Blvd into a portal in the north and would exit at the I-5 Knoll Portal in the south. The double track rail would continue to the south through the eastern portion of Los Peñasquitos Lagoon. The preliminary ROM cost for this alternative is estimated to be \$3.7 to \$5.0 billion.
- **Under Camino Del Mar (Under Jimmy Durante to Torrey Pines Road West):** This alternative concept (VA study alternative 8) would minimize private subsurface easements by locating the bored tunnel segment of the alignment directly under Camino Del Mar, to the extent practicable. The realigned rail would go underneath Jimmy Durante Blvd into a portal in the north and would exit at the Torrey Pines Road Portal West in the south. The double track rail would continue to the south through Los Peñasquitos Lagoon along the existing rail track. A similar alternative was identified as one of the two preferred alignments in the Programmatic EIR/EIS prepared in 2007 by the FRA and Caltrans. The preliminary ROM cost for this alternative is estimated to be \$3.3 to \$4.4 billion.
- **Del Mar Bluffs Double Track Reinforced:** This alternative concept (VA study alternative 12) would maintain the location of the existing rail alignment on the bluffs and add a second at-grade track to the east within the railroad right-of-way. The second track would pass under the existing Torrey Pines Overhead bridge and then travel south through Los Peñasquitos Lagoon along the existing rail track². This proposal includes grade separation of the rail at Coast Boulevard and pedestrian improvements along the bluffs. This alternative would not require any tunnels or portals to be constructed and would utilize the pending reconstructed bridge over San Dieguito

¹ These would be analyzed in addition to the "No Project" alternative during the environmental review process.

² The rail tracks would be elevated and widened for the double tracking, and to accommodate future flood and sea level rise projections.

Lagoon. The preliminary rough order magnitude (ROM) cost for this alternative is estimated to be \$1.9 to \$2.5 billion.

- **No Build:** This alternative would include the continuation of major stabilization efforts that would be required to protect the existing single-track alignment. Preliminary ROM cost for these continued stabilization efforts are being developed.
- Additionally, several design refinements and other ideas were identified by the VA stakeholders as described in Section 4.2 of the VA study and will be considered as design is advanced.
- SANDAG has conducted outreach in stakeholder communities over the past several weeks to provide information about the VA process. During these events, an idea with an alignment north of the San Dieguito Bridge to I-5 Knoll alignment was mentioned, and staff will explore this design concept during the environmental process.

Next Steps

SANDAG will implement the Board's direction by advancing the design of alternatives for inclusion in the Draft EIR. An updated NOP would be posted in Spring 2025 for a 45-day comment period to seek additional input from local, state and federal agencies, and the public on the updated range of alternatives. Technical investigations would commence this spring to support the preparation of a Draft EIR that will be circulated for public review.

SANDAG staff will continue to collaborate with the state and federal partners to identify the federal lead agency for the project with the intent to prepare a joint document to satisfy state and federal requirements.

SANDAG staff will also continue to make refinements and revisions to alternative concepts based on comments and feedback received from the public and as informed by direction of the Board.

Maria Rodriguez Molina, Director of Mega Projects, Border, and Goods Movement

- Attachments:
1. Recommended Project Goal and Objectives
 2. Recommended Alternative Concepts for Analysis under CEQA

Attachment 1: Recommended Project Goal and Objectives**Project Goal:**

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

Project Objectives:

- Improve rail service reliability by minimizing risks from climate change, including consideration of sea level rise, flooding, and the stability of the coastal bluffs.
- 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.
- Minimize impacts to existing homes, businesses, tourism, and major economic generators, including the Del Mar Fairgrounds, and transportation facilities during and after construction.
- 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.
- Help meet the goals of the 2021 Regional Plan and the 2024 California State Rail Plan by increasing passenger and freight train capacity, further reducing travel times, improving reliability, and considering existing and planned investments.
- Improve coastal access and safety by eliminating at grade railroad crossings and minimizing points of interaction between rail and all other modes of transportation.
- Demonstrate good public stewardship by delivering the project in a timely way that considers prior and ongoing investments, construction, right-of-way, operations, and maintenance costs.

Attachment 2: Recommended Alternative Concepts for Analysis under CEQA



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

SANDAG



San Diego LOSSAN Rail Realignment Project: Objectives and Alternative Alignments

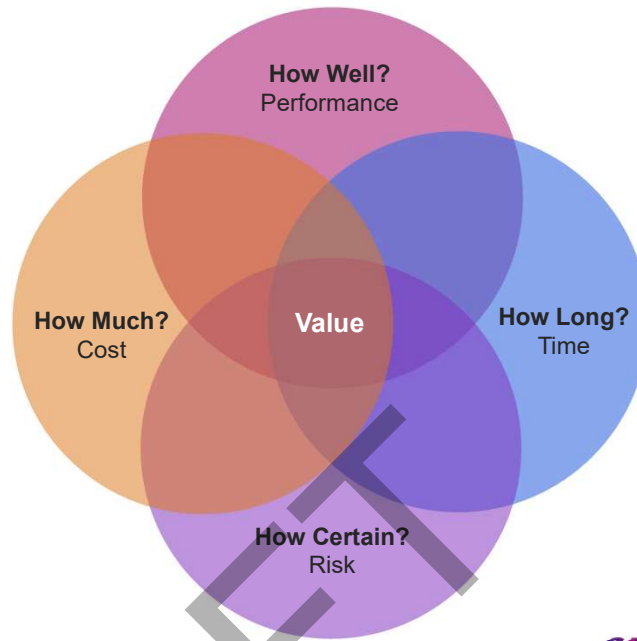
Board of Directors Meeting
February 28, 2025

Value Analysis

- 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.

SANDAG | 2

How we think about value?



VA Study Team

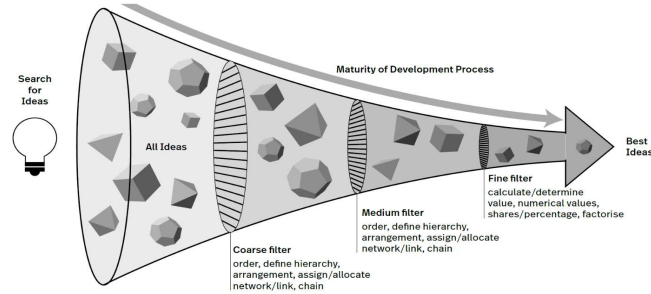
The following SANDAG Board of Directors member agencies and potentially affected jurisdictions were invited to participate in the VA Study. The VA Team was comprised of individuals with technical knowledge representing these stakeholders (listed in alphabetical order), and supported by additional subject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

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

SANDAG | 5

VA Portals and Alignments

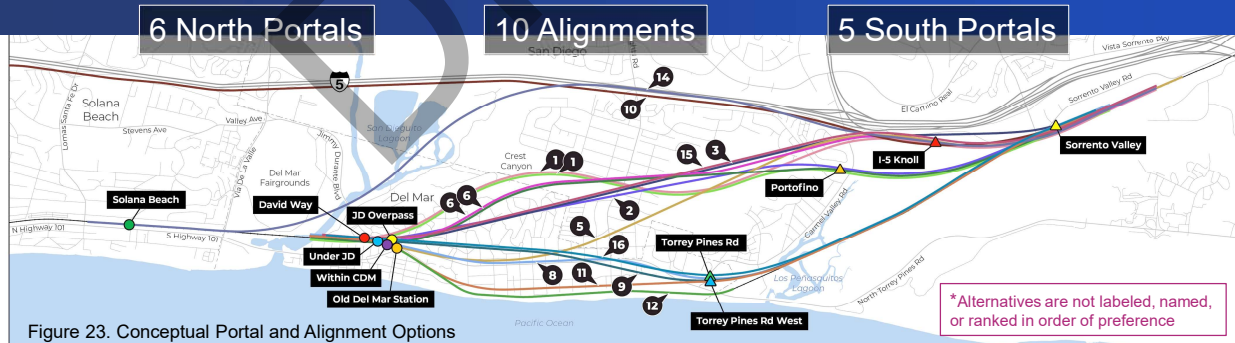


Figure 23. Conceptual Portal and Alignment Options

- | | |
|--|---|
| <ul style="list-style-type: none"> Conceptual Alignments (Slightly Offset for Illustration Purposes) North & South Conceptual Portal Locations Existing LOSSAN Corridor Track Alignment Municipal Boundary | <ul style="list-style-type: none"> 1 Crest Canyon 90 2 Crest Canyon 110 3 Crest Canyon 110 4 Realign Jimmy Durante/Camino Del Mar (Not Mapped) 5 Crest Canyon 110 6 Crest Canyon Improved 90 7 Optimize Bridges and Berms (Not Mapped) 8 Camino Del Mar 90 9 Camino Del Mar 110 10 I-5 Oceanside to Sorrento Valley 11 Stratford Court 80 12 Double Track Bluffs 13 Freight to I-15 (Not Mapped) 14 I-5 110 15 Crest Canyon 110 16 Camino Del Mar 110 |
|--|---|

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

Reflects preliminary concepts as determined by VA Study participants

SANDAG | 6

Staff Recommendations

7

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

Recommended Project Goal

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

SANDAG | 9

Recommended Project 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.

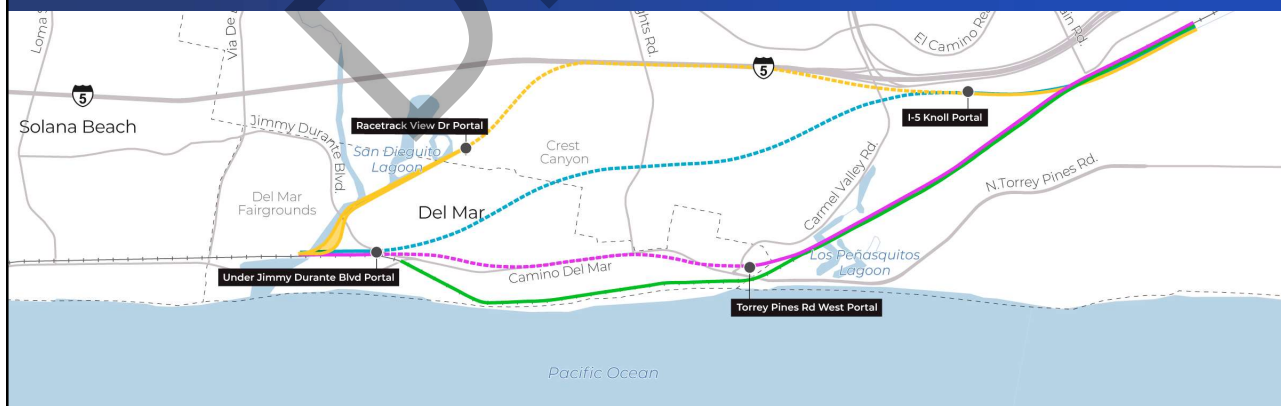
SANDAG | 10

Recommended Project 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 and ongoing investments, construction, right-of-way, operations, and maintenance costs.

SANDAG | 11

Preliminary Staff Proposed Alternatives



Preliminary Staff Proposed Alternatives

February 2025

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

0 2,000 FEET

SANDAG | 13

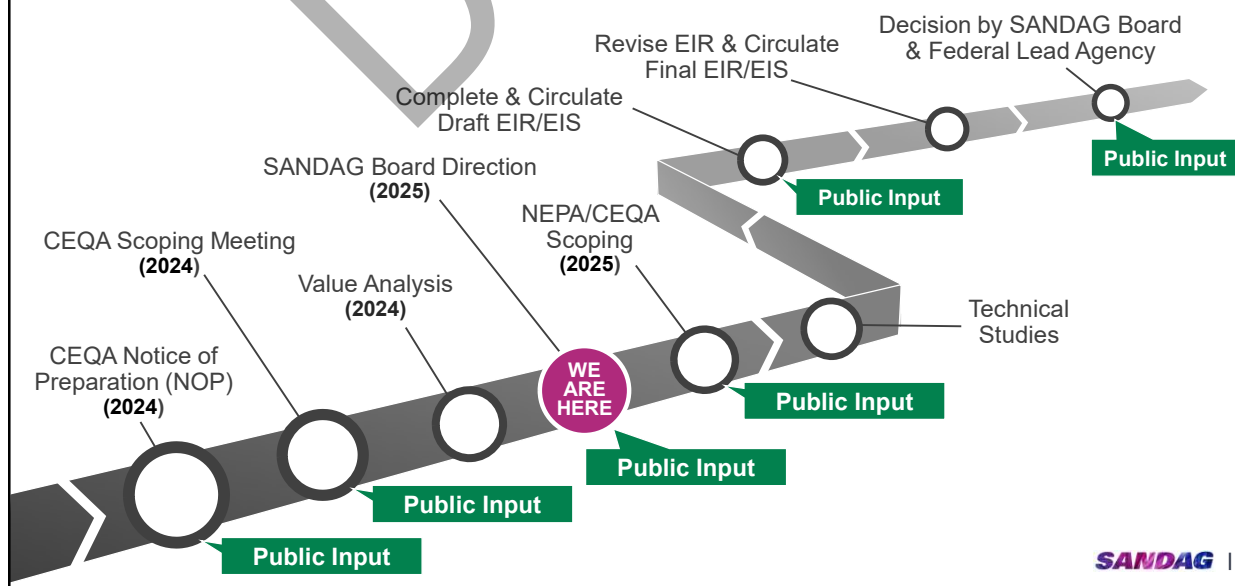
Preliminary Staff Proposed Alternatives ROM Costs

Color	Title	Estimated Cost (\$B)
Yellow	San Dieguito Bridge to I-5 Knoll	\$3.8 – \$5.1
Cyan	Under Crest Canyon	\$3.7 – \$5.0
Magenta	Under Camino Del Mar	\$3.3 – \$4.4
Green	Del Mar Bluffs Double Track Reinforced	\$1.9 – \$2.5

*Preliminary rough order of magnitude (ROM) cost estimates

SANDAG | 14

Environmental Process (CEQA/NEPA)




SANDAG | 15

Stay connected with SANDAG

 Explore our website
SANDAG.org

 Follow us on social media:
[@SANDAGregion](#) [@SANDAG](#)

 Email: pio@sandag.org

SANDAG

16

DRAFT

**Statement of Mayor Terry Gaasterland
2/28 SANDAG Board Meeting - LOSSAN Presentation (Item 9)**

Today, the SANDAG Board is being asked to consider and provide direction on five rail alignment options, including a no project alternative, to advance to a NOP that will be reissued in the coming months.

Notably, the LOSSAN Rail Realignment Project and the alternatives under consideration have the potential to disproportionately and adversely impact the Del Mar community's quality of life, tourism, local businesses, tax revenue, property values, and significantly impact our unique and sensitive coastal resources.

Some of the significant impacts to take into consideration include, but are not limited to:

- Increases to toxic air pollutants;
- Freight trains under residential homes;
- Traffic impacts;
- Taking of significant private and public property;
- Wetland and coastal resource impacts, and unknown geotechnical vulnerabilities in sandstone bluffs; and
- A host of other significant impacts discussed in the comment letter provided by the City for this agenda item, which you are encouraged to read in advance of making your decision today.

Del Mar is a Responsible Agency under CEQA for this project, which will require the City to consider approval of an amendment to our Local Coastal Program, issuance of Coastal Development Permits, and a range of other approvals that no other stakeholder for this project has direct jurisdiction over.

As such, for the City to select or influence any particular route before the Draft Environmental Impact Report is released could unduly prejudice our role as a Responsible Agency. It is the City's intent to keep all of its options open to preserve any challenges we may later wish to make in protecting the City's interest.

Accordingly, on behalf of Del Mar, I will be abstaining from voting on this matter.