



San Diego LOSSAN Rail Realignment

Updated Notice of Preparation
of a Draft Environmental Impact Report

CEQA Scoping Meeting
May 29, 2025

AGENDA

San Diego LOSSAN Rail Realignment – CEQA Scoping Meeting

6:00 p.m. Scoping Meeting Presentation

Topics:

- Future of the LOSSAN Corridor
- CEQA Process
- Past Planning Efforts
- Updated Alternative Alignments

6:30 p.m. Open House

Information Stations:

- Alternative Alignments
- CEQA Process
- Tunneling

Public Comment Options:

- Written comment card
- Online portal
- Individual comment with court reporter

6:45 p.m. Verbal Public Comment (Speaker Slip Needed)

7:30 p.m. Event Ends

What you can expect from this meeting:

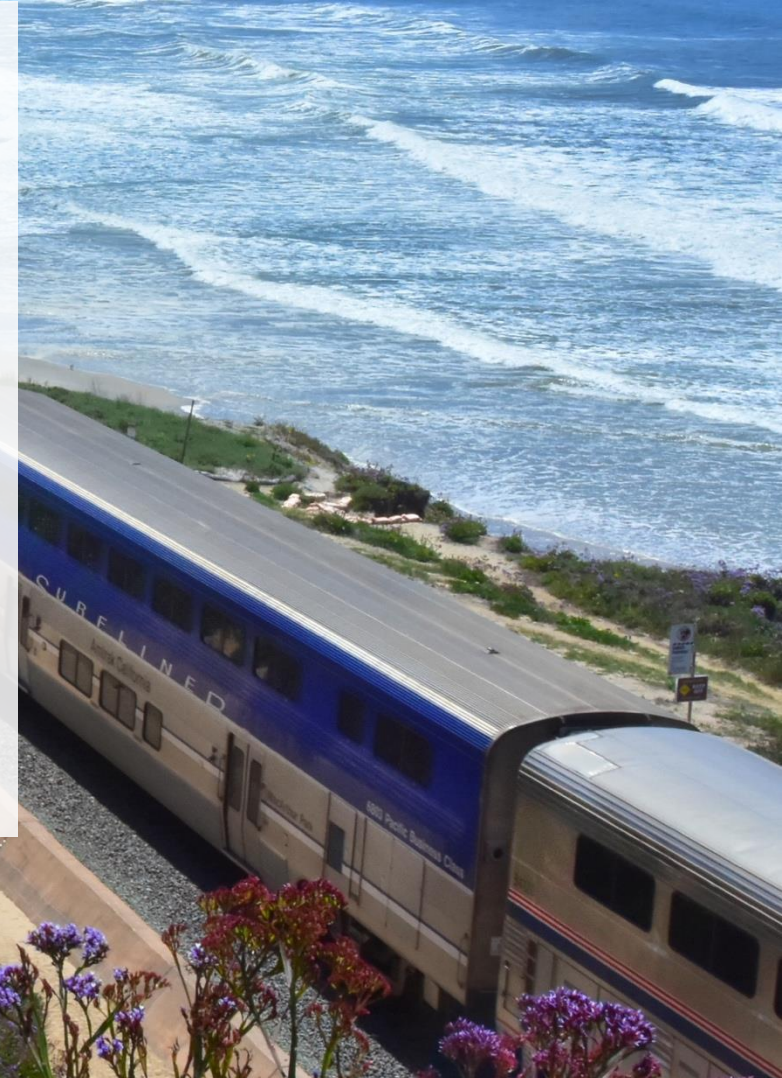
- Overview of past planning efforts
- The updated proposed alternatives
- How and why proposed alternatives were determined
- What the CEQA scoping process looks like moving forward
- The many ways you can get your comments on record, and when to do so

What is CEQA?

California Environmental Quality Act

CEQA requires public agencies to “look before they leap” and consider the environmental consequences of their discretionary actions. CEQA is intended to inform government decisionmakers and the public about the potential environmental effects of proposed activities and to prevent significant, avoidable environmental damage.

- Governor's Office of Land Use and Climate Innovation



Purpose of a California Environmental Quality Act (CEQA) Scoping Meeting:

- Introduce approach for the preparation of an Environmental Impact Report (EIR) for the San Diego LOSSAN Rail Realignment Project
- Ask for input on environmental issues to be addressed and the alternatives to be explored
- Your feedback will help define future technical studies and the ultimate development of the content of the EIR

The Future of the LOSSAN Corridor



Future of the LOSSAN Corridor

Safe, Resilient, Reliable

1 Pacific Surfliner train/hour

3 COASTER trains/hour

33 Minutes travel time from
Oceanside to Downtown



LOSSAN Rail Corridor Project Overview

Project Phase

- Environmental
- Design and Permitting
- Ready for Construction
- Construction

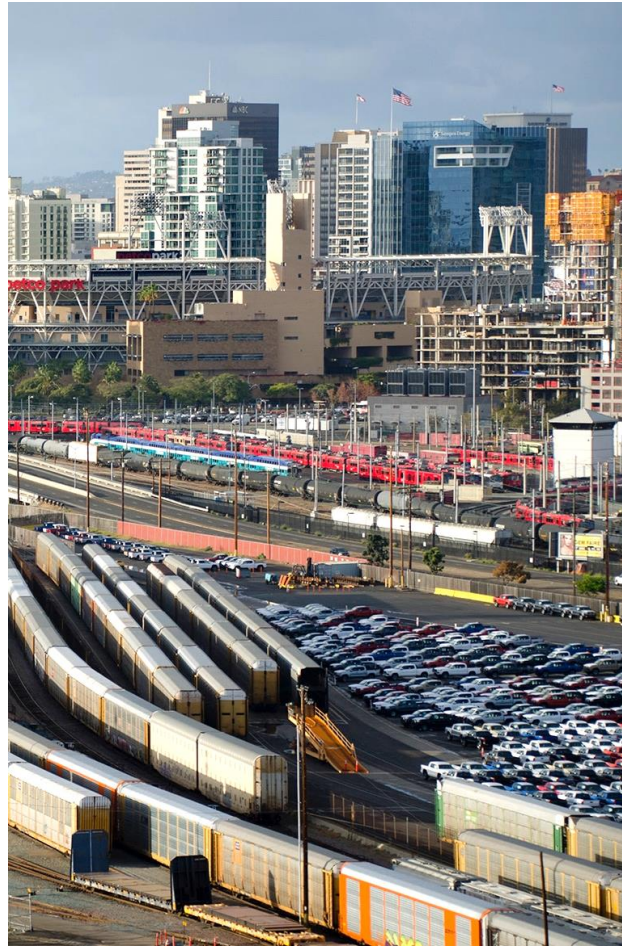


February 2025

San Diego LOSSAN Rail Realignment



Importance of LOSSAN Corridor



Past Planning Efforts

Past Planning Efforts

- **2007** – LOSSAN Programmatic EIR/EIS (Caltrans and FRA)
- **2014** – North Coast Corridor Public Works Plan (CCC)
- **2017** – Conceptual Engineering and Environmental Study (SANDAG)
- **2018** – 2018 State Rail Plan (Caltrans)
- **2021** – 2021 Regional Plan (SANDAG)
- **2022** – Del Mar Bluffs V Stabilization Project (CCC)
- **2023** – San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report (SANDAG)

Past Planning Efforts (Continued)

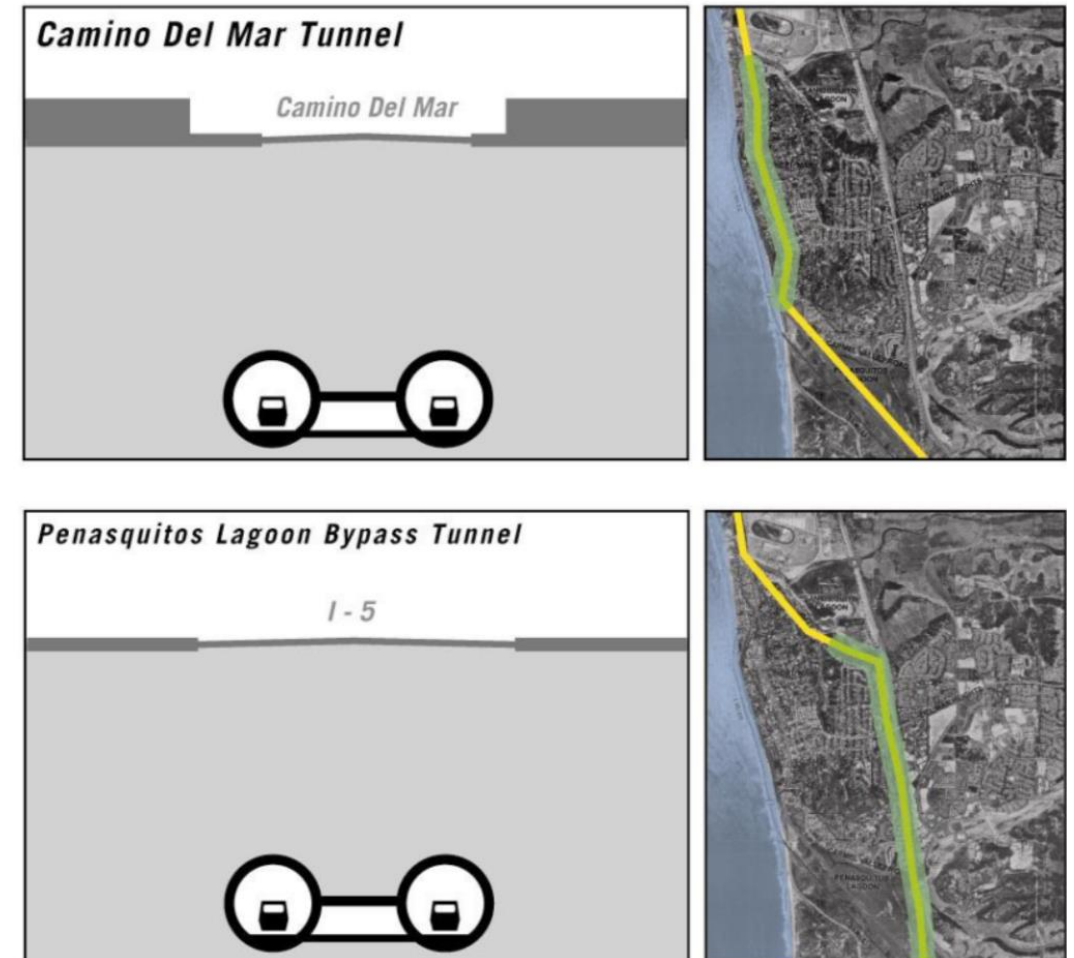
- **May 2024** – SDLRR Alignments Screening Report (SANDAG)
- **June 2024** – SDLRR NOP (SANDAG)
- **January 2025** – 2024 State Rail Plan (Caltrans)
- **February 2025** – SDLRR Final Value Analysis Study Report (SANDAG)
- **May 2025** – SDLRR Post Value Analysis Study Assessment (SANDAG)
- **May 2025** – SDLRR Updated NOP (SANDAG)

LOSSAN Programmatic EIR/EIS

(Caltrans and FRA, 2007)

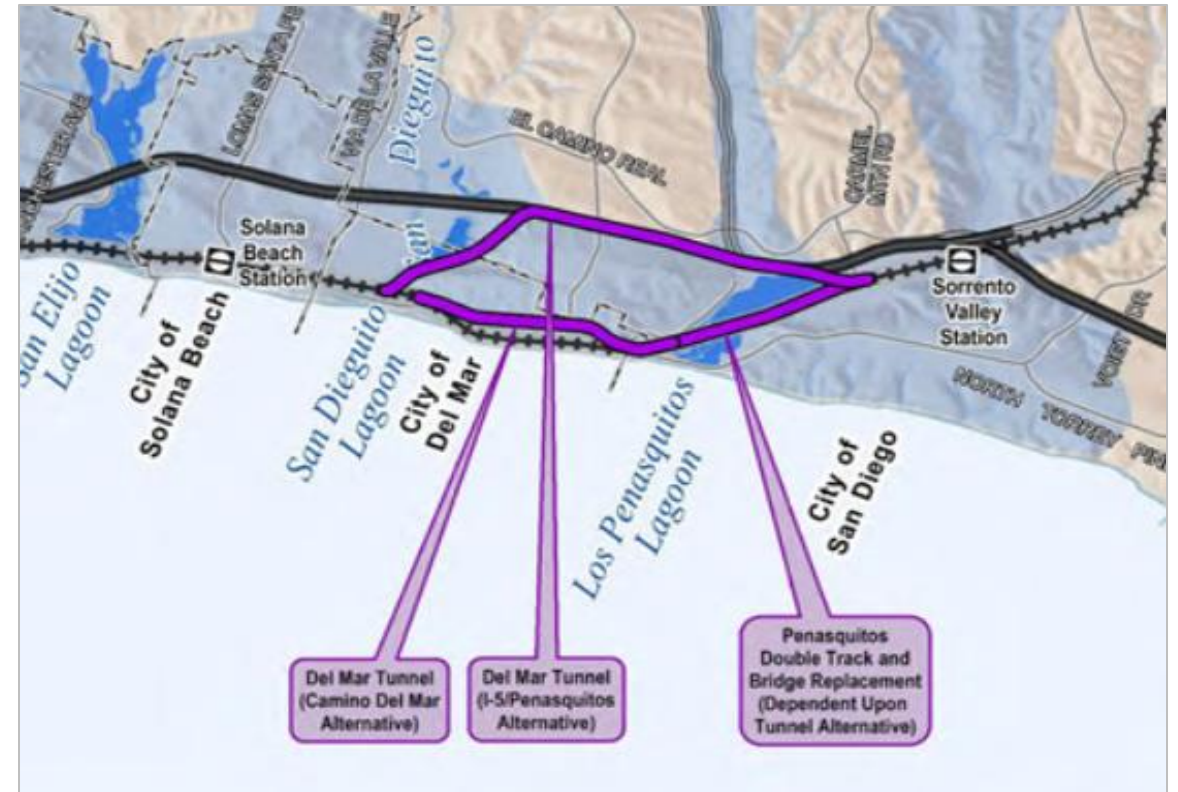
- Studied conceptual double-tracking alternative alignments in Del Mar
 - At-grade in existing alignment
 - Trench in bluffs following existing alignment
 - Tunnel under Camino Del Mar
 - Tunnel under I-5 (Peñasquitos Lagoon Bypass Tunnel)

Figure 2.5.1-4
Options to be Retained for Further Study in Del Mar



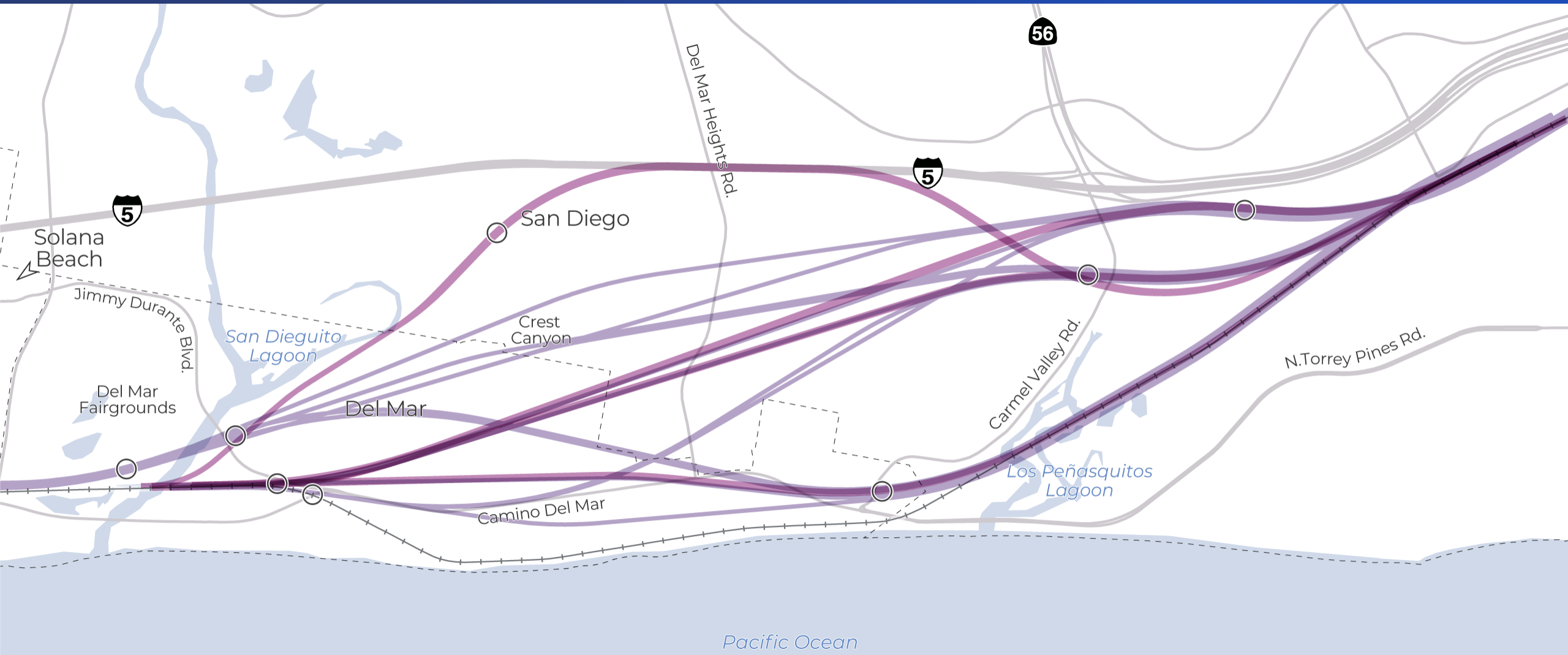
North Coast Corridor Public Works Plan/ Transportation and Resource Enhancement Program (2014)

- Studied conceptual double-tracking alternative alignments in Del Mar
 - Camino Del Mar Alternative
 - I-5/Peñasquitos Alternative



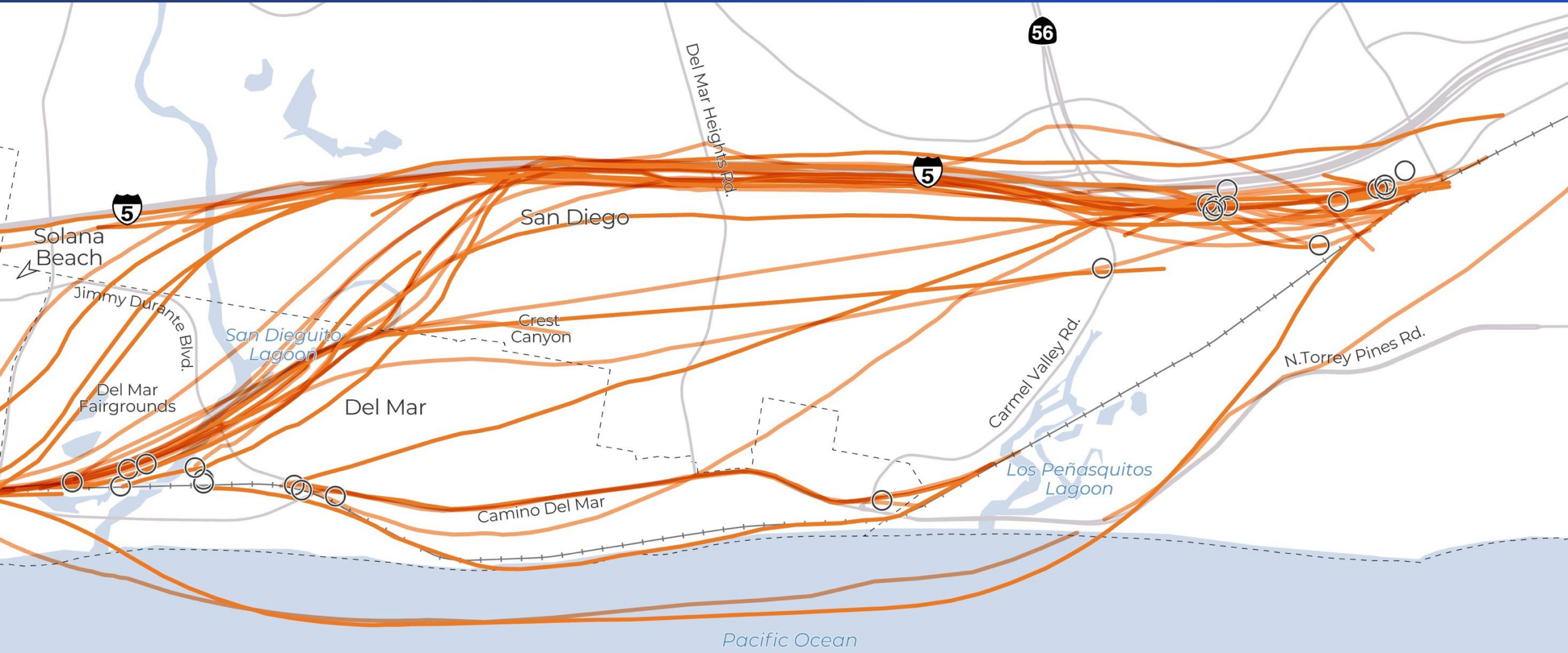
Alternatives Analysis Report

(SANDAG, 2023)



DISCLAIMER: No decision has been made on the selection of the proposed project or project alternatives. SANDAG is continuing to evaluate concepts that may be selected as project alternatives for analysis that will be studied during the formal environmental review process under the California Environmental Quality Act and the National Environmental Policy Act. All elements of the conceptual designs are preliminary and should not be construed as an announcement of the intent to acquire any private property. The images are intended to facilitate early public engagement on project concepts.

Preliminary Alignments from Public Input Included in the Alignments Screening Report (SANDAG, 2024)

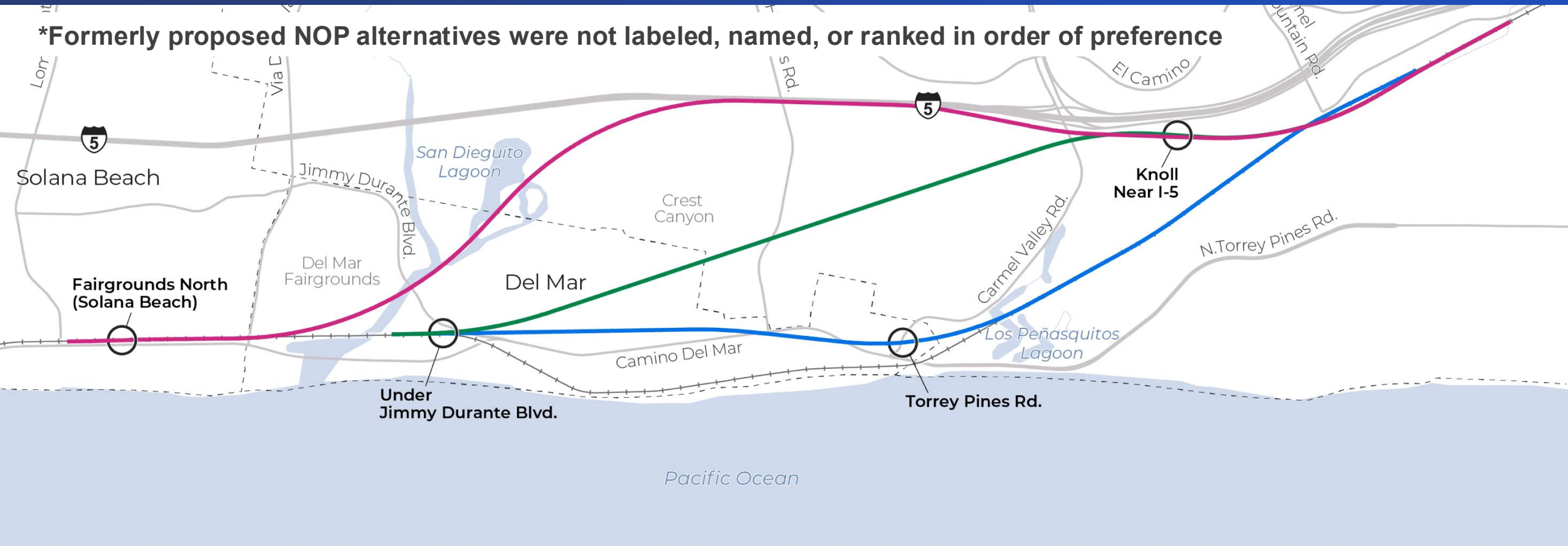


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2024 NOP

(SANDAG, 2024)

*Formerly proposed NOP alternatives were not labeled, named, or ranked in order of preference



San Diego LOSSAN Rail Realignment – Combined Proposed NOP Alternatives*

- Alternative A
- Alternative B
- Alternative C
- Portal Location
- Existing LOSSAN Corridor Track Alignment
- Municipal Boundary

0 2,000 FEET



Decision to Launch Value Analysis (VA) Study

- 1500+ comments were received in response to the June 2024 NOP
 - Agency decided to pause the project and take a fresh look at alternative concepts
- The VA Study was a technically driven, collaborative series of workshops to develop new ideas and suggestions that resulted in updated alternative concepts
 - Workshops were held between September and December 2024

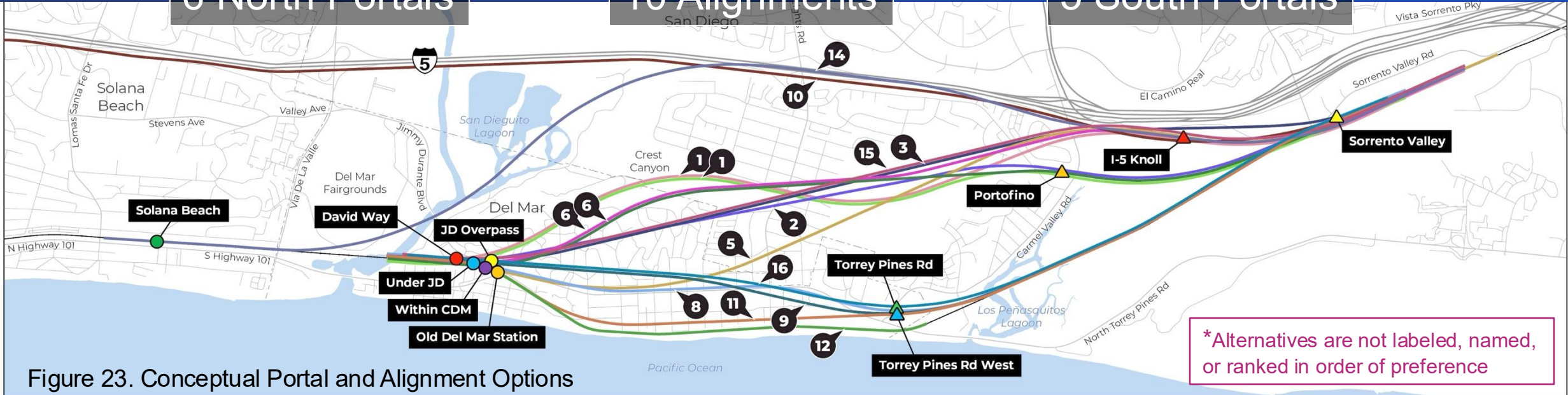


VA Portals and Alignments

6 North Portals

10 Alignments

5 South Portals



Conceptual Alignments
(Slightly Offset for Illustration Purposes)



North & South Conceptual Portal Locations



Existing LOSSAN Corridor Track Alignment



Municipal Boundary

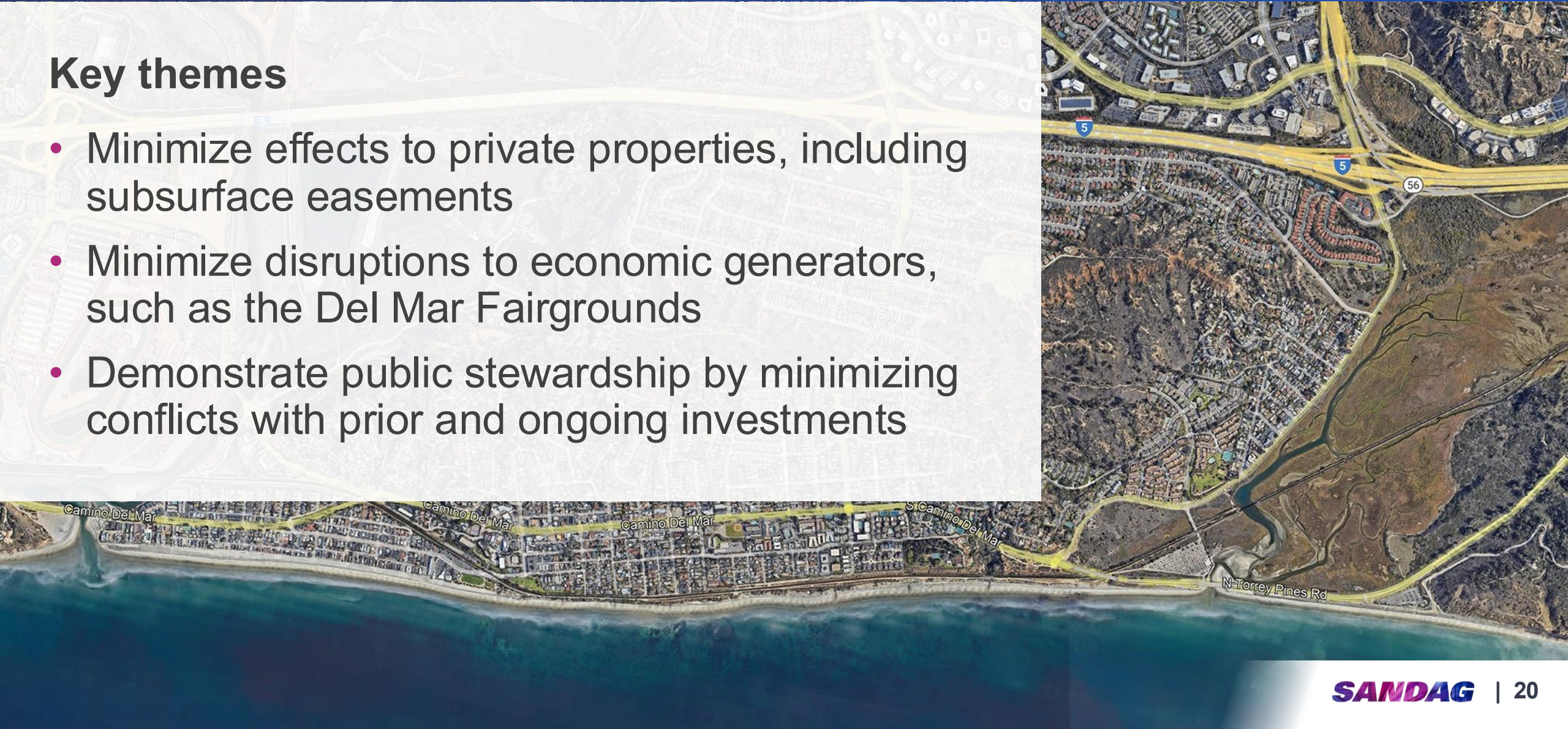


- | | |
|---|-------------------------------------|
| 1 Crest Canyon 90 | 9 Camino Del Mar 110 |
| 2 Crest Canyon 110 | 10 I-5 Oceanside to Sorrento Valley |
| 3 Crest Canyon 110 | 11 Stratford Court 80 |
| 4 Realign Jimmy Durante/Camino Del Mar (Not Mapped) | 12 Double Track Bluffs |
| 5 Crest Canyon 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 |

VA – What Did We Learn?

Key themes

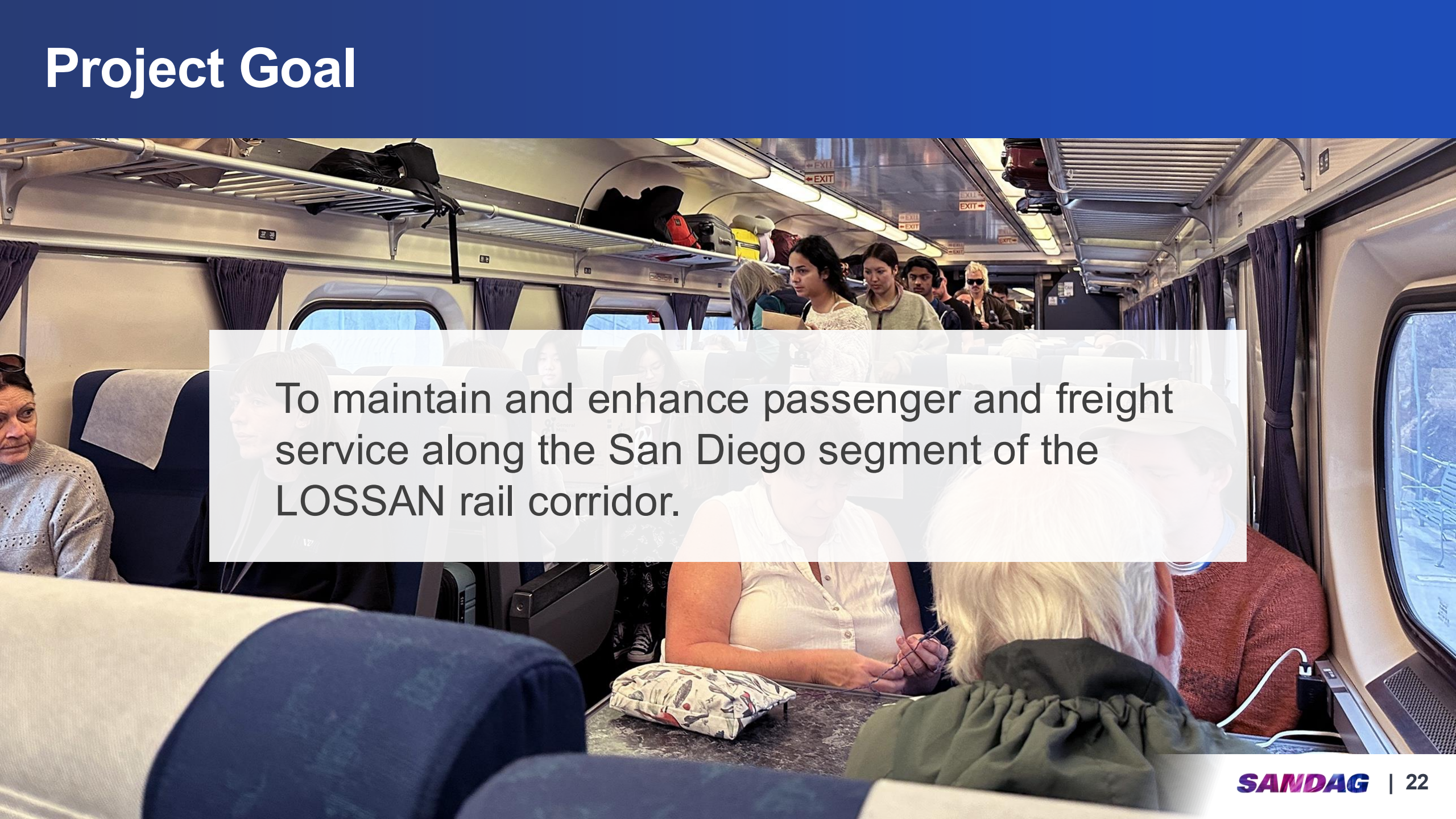
- Minimize effects to private properties, including subsurface easements
- Minimize disruptions to economic generators, such as the Del Mar Fairgrounds
- Demonstrate public stewardship by minimizing conflicts with prior and ongoing investments



SANDAG Board of Directors' Action

(February 2025)

Project Goal

A photograph of the interior of a train car. Passengers are seated and standing. Overhead luggage racks are visible with bags stored on them. Exit signs are mounted on the ceiling. The train is moving, as seen through the windows.

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

CEQA 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.

CEQA Project Objectives (continued)

- **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.

Updated Alternative Alignments

(2025 Updated NOP)

Alternatives Being Considered

- EIR will describe a range of reasonable alternatives that:
 1. Meets most of the basic project objectives,
 2. Are feasible to construct, and
 3. Avoid or lessens significant environmental impacts.
- Range of alternatives required is governed by a “rule of reason”
EIR must include a “No Project” alternative

Cal. Code Regs. Tit. 14, § 15126.6

Features of the Alternatives



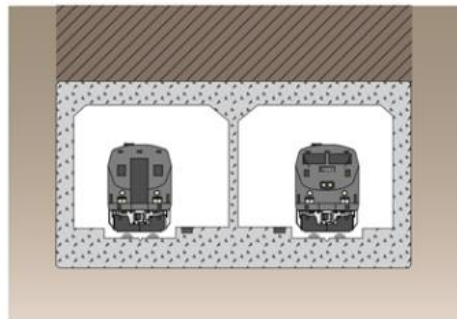
Graded



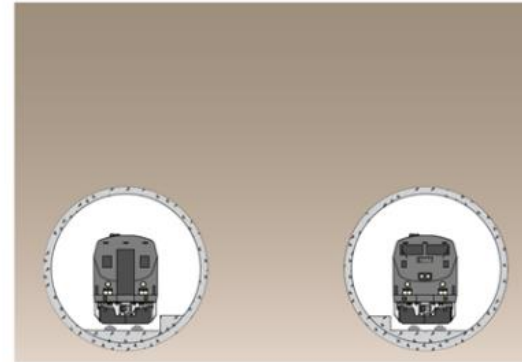
Floodwalls



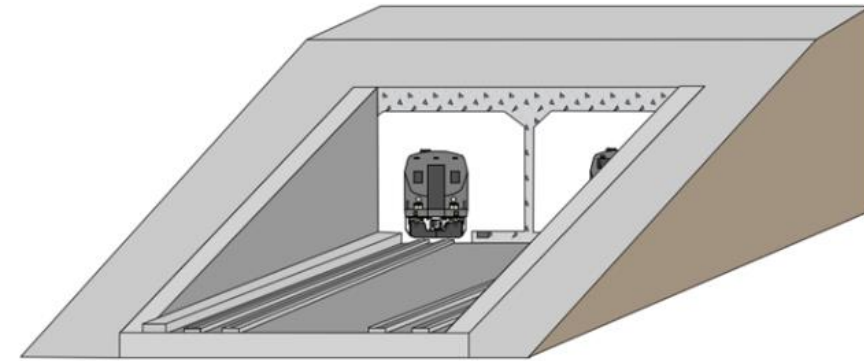
Berm



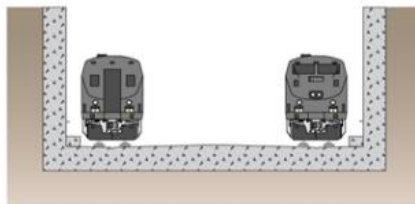
Cut-and-Cover Tunnel



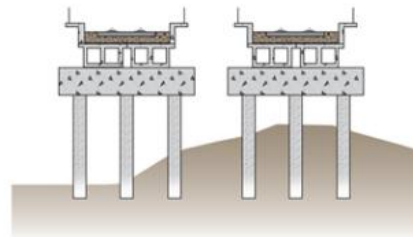
Bored Tunnel



Portal



U-Structure

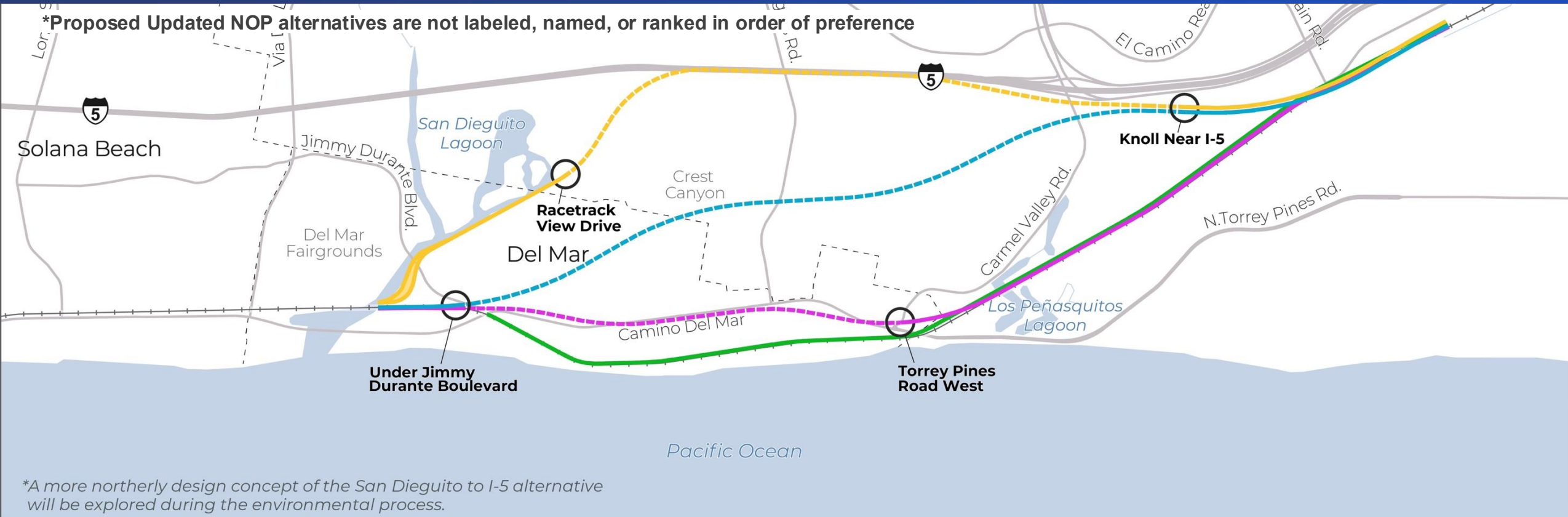


Bridge



Trench

Proposed Updated NOP Alternatives*



San Dieguito Bridge to I-5 Alternative Alignment*

Under Crest Canyon Alternative Alignment

Under Camino Del Mar Alternative Alignment

Del Mar Bluffs Double Track Reinforced Alternative Alignment

Tunnel Segment

○ Portal Location

— Existing LOSSAN Corridor Track Alignment

--- Municipal Boundary



Proposed Updated NOP Alternative Alignment

San Dieguito Bridge to I-5

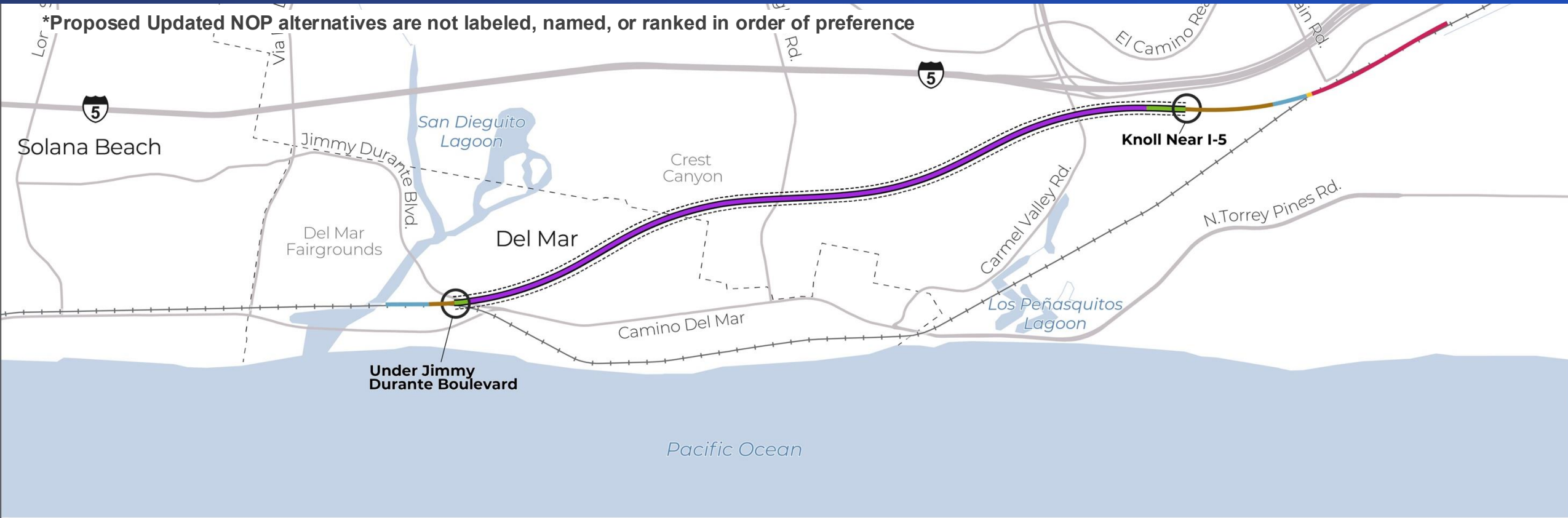


- Bored Tunnel
- Cut-and-Cover Tunnel
- Bridge
- Floodwalls
- Graded
- U-Section
- Tunnel Segment
- Portal Location
- +—+—+— Existing LOSSAN Corridor Track Alignment
- [---] Municipal Boundary



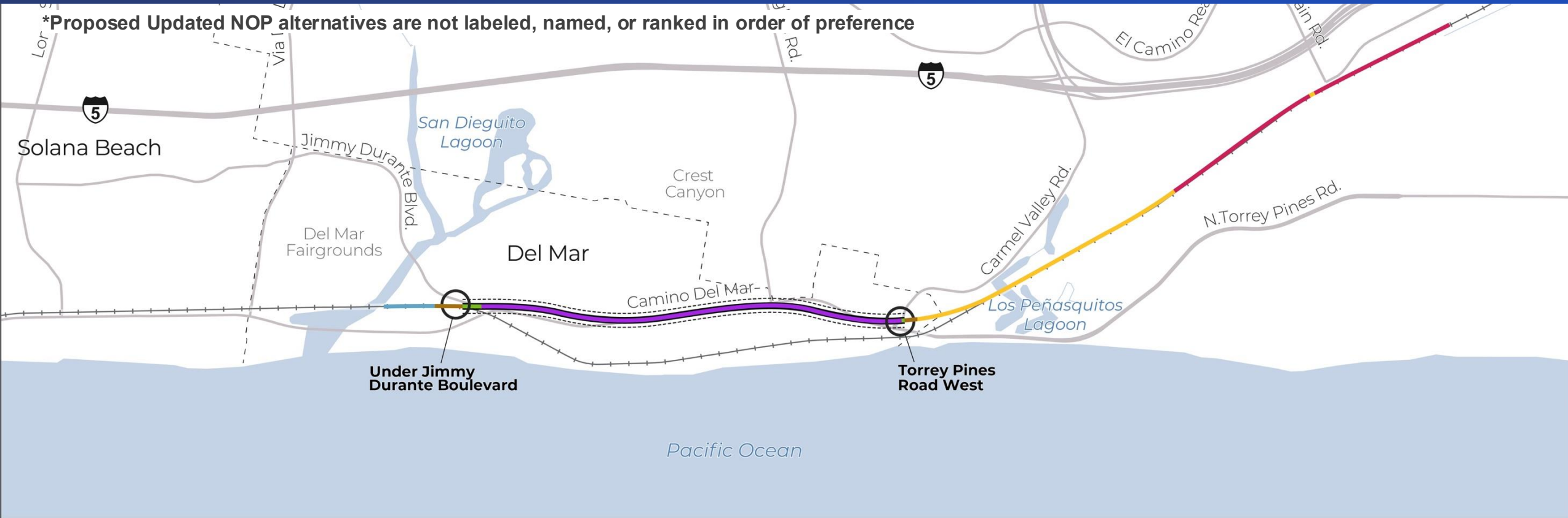
Proposed Updated NOP Alternative Alignment

Under Crest Canyon



Proposed Updated NOP Alternative Alignment

Under Camino Del Mar



- Bored Tunnel
- Cut-and-Cover Tunnel
- Bridge
- Floodwalls

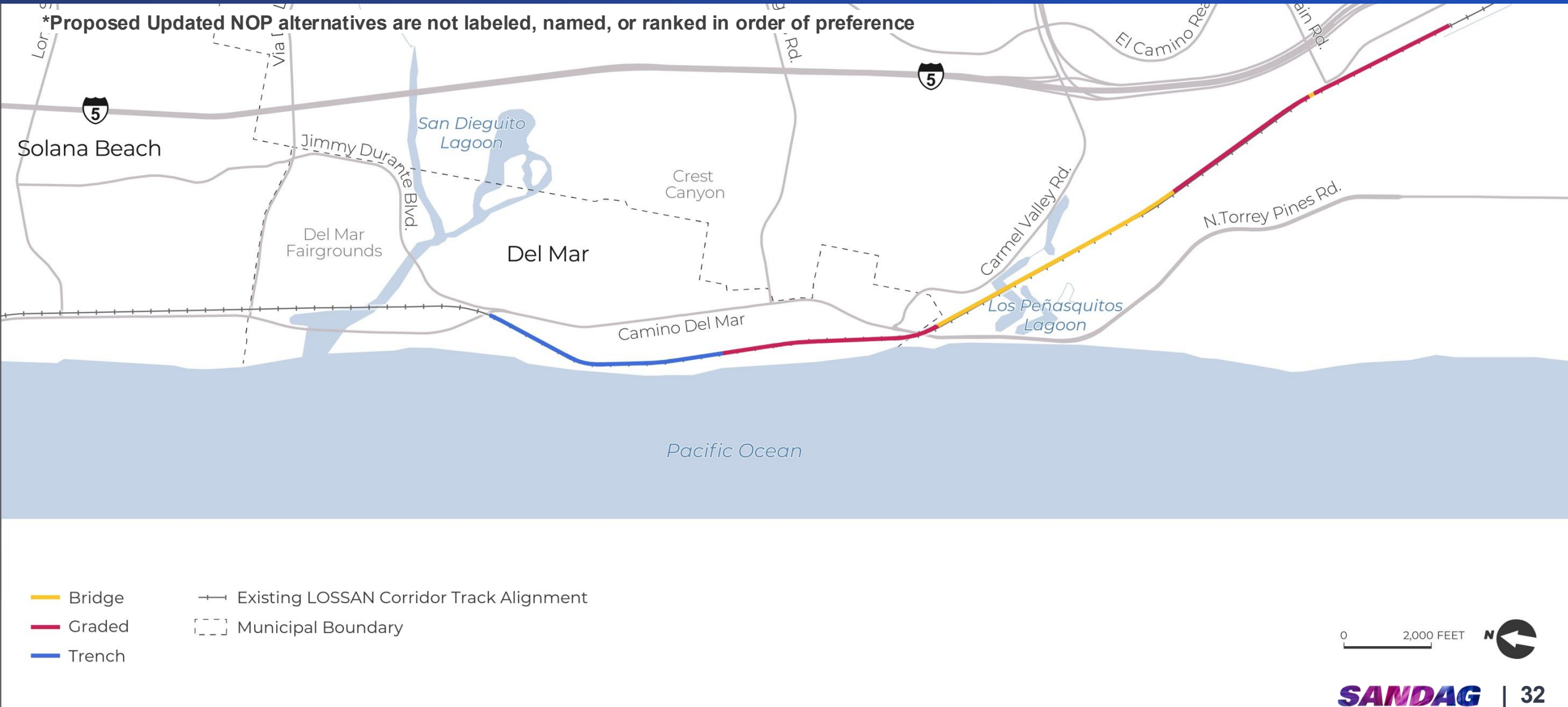
- Graded
- U-Section
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Proposed Updated NOP Alternative Alignment

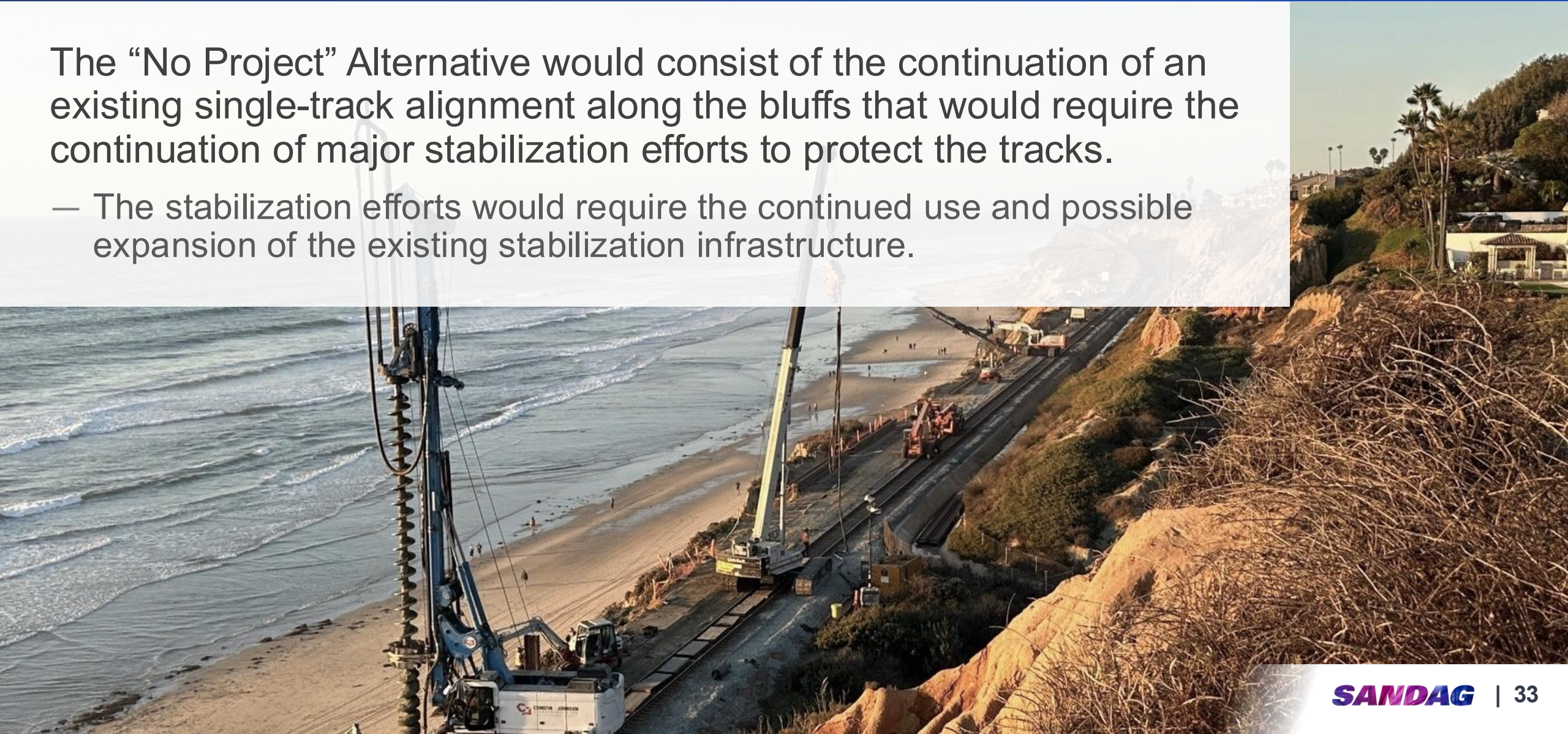
Del Mar Bluffs Double Track Reinforced



“No Project” Alternative

The “No Project” Alternative would consist of the continuation of an existing single-track alignment along the bluffs that would require the continuation of major stabilization efforts to protect the tracks.

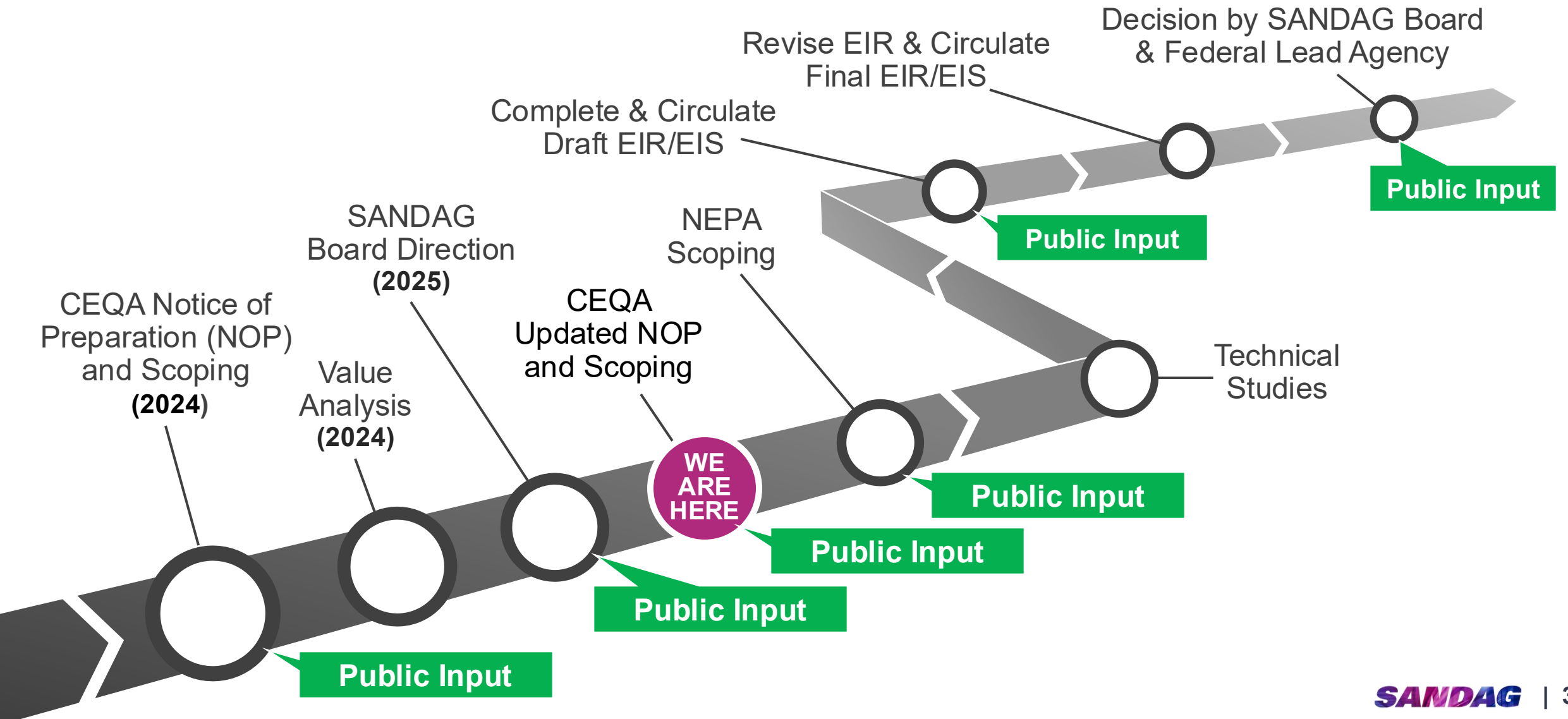
- The stabilization efforts would require the continued use and possible expansion of the existing stabilization infrastructure.



CEQA Resource Areas Analyzed in EIR

- 
1. Aesthetics
 2. Air Quality
 3. Biological Resources
 4. Cultural Resources
 5. Energy
 6. Geology and Soils
 7. Greenhouse Gas Emissions
 8. Hazards and Hazardous Materials
 9. Hydrology and Water Quality
 10. Land Use and Planning
 11. Mineral Resources
 12. Noise and Vibration
 13. Population and Housing
 14. Public Services
 15. Recreation
 16. Transportation
 17. Tribal Cultural Resources
 18. Utilities and Service Systems
 19. Wildfire
 20. Mandatory Findings of Significance

CEQA Process and Studies



Get Your Comments on Record

How to Submit Comments Tonight

Written Comments



Court Reporter



Online Comment Form

SANDAG, as lead agency, will prepare a Draft Rail Realignment project in accordance with the National Environmental Policy Act (NEPA) and the National Environmental Policy Act (NEPA) Preparation (NOP) was released on June 1, 2017.

The **LOSSAN Rail Realignment project** will move the coastal bluffs to a new double-track alignment through the cities of Solana Beach, Del Mar, and San Marcos.

Open

Share Your Feedback

Submit your comments on the proposed project and concerns that will be addressed in the final project.

1. First and last name

2. Email

Verbal Comments



Comment Deadline: **June 30, 2025**

Submit Your Comments

- E-mail: LOSSANcomments@sandag.org
(with the subject line “SDLRR Project NOP”)
- Online Comment Form: **SANDAG.org/railrealignment**
- ✉ US Mail: **SANDAG**
Attn: LOSSAN Comments
1011 Union Street, Suite 400
San Diego, CA 92101

