



22nd District Agricultural  
Association

**DEL MAR**  
*Fairgrounds*

HOME OF THE SAN DIEGO COUNTY FAIR

Board of Directors Meeting  
July 15, 2024

# 5. General Business

---

CONSIDERATION OF NOTICE OF PREPARATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT AND ALIGNMENTS SCREENING REPORT ISSUED BY SANDAG AND THE IMPACTS TO THE 22<sup>ND</sup> DAA

# 5 –A. General Business

## Action Item:

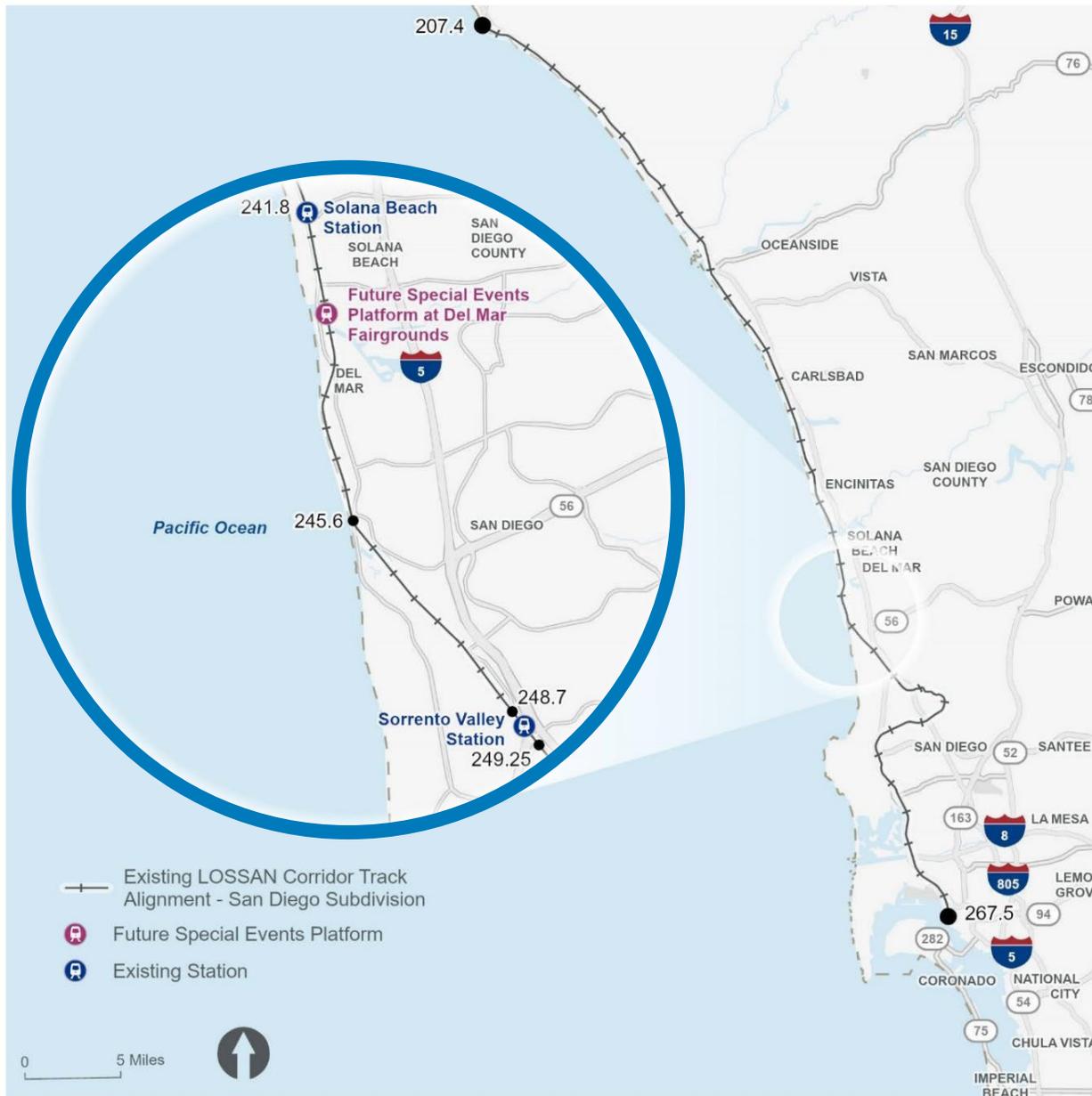
Consideration of the San Diego Association of Governments' (SANDAG) Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment Project; the Alignments Screening Report for the LOSSAN Rail Realignment Project; and the financial, planning, and operational impacts related to SANDAG's various proposals to relocate rail lines in the San Diego Subdivision of the LOSSAN Rail Corridor.

# About the LOSSAN Corridor

- **Los Angeles-San Diego-San Luis Obispo Rail Corridor**
  - 8 million passengers
  - \$1 billion worth of goods each year
  - 351 miles long
- **San Diego portion**
  - Spans the 60 miles between Orange County and Santa Fe Depot
  - Passes over 6 coastal lagoons, along coastal bluffs, and through Camp Pendleton and six cities
    - Coastal bluff erosions and collapses
  - Adjacent to 22nd DAA property
  - Transportation for thousands to Fairgrounds annually



Figure 2-1. Project Location



# LOSSAN Rail Corridor

# SANDAG Map

Note: Within the San Diego Subdivision, right-of-way north of MP 245.6 is owned by the North County Transit District and right-of-way south of MP 245.6 is owned by the Metropolitan Transit System. The Future Special Events Platform has been approved and fully funded but will be constructed as part of the San Dieguito Double Track Project.

# About SANDAG

SANDAG is the San Diego Association of Governments.

They are both a metropolitan planning organization and a council of governments, bringing together local decision-makers to develop solutions to regional issues including improving equity, transportation, air quality, clean energy, economic development, goods movement, public health, public safety, housing, and more.

The agency is governed by a Board of Directors made up of elected officials from the region's 18 city councils and County Board of Supervisors, who represent every person across the region.

Representatives from Imperial County, Caltrans, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, San Diego Metropolitan Transit System, San Diego County Regional Airport Authority, North County Transit District, Southern California Tribal Chairmen's Association, and Mexico serve on the Board as nonvoting advisory members.

- [SANDAG.org/About](https://www.sandag.org/About)

# History & Background

- 2007: LOSSAN Corridor Program EIR/EIS
- 2017: SANDAG Conceptual Alignment Study
  - **Fairgrounds alignment explored, ruled out**
- 2020: LOSSAN Regional Rail Corridor Working Group
- 2021: SANDAG Alignment Refinement
  - **Fairgrounds alignment not included**
- 2023: Outreach and Public Meetings *in the City of Del Mar*
  - 2024: NOP identifies Fairgrounds alignment as Alternative A
- Ongoing: Special Events Rail Platform & Double-Tracking Discussions
  - Project is now fully funded (\$347M)

# SANDAG's Project Timeline

- **2024**

- CEQA Notice of Preparation
- CEQA Scoping Meeting (Public Input)
- NEPA Scoping

- **2024-2025**

- Technical Studies

- **2025**

- Complete and Circulate Draft EIR

- **2026**

- Revise EIR & Circulate Final EIR
- Decision by SANDAG Board and Federal Lead Agency

# CEQA Project Objectives Identified by SANDAG

- Improve rail service reliability
- Maintain passenger rail service to train stations serving Solana Beach and Sorrento Valley
  - **And accommodate direct rail access to the 22<sup>nd</sup> Agriculture District/Fairgrounds**
- Minimize impacts on the surrounding communities
- Avoid and/or minimize impacts on **biological, cultural, and recreational resources** of national, state, or **local significance**, including publicly owned parks, 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 2018 California State Rail Plan
- Improve coastal access and safety

Figure 4. Alternative A I-5 Alignment



- Bored Tunnel
- Cut-and-Cover Tunnel
- Bridge
- Floodwalls
- Graded
- U-Section
- Tunnel Segment
- Portal Location
- Mile Post Marker
- Existing LOSSAN Corridor Track Alignment

Municipal Boundary

0 0.5 Miles



# Cut & Cover – Major Surface Disruptions

“Constructed in a cut or trench and after completion covered as with some of the excavated material or paving.” – *Merriam-Webster*

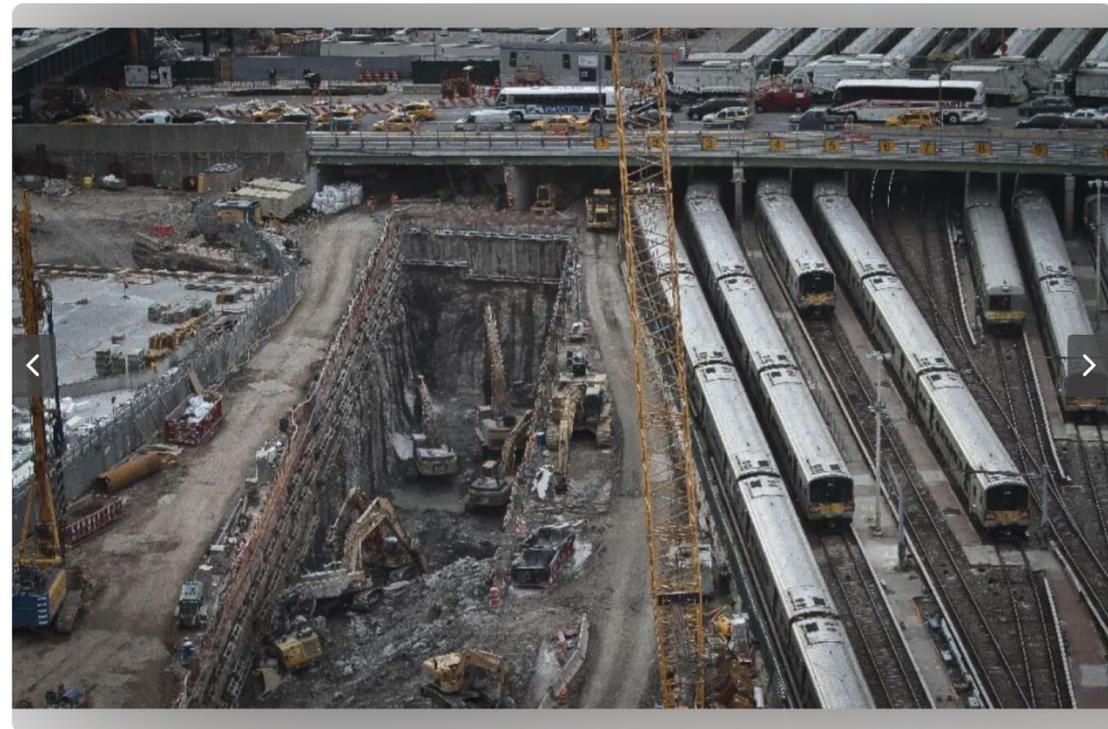
“Cut and cover is the oldest method of tunnelling: the basic concept involves the digging of a trench, the construction of a tunnel, and then returning the surface to its original state.” – *Engineering firm WSP*

**AP**

**In NYC, a \$185M tunnel that leads nowhere, for now**

VERENA DOBNIK

April 28, 2014





# LOSSAN RAIL CORRIDOR REALIGNMENT IMPACTS

July 15, 2024



# Official Positions

## City of Del Mar Guiding Principle (December 2023):

- “With regard to study of a potential Fairgrounds rail alignment, SANDAG must respect and protect the operational, economic, environmental and planning needs of the 22nd DAA and of the proposed Del Mar housing program on the Fairgrounds, and as a key stakeholder, the 22nd DAA must be proactively engaged by SANDAG throughout the process.”

## 22<sup>nd</sup> DAA Board Resolution (February 2024)

- The 22nd DAA is “firmly opposed to any LOSSAN corridor realignment that impacts operational, economic, environmental, and planning needs at the Del Mar Fairgrounds.”
- The 22nd DAA’s “top public transportation priority is the swift construction of a seasonal rail platform that will reduce vehicular traffic during major events at the Del Mar Fairgrounds, thereby improving local air quality and reducing greenhouse gas emissions.”
- The 22nd DAA “may be unable to serve as an affordable housing site for the City of Del Mar should a plan move forward to run train tracks through or across District property.”

# 'Alternative A' Conclusions

- “The Fairgrounds North portal would be most disruptive to the surrounding community. This portal would require construction of a new underground special events platform to maintain passenger rail service to the fairgrounds”
- “Significant portions of the fairgrounds southwest parking lot - *known as the Fair’s carnival midway* - and access to the surrounding area would have restricted use.”
- “Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via de la Valle.”
- “Greatest construction complexity”

**From SANDAG’s  
Alignments  
Screening  
Report  
(May 31, 2024)**

# Environmental Impacts

- Air Quality (Construction and Operation)
- Biology (Construction and Operation)
- Cultural Archaeological and Paleontological Resources (Construction)
- Energy (Construction and Operation)
- Geology/Soils (Construction and Operation)
- Greenhouse Gas Emissions (Construction and Operation)
- Hazards (Construction and Operation)
- Hydrology and Water Quality (Construction and Operation)

# Environmental Impacts

- Land Use (Construction and Operation)
- Noise/Vibration (Construction and Operation)
- Recreation (Construction and Operation)
- Transportation (Construction and Operation)
- Utilities and Service Systems (Construction and Operation)
  
- Cumulative Impacts

# Environmental Impacts

- Next Steps
  - Be added as a Responsible Agency
  - Identification of a Federal Lead Agency
  - Issuance of second NOP for the NEPA document
    - New NOP could offer different alignments, remove/add alignments
    - Opportunity to submit new comments
  - Socio/Economic Analysis - Anticipate it will be included in NEPA- requesting it regardless

# Operational & Economic Impacts

- Events and Fairgrounds access
  - Parking
  - Midway & Infrastructure
- Spillover impacts
- Future of the Fair
- Future of Horse Racing
  - Breeders Cup
- Construction
  - 7-10 years
  - Estimates vs. Realities
- Property valuation
- Economic Impact: \$682 million (2019 study)



# Planning Impacts

- San Diego County Fair
- Horse Racing
  - Breeders' Cup
- Ongoing Capital Investments
- Seasonal Rail Platform
- Managing the Message
  - Public
  - Event Organizers & Operators
  - Employees
- Affordable Housing
- Master Planning Process



# Board Considerations

- Adverse impacts to the 22nd DAA's operational, economic, environmental, and planning needs
- Potential existential threats to the 22nd DAA's business and ability to remain open to serve San Diego County
- Official position
  - Direction to staff
  - Affordable housing discussions
  - SANDAG discussions

# 3. Public Comment

---

FOR ITEMS NOT ON THE AGENDA

# 4. Executive Report

---

REVIEW OF CONTRACTS EXECUTED PER DELEGATION OF AUTHORITY  
TO BOARD PRESIDENT SCHENK

# 6. Adjournment

---

BOARD OF DIRECTORS MEETING

JULY 15, 2024