



NOTICE OF MEETING

22nd District Agricultural Association Board of Directors meeting
Monday, July 15, 2024, at 1:30 p.m.

Boardroom

Del Mar Fairgrounds
2260 Jimmy Durante Boulevard
Del Mar, California 92014

While the 22nd District Agricultural Association Board of Director's meeting will be conducted in person, per Government Code section 11133, the 22nd DAA will also provide for remote participation by Board members and members of the public. If you prefer to participate remotely, please check the 22nd DAA's website ([Public Information](#)) for the ZOOM link and/or ZOOM dial-in instructions on how to participate and/or view this meeting.

OUR PURPOSE

We are a timeless community treasure where all can flourish, connect, and interact through year-round exceptional experiences.

OUR MISSION

We connect our community through shared interests, diverse experiences, and service to one another in an inclusive, accessible, and safe place with an emphasis on **entertainment, recreation, agriculture, and education.**

22nd DAA BOARD OF DIRECTORS

Frederick Schenk, President

Michael Gelfand, 1st Vice President

G. Joyce Rowland, 2nd Vice President

Mark Arabo, Director
Lisa Barkett, Director
Phil Blair, Director

Kathlyn Mead, Director
Don Mosier, Director
Sam Nejabat, Director

Secretary-Manager

Carlene Moore
Chief Executive Officer

22nd DAA Counsel

Joshua Caplan
Office of the California Attorney General

OUR GOALS

THE LENS

Treat the campuses of the fairgrounds as one ecosystem where all activities are complementary and aligned with the purpose, mission, vision and values of the San Diego County Fair & Event Center.

BUSINESS PLAN

Acknowledging the short-term need to plan for fiscal recovery and stabilization, create a 5-to-10-year business plan that rebuilds a strong financial base, contemplates new business activities and partnerships, provides program accessibility, and leads to a thriving San Diego County Fair & Event Center.

MASTER PLAN

Create an environmentally and fiscally responsible land use plan for the San Diego County Fair & Event Center, aligning with purpose, mission, vision, and values of the organization.

COMMUNITY ENGAGEMENT

Incorporate community engagement within the Business Plan and Master Plan processes to enhance understanding and expand opportunities.

Persons wishing to attend the meeting and who may require special accommodations pursuant to the provisions of the Americans with Disabilities Act are requested to contact the office of the Chief Executive Officer, (858) 755-1161, at least five working days prior to the meeting to insure proper arrangements can be made.

Items listed on this Agenda may be considered in any order, at the discretion of the chairperson. This Agenda, and all notices required by the California Bagley-Keene Open Meeting Act, are available at www.delmarfairgrounds.com. Public comments on agenda items will be accepted during the meeting as items are addressed.



22nd District Agricultural Association Board of Directors Meeting

AGENDA

July 15, 2024, at 1:30 p.m.

1. **CALL TO ORDER** – PRESIDENT FREDERICK SCHENK
All matters noticed on this agenda, in any category, **may be considered for action as listed**. Any items not so noticed may not be considered. Items listed on this agenda may be considered in any order, at the discretion of the Board President.
2. **ROLL CALL**
3. **PUBLIC COMMENT ON MATTERS NOT ON THE AGENDA**
This item is for public comment on issues **NOT** on the current agenda. No debate by the Board shall be permitted on such public comments and no action will be taken on such public comment items at this time, as law requires formal public notice prior to any action on a docket item. Speaker's time is limited to **two** minutes and may be modified based on the number of public speakers. No speaker may cede their time to another speaker.
4. **EXECUTIVE REPORT (INFORMATIONAL)**
 - **Review of Contracts Executed per President Schenk Delegation of Authority** 4 - 29
 - **Standard Agreements from Competitive Solicitation**
24-025 Grounds Sweeping; 24-031 Pest Control Services
 - **Standard Agreements Exercising Option Years**
23-001 AM1 Temporary Fencing Services; 23-002 AM2 Ride Safety Inspection Services
 - **Sole Source Standard Agreements**
24-041 Sanitary Services; 24-042 Grandstand Fire Watch Patrol Services
 - **Sponsorship Agreements**
SPO-22-030 AM1 Mattress Firm, Inc.; SPO-23-006 AM1 California Department of Water Resources
5. **GENERAL BUSINESS**
 - A. **Consideration of the San Diego Association of Governments (SANDAG)'s 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. (Action)** 30-178
6. **ADJOURNMENT**

ITEM 4 - EXECUTIVE REPORT

July 2024

Expense Contracts

Standard Agreements from Competitive Solicitation						
Contract #	Contractor	Purpose	Acquisition Method	Effort Type	Term	Not to Exceed
24-025	Lopez Works Inc.	Grounds Sweeping	IFB	Fair / Year Round	6/1/24 - 5/31/26	\$ 140,800.00
24-031	K&M Pest Solutions	Pest Control Services	IFB	Fair / Year Round	7/4/24 - 7/3/26	\$ 176,700.00

Standard Agreements Exercising Option Years						
Contract #	Contractor	Purpose	Acquisition Method	Effort Type	Term	Not to Exceed
23-001 AM1	United Site Services	Temporary Fencing Services	IFB	Fair	5/12/23 - 07/13/26	\$31,154.78 AM1 (Total contract value = \$61,154.78)
23-002 AM2	Wagner Consulting Group, Inc.	Ride Safety Inspection Services	IFB	Fair	5/15/23 - 7/10/26	\$176,000.00 AM2 (Total contract value = \$342,000.00)

Sole Source Standard Agreements						
Contract #	Contractor	Purpose	Sole Source Justification	Effort Type	Term	Not to Exceed
24-041	Diamond Environmental Services	Sanitary Services	Public Exigency	Fair	5/30/24 - 7/15/24	\$ 100,000.00
24-042	Elite Show Services	Grandstand Fire Watch Patrol Services	Public Exigency	Until Completed	5/23/24 - 9/30/24	\$ 183,576.36

Revenue Contracts over \$250,000 or greater than one year

Sponsorship Agreements						
Contract #	Sponsor	Purpose	Effort Type	Term	Amount	
SPO-22-030 AM1	Mattress Firm, Inc.	Selling beds and massage chairs	Fair	6/1/22 - 7/10/24	\$ 1,060,000.00	
SPO-23-006 AM1	CA Dept. of Water Resources	Operating the Save Our Water booth	Fair	6/7/23 - 7/6/25	\$ 100,000.00	

STANDARD AGREEMENT

STD 213 (Rev. 04/2020)

AGREEMENT NUMBER

24-025

GL ACCOUNT NUMBER (If Applicable)

GL#: 600100-10

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

22nd District Agricultural Association (District) / Del Mar Fairgrounds (Fairgrounds)

CONTRACTOR NAME

Lopez Works Inc.

2. The term of this Agreement is:

START DATE

June 1, 2024

THROUGH END DATE

May 31, 2026

3. The maximum amount of this Agreement is:

\$140,800.00

One Hundred Forty Thousand Eight Hundred Dollars and Zero Cents

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibits	Title	Pages
Exhibit A	Scope of Work	3
Exhibit B	Budget Detail and Payment Provisions	1
Exhibit B, Attachment I	Pricing Tables	2
Exhibit C*	General Terms and Conditions (April 2017)	4
Exhibit D	Special Terms & Conditions	5
Exhibit D, Attachment I	Insurance Requirements	4
Exhibit E	Preventing Storm Water Pollution	1
Exhibit F	22nd DAA Resource Conservation Policy	1

Items shown with an asterisk (*), are hereby incorporated by reference and made part of this agreement as if attached hereto. These documents can be viewed at <https://www.dgs.ca.gov/OLS/Resources>

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

Lopez Works Inc.

CONTRACTOR BUSINESS ADDRESS

21195 Prairie View Lane

CITY

Trabuco Canyon

STATE

CA

ZIP

92679

PRINTED NAME OF PERSON SIGNING

Andre Lopez

TITLE

President

CONTRACTOR AUTHORIZED SIGNATURE

DATE SIGNED

EXHIBIT A SCOPE OF WORK

1. SERVICES OVERVIEW

- A. This Agreement is the result of a competitive solicitation incorporated by reference and made part of this Agreement.
- B. The contract term shall be for two (2) years with the possibility of three (3) One-year options to renew, at the sole and absolute discretion of the 22nd DAA. The initial contract term is anticipated to begin June 1, 2024 and run through May 31, 2026. The last option year expires May 31, 2029. The contract is subject to annual evaluation and certification that the contractor has met all contract requirements. The 22nd DAA may decide, in its sole and absolute discretion, whether to exercise any contract option under the contract.
- C. Lopez Works Inc., hereinafter called the Contractor, agrees to provide 22nd District Agricultural Association / Del Mar Fairgrounds, hereafter called District, commercial grounds sweeping services outlined below.
- D. Services shall include, but not be limited to, sweeping of asphalt and concrete areas during the run of the San Diego county Fair (Fair), post the fair, and providing power sweeping services throughout the year, as requested.
- E. The services shall be performed at the District located at 2260 Jimmy Durante Blvd., Del Mar, CA 92014.
- F. The services shall be provided 5-days per week for the run of the Fair, which for 2024 will run from June 12th through July 7th. The specific dates for future Fairs will be provided to the Contractor once they are determined.
- G. Work Hours: The sweeping shall begin at 11:59 pm and be completed by 8:30 am the next morning.
- H. Contractor must be able to respond to District's staffing requirements. Staffing shall consist of no more than 8-hour shifts per workday for each worker. Overtime shall not be incurred due to insufficient staffing by Contractor.
- I. The project representatives during the term of this Agreement will be:

22 nd District Agricultural Association	Company: Lopez Works Inc.
Name: Brad Mason, Facilities Director	Name: Andre Lopez, President
Address: 2260 Jimmy Durante Blvd. Del Mar, CA 92014-2216	Address: 21195 Prairie View Lane Trabuco Canyon, CA 92679
Phone: 858-755-1161 X 4285	Phone: 949-470-9351
Email: bmason@sdfair.com	Email: Lopezworksinc@gmail.com

The parties may change their Project Representative upon providing ten (10) business days written notice to the other party. Said changes shall not require an Amendment to this Agreement.

EXHIBIT A SCOPE OF WORK

2. WORK TO BE PERFORMED:

A. Background and Goals

The 22nd District Agricultural Association (Del Mar Fairgrounds) hosts a large variety of events all year long on its 212-acre, main campus. The largest event being the self-produced San Diego County Fair, as well as other events produced by third-party promoters, which range from concerts and festivals, trade shows and consumer expos, equestrian competitions and animal shows, sporting events, fundraisers, and personal celebrations.

The estimated attendance during Fair-Time is approximately 1,000,000 patrons over twenty (20) days. The average attendance per day is approximately 45,000 patrons. Weekday attendance could be as low as 40,000 patrons per day and weekend days attendance could be as high as 60,000 patrons or more per day. Attendance varies depending on weather, entertainment, promotions, and day of the week. During the Fair, the District hosts various types of events and exhibits including agricultural education, concessions, festivals, concerts, animal shows, entertainment, sporting events, etc. It is the intention of the District to hire a Contractor to provide Sweeping Services for the run of the Fair, post-Fair, and optional sweeping services available throughout the year, as requested.

The San Diego County Fair is open to the public and runs for twenty (20) days in 2024, utilizing the entire Fairgrounds property. The San Diego Fair takes place from June 12th through July 7th in 2024 and will run for 20-25 days in subsequent years, at approximately a similar date range. The San Diego Fair is closed to the public on Mondays and Tuesdays. Sweeping is not required on Monday and Tuesday.

Pre and Post-Fair sweeping may be required approx. 1-week before and after the Fair.

B. Tasks and Deliverables

Tasks:

- a. The contractor shall provide sweeping on asphalt surfaces and concrete surfaces on the Fairgrounds, Main Parking Lot, Green Lot, Red Lot. Scheduled locations may change upon the District's discretion.
- b. Contractor shall perform sweeping services each day the fair is open. The San Diego Fair is closed to the public on Mondays and Tuesdays. Sweeping is required on Wednesday, Thursdays, Fridays, Saturdays, and Sundays, beginning at 11:59 pm and completing by 8:30am the next day.
- c. The contractor shall ensure the Fairgrounds are free of debris before 9:30am, the morning the sweeping services are provided for Fair-time.
- d. The contractor shall provide all equipment and materials necessary to perform sweeping services.

EXHIBIT A
SCOPE OF WORK

- Commercial Vacuum Sweeper Truck or Barrel Truck which must be able to clean at least 60,000 square feet per hour. All Sweeper Trucks must be less than 5 years old.
- e. The District cannot guarantee a minimum and/or maximum number of hours. All scheduling of Contractor's services will be determined and managed by the District's Facilities Department. Scheduled locations may be changed upon District's direction.
- f. Contractor shall provide the services outlined in this Agreement in accordance with the rates and fees listed in Exhibit B, Attachment 1, Pricing Table which shall include all services, labor, equipment, fuel, delivery, insurances, and taxes.

Deliverables:

- a. Contractor shall provide daily photos to verify acceptable cleanliness standards are met and maintained throughout each day.

STANDARD AGREEMENT

STD 213 (Rev. 04/2020)

AGREEMENT NUMBER

24-031

GL ACCOUNT NUMBER (If Applicable)

GL#: 600100-10

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

22nd District Agricultural Association (District) / Del Mar Fairgrounds (Fairgrounds)

CONTRACTOR NAME

K&M Pest Solution Inc.,

2. The term of this Agreement is:

START DATE

July 4, 2024

THROUGH END DATE

July 3, 2026

3. The maximum amount of this Agreement is:

\$176,700.00

One Hundred Seventy Six Thousand Seven Hundred Dollars and Zero Cents

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibits	Title	Pages
Exhibit A	Scope of Work	4
Exhibit B	Budget Detail and Payment Provisions	1
Exhibit B, Attachment I	Pricing Tables	3
Exhibit C*	General Terms and Conditions (April 2017)	4
Exhibit D	Special Terms & Conditions	5
Exhibit D, Attachment I	Insurance Requirements	4
Exhibit E	Preventing Storm Water Pollution	1
Exhibit F	22nd DAA Resource Conservation Policy	1

Items shown with an asterisk (*), are hereby incorporated by reference and made part of this agreement as if attached hereto. These documents can be viewed at <https://www.dgs.ca.gov/OLS/Resources>

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

CONTRACTOR BUSINESS ADDRESS

K&M Pest Solution Inc.,

CITY

Oceanside

STATE

CA

ZIP

92057

PRINTED NAME OF PERSON SIGNING

Kenneth Metoyer Jr.

TITLE

President

CONTRACTOR AUTHORIZED SIGNATURE

DATE SIGNED

**EXHIBIT A
SCOPE OF WORK**

1. SERVICES OVERVIEW

- A. This Agreement is the result of a competitive solicitation that is incorporated by reference and made part of this Agreement.

The contract term shall be for two (2) years with the possibility of three (3) One-year options to renew at the sole and absolute discretion of the 22nd DAA. The initial contract term is anticipated to begin July 4, 2024 and run through July 3, 2026. The last option year expires July 3, 2029. The contract is subject to annual evaluation and certification that the contractor has met all contract requirements. The 22nd DAA may decide, in its sole and absolute discretion, whether to exercise any contract option under the contract.

- B. K&M Pest Solution Inc, hereinafter referred to as the ("Contractor") agrees to provide to the 22nd District Agricultural Association / Del Mar Fairgrounds, hereinafter referred to as "(District)", with services as described herein:

The Contractor shall provide pest control services for Fair time and throughout the year.

- C. The services shall be performed at the District properties located at 2260 Jimmy Durante Blvd., Del Mar, CA 92014 and/or 15555 Jimmy Durante Blvd., Del Mar, CA 92014
- D. The services shall be provided on a monthly cycle for rodent control and pest control; biannual for White Fly and Aphid control; and as needed for Beehive or Swarm removal services.
- E. Contractor shall supply District with copies of notices, records, permits and other correspondences that may be required by any regulatory agencies.
- F. Contractor shall be responsible for compliance with all federal, state and county rules and regulations.
- G. Contractor shall provide work experience for similar organizations such as cities, resorts, amusement parks, universities, schools, etc.
- H. Contractor shall have all the licenses needed to perform the schedule of work outlined in the Scope of Work.
- I. Contractor shall only receive work orders from approved Facilities personnel authorized by the District Management.
- J. The Project Representatives during the term of this Agreement will be:

22 nd District Agricultural Association	Contractor: K&M Pest Solution Inc
Name: Brad Mason, Facilities Director	Name: Kenneth Metoyer Jr., President
Address: 2260 Jimmy Durante Boulevard Del Mar, CA 92014	Address: 157 Harding St Oceanside, CA 92057
Phone: 858-755-1161 X 4285	Phone: (858) 527-8882
e-mail: bmason@sdfair.com	e-mail: kmetoyer@kmpest.com

EXHIBIT A SCOPE OF WORK

The parties may change their Project Representative upon providing ten (10) business days written notice to the other party. Said changes shall not require an Amendment to this Agreement.

2. WORK TO BE PERFORMED:

A. Background and Goals

The 22nd District Agricultural Association manages and operates the Del Mar Fairgrounds on behalf of the State of California. The District properties that require service for this contract will include the 212-acre main campus and the 48-acre campus across the street. The goal of this contract is to have grounds that are rodent and pest free.

Contractor shall provide services for pest control, rodent control, white fly and aphid control, and emergency beehive and swarm removal, and Fair time spraying of livestock areas for pests.

B. Tasks and Deliverables

Task 1 – Rodent Control

- a. Contractor shall provide rodent control to effectively eliminate living rodents, mice, and gophers.
- b. Contractor shall be responsible for providing all labor and material including baits, bait stations, traps, and equipment necessary to eliminate or control rodent populations.
- c. Contractor shall maintain multiple traps in the interior areas and at potential rodent entry exterior areas with tamper resistant bait stations baited with approved rodenticides. All bait stations shall comply with California codes.
- d. Contractor shall service the bait stations monthly and remove dead rodents from the traps and/or property.
- e. Contractor shall provide a map of Bait Station locations with barcode tracking.
- f. Contractor shall also respond to reports of rodent infestation within twenty-four (24) hours of notification at no additional charge.

Task 2 – Pest Control

- a. Contractor shall inspect and treat all offices, buildings, and grounds at the Del Mar Fairgrounds Monthly for vectors and pests and shall control and eliminate these vectors and pests through the safest, least toxic, and least invasive methods available.
- b. The pests to be controlled include, but are not limited to, the house fly, stable fly, garbage fly, blow fly, ants, pharaoh ants, spiders, sow bugs, earwigs, cockroaches, fleas, silverfish, pantry millipedes, centipedes, moths, beetles, and mites.
- c. Contractor shall provide services as needed; this may include nights, weekends, and/or holidays.

EXHIBIT A SCOPE OF WORK

- d. Contractor shall also respond to reports of pest infestation within twenty-four (24) hours of notification at no additional charge.
- e. Contractor shall provide all necessary management, supervision, labor, equipment, tools, materials, licenses, and insurance for performance of these tasks.
- f. Contractor shall provide a schedule of all work performed to be approved by the District.
- g. Contractor shall provide call back services at no additional charge for pest services.
- h. Contractor shall treat all offices and barn areas with organic nontoxic products approved for animals.
- i. Contractor shall also provide an Integrated Pest Management Program for all aspects and functions held on District property to provide a healthful environment free of pests. The program must be implemented to control and eliminate pests throughout the year and will include the Grandstand, Concert Venue, Barns, Exhibit Halls, Offices, Food Service Areas, Backstretch Areas, and Surf & Turf property.
- j. Contractor shall provide a written Method of Use Program including a list of biological, cultural, and chemical methods to be used. Contractor shall apply these agents throughout the year to reduce the number and frequency of infestations on a quarterly basis or as needed.

Task 3 – White Fly and Aphid Control

- a. Contractor shall spray any plant material that shows evidence of infestation for white flies and/or aphids.
- b. Contractor shall provide services biannual, two (2) times per year.
- c. Contractor shall supply all chemicals, sprays, and licenses for chemical use.
- d. Contractor shall spray for barn turnovers during Fair time. (Approximately six (6) treatments during fair time (immediately before and after the Fair and around once per week) as requested by Facilities Management.

Task 4 – Emergency Beehive and Swarm Removal

- a. Contractor shall provide emergency beehive and swarm removal service as needed and directed by District Management.
- b. Contractor agrees to respond to District requests within twenty-four (24) hours during normal business hours, weekends, and/or holidays.
- c. Contractor agrees to provide a written estimate for District Management approval prior to performing services.

Task Deliverables

- Contractor shall have technician's check-in with Facilities Department staff upon arrival and departure and keep records of their arrival and departure times.

C. Task and Deliverables Schedule

Task #	Deliverable	Deliverable Due Date
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**EXHIBIT A
SCOPE OF WORK**

1	Rodent Control	Monthly
2	Pest Control	Monthly
2(i)	Integrated Pest Management Program	Quarterly or as requested
2(j)	Method of Use Program	Quarterly or as requested
3	White Fly and Aphid Control	Biannual or as needed/requested
4	Emergency Beehive and Swarm Removal	As needed/requested

3. PROGRESS REPORTS:

- A. The Contractor shall provide a written monthly progress report to the District describing activities undertaken and any problems encountered in the performance of the work under this Agreement, for the entirety of the contract.

STD 213A (Rev. 4/2020)

☐ CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED _____ PAGES

AGREEMENT NUMBER	AMENDMENT NUMBER	Purchasing Authority Number
23-001	1	GL #: 550100-10

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME
22nd District Agricultural Association (District) / Del Mar Fairgrounds (Fairgrounds)

CONTRACTOR NAME
United Site Services of California, Inc

2. The term of this Agreement is:

START DATE
May 12, 2023

THROUGH END DATE
July 13, 2026

3. The maximum amount of this Agreement after this Amendment is:
\$61,154.78
Sixty One Thousand One Hundred Fifty Four Dollars and Seventy Eight Cents

4. The parties mutually agree to this amendment as follows. All actions noted below are by this reference made a part of the Agreement and incorporated herein:

The purpose of this Amendment is to exercise the first two-year option, extending the contract term by two years and increasing the dollar amount by \$31,154.78. The maximum amount of this Agreement is hereby increased from \$30,000.00 to \$61,154.78 The Through End Date is hereby amended from July 13, 2024 to July 13, 2026.

Amendment Effective Date: July 13, 2024
All other terms and conditions shall remain the same.

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.) United Site Services of California, Inc			
CONTRACTOR BUSINESS ADDRESS 7910 Othello Ave	CITY San Diego County	STATE CA	ZIP 92111
PRINTED NAME OF PERSON SIGNING Angela Fleming	TITLE Government Bid/Contract Lead		
CONTRACTOR AUTHORIZED SIGNATURE	DATE SIGNED		

STATE OF CALIFORNIA

CONTRACTING AGENCY NAME 22nd District Agricultural Association (District) / Del Mar Fairgrounds (Fairgrounds)			
CONTRACTING AGENCY ADDRESS 2260 Jimmy Durante Boulevard	CITY Del Mar	STATE CA	ZIP 92014
PRINTED NAME OF PERSON SIGNING Carlene Moore	TITLE Chief Executive Officer		
CONTRACTING AGENCY AUTHORIZED SIGNATURE	DATE SIGNED		
CALIFORNIA DEPARTMENT OF GENERAL SERVICES APPROVAL	EXEMPTION (If Applicable) FAC §4051 .a. 1		

STD 213A (Rev. 4/2020)

☒ CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED 1 PAGES

AGREEMENT NUMBER

23-002

AMENDMENT NUMBER

2

Purchasing Authority Number

GL #: 600100-00

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

22nd District Agricultural Association (District) / Del Mar Fairgrounds (Fairgrounds)

CONTRACTOR NAME

Wagner Consulting Group, Inc.

2. The term of this Agreement is:

START DATE

May 15, 2023

THROUGH END DATE

July 10, 2026

3. The maximum amount of this Agreement after this Amendment is:

\$342,000.00

Three Hundred Forty Two Thousand Dollars and Zero Cents

4. The parties mutually agree to this amendment as follows. All actions noted below are by this reference made a part of the Agreement and incorporated herein:

The purpose of this Amendment is to exercise the first two-year option, extending the contract term by two years and increasing the dollar amount by \$176,000.00. The maximum amount of this Agreement is hereby increased from \$166,000.00 to \$342,000.000. The Through End Date is hereby amended from July 10, 2024 to July 10, 2026.

The Budget Detail and Payment Provisions (Exhibit B) has been revised to update the payment schedule. Exhibit B is hereby revised and replaced in its entirety. Revisions are formatted as bold and underlined font for additions and strikethrough font for deletions.

Amendment Effective Date: July 10, 2024

All other terms and conditions shall remain the same.

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

Wagner Consulting Group, Inc.

CONTRACTOR BUSINESS ADDRESS

PO Box 366

CITY

Eden

STATE

NC

ZIP

27289

PRINTED NAME OF PERSON SIGNING

Jonathan Brookes

TITLE

President

CONTRACTOR AUTHORIZED SIGNATURE

DATE SIGNED

Exhibit B
BUDGET DETAIL AND PAYMENT PROVISIONS

1. Invoicing and Payment

- A. For services satisfactorily rendered, and upon receipt and approval of the invoices, the District agrees to compensate the Contractor in accordance with the rates specified herein in the Pricing Tables, which are attached hereto and made a part of this Agreement.
- B. Invoices shall include the Agreement Number and shall be submitted in accordance with the payment schedule outlined below to:

22nd District Agricultural Association
Del Mar Fairgrounds
Attn: Accounts Payable
2260 Jimmy Durant Blvd.
Del Mar, CA 92014

Alternatively, invoices can be submitted electronically to accountspayable@sdfair.com.

C. Payment Schedule

<u>Payment</u>	Payment Amount	Invoice Due
<u>Initial Payment</u>	\$20,000.00 <u>25% of annual cost</u>	June 7, 2023 <u>On the first day of the fair</u>
<u>Second Payment</u>	\$20,000 <u>25% of annual cost</u>	June 21, 2023 <u>14 days after the fair starts</u>
<u>Final Payment</u>	\$43,000.00 <u>50% of annual cost</u>	July 7, 2023* <u>1 day after the fair ends*</u>

*Final payment shall not be made until receipt of completed final report

D. The invoice shall contain the following information:

1. The word "INVOICE" should appear in a prominent location at the top of page(s);
2. Printed name of the Contractor;
3. Business address of the Contractor, including P.O. Box, City, State, and Zip Code;
4. The date of the invoice;
5. The number of the Agreement upon which the claim is based; and
6. An itemized account of the services for which the District is being billed;
 - a) The time period covered by the invoice, i.e., the term "from" and "to";
 - b) A brief description of the services performed;
 - c) The method of computing the amount due.
 - d) The total amount due; this should be in a prominent location and clearly distinguished from other figures or computations appearing on the invoice; the total amount due shall include all costs incurred by the Contractor under the terms of this Agreement.

2. Prompt Payment Clause

Payment will be made in accordance with, and within the time specified in, Government Code Chapter 4.5, commencing with Section 927.

STANDARD AGREEMENT

STD 213 (Rev. 04/2020)

AGREEMENT NUMBER

24-041

GL ACCOUNT NUMBER (If Applicable)

600100-10

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

22nd District Agricultural Association (District) / Del Mar Fairgrounds (Fairgrounds)

CONTRACTOR NAME

Diamond Environmental Services, LP

2. The term of this Agreement is:

START DATE

May 30, 2024

THROUGH END DATE

July 15, 2024

3. The maximum amount of this Agreement is:

\$100,000.00

One Hundred Thousand Dollars and Zero Cents.

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibits	Title	Pages
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Exhibit D	Special Terms & Conditions	5
Exhibit D, Attachment I	Insurance Requirements	4
Exhibit E	Preventing Storm Water Pollution	1
Exhibit F	22nd DAA Resource Conservation Policy	1

Items shown with an asterisk (*), are hereby incorporated by reference and made part of this agreement as if attached hereto. These documents can be viewed at <https://www.dgs.ca.gov/OLS/Resources>

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

Diamond Environmental Services, LP

CONTRACTOR BUSINESS ADDRESS

807 E. Mission Road

CITY

San Marcos

STATE

CA

ZIP

92069

PRINTED NAME OF PERSON SIGNING

Tanno Gomolka

TITLE

Director of Government Contracts

CONTRACTOR AUTHORIZED SIGNATURE

DATE SIGNED

EXHIBIT A SCOPE OF WORK

1. SERVICES OVERVIEW

- A. Diamond Environmental Services, hereinafter referred to as the Contractor, agrees to provide to the 22nd District Agricultural Association / Del Mar Fairgrounds, hereinafter referred to as District, with services as described herein:

The Contractor shall provide qualified labor, materials/supplies, and equipment to provide portable restroom and pumping services for the annual San Diego County Fair.

- B. The services shall be performed at the Del Mar Fairgrounds located at 2260 Jimmy Durante Boulevard, Del Mar, CA 92014; Del Mar Horsepark, located at 14550 El Camino Real Del Mar, CA 92014; and Canyon Crest Academy, located at 5951 Village Center Loop Rd, San Diego, CA 92130.

The services shall be provided during the San Diego County Fair. The Fair runs about three to four weeks beginning in early-to-mid June and ending Fourth of July weekend. The 2024 Fair runs from June 12th through July 7th.

- C. The Project Representatives during the term of this Agreement will be:

22 nd District Agricultural Association	Diamond Environmental Services
Name: Brad Mason, Facilities Director	Name: Staci Sigmon
Address: 2260 Jimmy Durante Boulevard Del Mar, CA 92014	Address: 807 E Misson Rd San Marcos, CA 92069
Phone: 858-792-4285	Phone: 760-744-7191
e-mail: bmason@sdfair.com	e-mail: stacis@diamondprovides.com

The parties may change their Project Representative upon providing ten (10) business days written notice to the other party. Said changes shall not require an Amendment to this Agreement.

2. WORK TO BE PERFORMED:

- A. Contractor must have the ability to respond to emergency calls for repairs within three (3) hours of notification and must be available during non-peak attendance and use hours for emergencies.
- B. Contractor agrees to be “proactive” and communicate in a professional and effective manner.
- C. Contractor shall provide portable restrooms, holding tanks, sinks, and showers in high quality or “like new” condition as well as providing daily cleaning, pumping and restocking services during the Fair, to maintain public safety and aesthetic values as the San Diego County Fair expects 50,000 visitors daily. Therefore, service-related issues will not be tolerated; should any problems occur, Contractor shall resolve the problem immediately. The Contractor shall provide prompt repair or replacement of any faulty equipment as directed by District Management.

**EXHIBIT A
SCOPE OF WORK**

- D. District is not financially liable for normal wear, tear and cleaning, maintenance, or repair of portable restrooms, holding tanks, sinks and showers rented by District. However, District may be invoiced for repairs of Contractor portable restrooms, holding tanks, sinks and showers, due to excessive wear and tear during rental as determined by the District.
- E. At the direction of District Management, the Contractor shall provide the following portable restroom and pumping services in accordance with the specifications herein for the annual San Diego County Fair. The inventory of equipment detailed below reasonably anticipates specific quantities of equipment for the 2024 San Diego County Fair. Additional equipment requested should be subject to the same equitable and reasonable Fair time costs associated with equipment rental fees and service fees. Contractor shall be required to verify with District Facilities Department *prior* to execution of this contract the actual inventory scheduled. On-site refers to the property housing the Fair. Off-site refers to Horse Park, and Canyon Crest Academy; however, off-site locations as well as type and amount of equipment for on-site and off-site locations is subject to change by the District.
- i) Standard portable toilets shall be 3'8" wide x 3'8" deep x 8' high, with toilet, urinal, toilet tissue, and sanitary seat covers.
 - ii) Wheelchair accessible portable toilets shall be ADA approved, 7' square x 8' high, with toilet and ramp and without urinal.
 - iii) Holding tanks shall be approximately 250-gallon capacity and 6' long x 3'5" wide x 18" high.
 - iv) Free-standing sink units shall be 2'6" wide x 2'10" long x 3'9" high, 30-gallon capacity fresh water holding tank, 2 washing station pumps, 2 soap dispensers, and 1 paper towel dispenser.
 - v) Free-standing double sanitizer stand units shall be standard size of approximately 8" square x approximately 4' high with sanitizer dispensers on opposing sides, one at approximately 3'6" high and the other at standard ADA height.
 - vi) Level of containment trays border/lip must not create a tripping hazard. Contractor must align/elevate portable restrooms, sinks and showers in a way that equipment users will not have to step over border/lip and into the containment tray before accessing portable restrooms, sinks and showers.
 - vii) All standard and ADA restrooms shall be delivered with doors locked, using plastic zip ties.
 - viii) On-site equipment includes the following:
 - a. Forty-Seven (47) standard-size portable toilet units with containment tray (no sink).
 - b. Nineteen (19) wheelchair accessible (ADA compliant) portable toilet units.
 - c. Forty-Six (46) free-standing portable double sinks (two faucets each sink)
 - d. Two (2) hot & cold 3-basin sinks

EXHIBIT A
SCOPE OF WORK

- e. Six (6) VIP premier restroom
 - f. Twelve (12) double sanitizer hand-sanitizing stands
 - g. Twenty-Eight (28) 250-gallon holding tanks (used for sewer collection), with *side input lines*, to be hooked-up and serviced by District.
- ix) On-site services during the San Diego County Fair include the following:
- a. Daily service for all portable toilet units to include pumping, cleaning inside of unit, making any necessary repairs, adding disinfectant and chemicals and stocking with paper goods and hand soap. *All portable restrooms must be fully stocked, sanitized, pumped, and cleaned on a daily basis.*
 - b. Daily service for all free-standing sink units shall include cleaning the washing station, making any necessary repairs, stocking and replenishing with hand soap and hand towels. *All hand washing sinks must have towel & soap dispensers, be fully stocked, sanitized, and cleaned on a daily basis.*
 - c. Servicing shall be completed, and driver and servicing equipment shall be off the Fairgrounds by 8:00 am each day during the annual San Diego County Fair. Drivers shall deliver daily service tickets to the District's Facilities Department.
 - d. Contractor shall commit all weekday services to the same driver and provide driver's cellular phone to District.
 - e. Contractor shall commit all weekend services to the same driver and provide driver's cellular phone to District.
 - f. Contractor may only use manhole as directed by District staff, located by Pump Station #1 for on-site dumping needs.
- x) Off-site equipment includes the following:
- a. Eight (8) standard-size portable toilet units with containment trays (no sink)
 - b. Five (5) wheelchair accessible (ADA compliant) toilet units
 - c. Three (3) free-standing portable double sinks (two faucets each sink).
- xi) Off-site service during the San Diego County Fair includes the following:
- a. Services and service quality shall be the same as on-site units, for all portable toilet units including pumping, cleaning inside of unit, making any necessary repairs, adding disinfectant and chemicals, and stocking with paper goods and hand soap.
 - b. Servicing shall be completed, and driver and servicing equipment shall be off the sites by 9:30 am, each day, during the annual San Diego County Fair. Drivers shall deliver daily service tickets to the District's Facilities Department.
 - c. Contractor shall commit all weekday services to the same driver and provide driver's cellular phone to District.

**EXHIBIT A
SCOPE OF WORK**

- d. Contractor shall commit all weekend services to the same driver and provide driver's cellular phone to District.
- F. *The quantities are estimates only and they represent what the District anticipates it may require for the 2024 San Diego County Fair. This is only an estimate and is not guaranteed the actual quantities may be more or less than estimated.*
- G. The District reserves the right of final approval for all equipment to be rented.
- H. During the annual Fair, all equipment cleaning/maintenance/servicing shall occur during non-public hours in the early morning: sanitizing, cleaning, pumping, restocking, etc. All portable restrooms must be fully stocked, sanitized, pumped, and cleaned on a daily basis. All hand washing sinks must have towel & soap dispensers, be fully stocked, sanitized, and cleaned on a daily basis. Contractor will coordinate the storage of hand towels, toilet paper, and soap products at the District's Livestock Office for the hand washing sinks to be restocked as needed by District staff during Fair operating hours. Contractor shall be deemed fully notified and knowledgeable of the importance of such services to the District. Not only is the recreational and economic value of this event significant to Southern California, the public's health and safety is also of primary concern. Therefore, service-related issues will not be tolerated; should minor problems occur, Contractor shall resolve the problem immediately. The Contractor shall provide prompt repair or replacement of any faulty equipment as Directed by District Management.
- I. The total rental cost of all equipment for Fair-time events shall include any and all costs associated with delivery, set up, tear down and removal of the equipment, servicing (cleaning/maintenance), repairs as well as taxes, supplies (paper, soap, towels, etc.), insurance, environmental, disposal, pumping, installation fees, qualified labor, transportation and or other incidental costs.
- J. District will require pumping services for sewer and grey water pumping on an as-needed basis when District pumping truck is off-line for maintenance or an additional vehicle with driver/operator to pump to twenty-two portable restrooms (with approximately four ADA) at District's Horse park facility and empty up to seventy (70) RV tanks at its Surf and Turf RV facility. Contractor may empty pumper tank at same location used during annual Fair. Contractor's cost/prices/rates will be inclusive of all; qualified labor, mileage (including delivery pickup), travel, cleaning, maintenance, equipment, administrative overhead, surcharges/licenses/taxes, fuel, disposal, environmental and safety compliance costs.
- K. District may also require portable restrooms, holding tanks, sinks, and showers not initially listed. However, Contractor agrees to provide such portable restrooms, holding tanks, sinks, and showers at costs similar to the rental costs provided and/or providing credit for portable restrooms, holding tanks, sinks and showers not used. Contractor agrees to provide a written quote for approval by District Management, prior to the initiation of any additional portable restrooms, holding tanks, sinks and shower services.
- L. Any additional costs billed by Contractor not initially listed will be rejected and may cause the District to terminate contract. Furthermore, the District shall not pay for travel time or down time (labor or equipment), due to defective equipment or lack of qualified labor.

**EXHIBIT A
SCOPE OF WORK**

- M. Contractor understands and agrees that the District, at its sole discretion, may determine that a person or agent (subcontractor) utilized by the Contractor in the performance of this Scope of Work is detrimental to District operations. Determination by the District regarding attire and conduct shall be final and the Contractor agrees to remove such person or agent from operations arising out of this Scope of Work.
- N. The Contractor shall be fully responsible for all acts and omissions of its Subcontractors, and of persons and organizations directly or indirectly employed by them, and of persons and organizations for whose acts any of them may be liable to the same extent that the Contractor is responsible for the acts and omissions of persons directly employed by the Contractor. Nothing in the Scope of Work and the executed Agreement shall create any contractual relationship between the District and any Subcontractor, or other person or organization having a direct contract with the Contractor, nor shall it create any obligation on the part of the District to pay or require the payment of any funds due any Subcontractor or other persons or organizations, except as may otherwise be required by law.
- O. Approval of the Contractor's insurance by the District shall not diminish or alter the extent to which the Contractor or any Subcontractor(s) may be held responsible for payment of any and all damages resulting from its operations.
- P. The Del Mar Fairgrounds and Horse park are located within environmentally sensitive wetlands. Therefore, any equipment/machinery that is leaking fluid (battery, coolant, diesel, gas, hydraulic, motor oil, power steering, transmission, etc.) must immediately either be repaired or removed from District property by Contractor. Furthermore, Contractor agrees to dispose of/recycle all waste according to State and local laws and regulations.
- Q. Contractor shall have all current licenses/certifications required by law to provide all services and shall perform this work in accordance with all applicable laws and codes. Contractor will provide District with copies of licenses and certifications within 48 hours, upon District's written request, including electronic email requests by District.

STANDARD AGREEMENT

STD 213 (Rev. 04/2020)

AGREEMENT NUMBER

24-042

GL ACCOUNT NUMBER (If Applicable)

GL# 600100-20

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

22nd District Agricultural Association (District) / Del Mar Fairgrounds (Fairgrounds)

CONTRACTOR NAME

Elite Show Services, Inc.

2. The term of this Agreement is:

START DATE

May 23, 2024

THROUGH END DATE

September 30, 2024

3. The maximum amount of this Agreement is:

\$183,576.36

One Hundred Eighty Three Thousand Five Hundred Seventy Six Dollars and Thirty Six Cents.

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibits	Title	Pages
Exhibit A	Scope of Work	4
Exhibit B	Budget Detail and Payment Provisions	1
Exhibit C*	General Terms and Conditions (April 2017)	4
Exhibit D	Special Terms & Conditions	5
Exhibit D, Attachment I	Insurance Requirements	4
Exhibit E	Preventing Storm Water Pollution	1
Exhibit F	22nd DAA Resource Conservation Policy	1

Items shown with an asterisk (*), are hereby incorporated by reference and made part of this agreement as if attached hereto. These documents can be viewed at <https://www.dgs.ca.gov/OLS/Resources>

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

CONTRACTOR

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

Elite Show Services, Inc.

CONTRACTOR BUSINESS ADDRESS

2878 Camino del Rio South #260

CITY

San Diego

STATE

CA

ZIP

92108

PRINTED NAME OF PERSON SIGNING

John Kontopuls

TITLE

President & CEO

CONTRACTOR AUTHORIZED SIGNATURE

DATE SIGNED

EXHIBIT A SCOPE OF WORK

1. SERVICES OVERVIEW

- A. Elite Show Services, Inc., hereinafter referred to as the Contractor, agrees to provide to the 22nd District Agricultural Association / Del Mar Fairgrounds, hereinafter referred to as District, with services as described herein:

The Contractor shall provide unarmed security personnel to perform Fire Watch duties via foot patrol. This patrol encompasses the Grandstand floors one through six divided into East and West patrol areas.

The Contractor shall provide two (2) uniformed security guards per shift for a total of three (3) shifts to maintain a continuous, 24-hour Fire Watch in the Grandstand Building. The shifts are scheduled from 6:00 a.m. to 2:30 p.m., 2:00 p.m. to 10:30 p.m., and 10:00 p.m. to 6:30 a.m., including all holidays.

- B. The services shall be performed at the Del Mar Fairgrounds Grandstand building, 2260 Jimmy Durante Blvd, Del Mar, CA 92014.

The services shall be provided beginning May 23, 2024, and are estimated to continue through September 30, 2024. However, services may end sooner if the fire alarm panels in the Grandstand building are restored to working order or if the Fire Code Official determines that the mandatory fire watch is no longer necessary.

- C. The Contractor shall ensure that any staff assigned to this project do not incur overtime to complete the tasks outlined in this Agreement. Staff shifts shall be limited to a maximum of 8 hours per day. Overtime shall not be incurred due to insufficient staffing by Contractor.

- D. The Project Representatives during the term of this Agreement will be:

22 nd District Agricultural Association	Elite Services USA
Name: Mark Elvin, Public Safety Director	Name: Pete Beyer, Account Executive
Address: 2260 Jimmy Durante Boulevard Del Mar, CA 92014	Address: 2878 Camino del Rio South, #260 San Diego, CA 92108
Phone: 858-792-4282	Phone: 619-252-2673
e-mail: Melvin@sdfair.com	e-mail: pete@eliteservicesusa.com

The parties may change their Project Representative upon providing ten (10) business days written notice to the other party. Said changes shall not require an Amendment to this Agreement.

2. WORK TO BE PERFORMED:

- A. Background and Goals

1. Mandatory Fire Watch for Grandstand Building

EXHIBIT A SCOPE OF WORK

Due to the Grandstand fire alarm system being inoperable, the State of California Fire Marshal office has mandated a 24-hour, seven (7) day a week fire watch.

The goal is to provide a ceaseless fire watch until the alarm system has been repaired and restored to working order in the Grandstands or until the State of CA Fire Marshal directs differently. Contractor shall follow the schedule in this Agreement until the fire watch has been discontinued.

2. Fire Watch Requirements

The Fire Code Official shall require a Fire Watch when a required fire protection system is out of service or where the fire code official deems necessary in order to preserve the life and safety of occupants in an occupied building. When required by the Fire Code Official, a property shall be under mandatory fire watch until no longer required by the Fire Code Official.

Code Reference:

2022 California Fire Code, Chapter 9, Section 901.7 System out of Service
2022 California Fire Code, Chapter 2, Section 202, Fire Watch

B. Tasks and Deliverables

1. The Contractor shall be responsible for the performance of tasks, and for the preparation of deliverables as specified in this Exhibit A.
 - a. The Contractor shall provide all technical and administrative services as needed for Agreement completion, including monitoring, supervising, and reviewing all work performed. In addition, the Contractor shall coordinate budgeting and scheduling to ensure that the Agreement is completed within budget, on schedule, and in accordance with approved procedures, applicable laws, and regulations throughout Agreement term.
 - b. The Contractor shall ensure that the Agreement requirements are met through completion of quarterly progress reports submitted to the District, and through regular communication with the District. The progress reports shall describe activities undertaken and accomplishments of each task, milestones achieved, and any problems encountered in the performance of the work under this Agreement.
2. Contractor shall provide two (2) uniformed guards per shift, 24 hours a day, seven (7) days a week, to patrol the Grandstand Building on foot. The guards shall monitor for fire hazards or any fire-related incidents while ensuring compliance with safety protocols.
3. Contractor shall follow the District Guard shift schedule of 6:00 a.m. to 2:30 p.m., 2:00 p.m. to 10:30 p.m., and 10 p.m. to 6:30 a.m.

**EXHIBIT A
SCOPE OF WORK**

4. Contractor shall provide staff to perform Fire Watch with Contractor-employed guards. Guards shall not be supplied by a temporary work agency.
5. Contractor shall promptly notify the District Lead Guard or most senior District guard on duty, if the Lead is absent, of any gaps in staffing coverage via immediate phone call.
6. Contractor shall provide a copy of the sign in/out sheet showing staffing on a weekly basis, every Friday.
7. Contractor shall provide all their security personnel with a State of CA-BSIS approved uniform prior to the start of their shift.
8. Contractor shall provide each guard with an operating flashlight.
9. Fire Watch Guards shall turn in a completed Fire Watch Log at the end of each shift. The logs must detail all fire watch activities, any observed incidents, and actions taken. During the San Diego County Fair, completed Fire Watch Logs must be submitted to the Dispatch Coordinator. When the San Diego County Fair is not taking place, completed Fire Watch Logs must be submitted to District's Lead Guard.
10. Contractor's Fire Watch Guards shall not be required or permitted to perform any other duties.

3. PROGRESS REPORTS:

- A. Not later than September 1, 2024, and quarterly thereafter, during the life of this Agreement, the Contractor shall provide a written quarterly progress report to the District describing activities undertaken, accomplishment of milestones, and any problems encountered in the performance of the work under this Agreement, and delivery of intermediate products, if any.
- B. The Contractor shall submit to the District for approval the reports containing the results of the work performed in accordance with the schedule of this Exhibit A.
- C. Not later than September 1, 2024, and quarterly thereafter, the Contractor shall submit to the District a copy of a draft report describing the work performed pursuant to this Agreement for review and comment.
- D. Within four (4) weeks of receipt of the draft report, the District will submit final comments to the Contractor.
- E. Not later than 30 days from the end of contract, the Contractor shall submit to the District for approval one (1) reproducible master containing the results of the work performed and addressing the comments submitted to the Contractor by the District.
- F. The report shall not be considered final until accepted and approved by the District.

**EXHIBIT A
SCOPE OF WORK**

4. Total Estimated Hours Schedule:

Job Classification	Quantity of Guards per Shift (3 Shifts)	Date Started	Date Ended	Hours Per Day	Total Days	Total Estimated Hours
Uniformed Security Guard	2	5/23/2024	9/30/2024	48	129 1/4	6,204

STANDARD AGREEMENT AMENDMENT

STD. 213 A (Rev 9/01)

☐ CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED _____ Pages

AGREEMENT NUMBER

SPO-22-030-19

AMENDMENT NUMBER

AM1

1. This Agreement is entered into between the State Agency and Sponsor named below:

STATE AGENCY'S NAME

22nd District Agricultural Association

SPONSOR'S NAME

Mattress Firm, Inc.

2. The term of this

Agreement is:

**June 1, 2022 – July 10,
2024**

3. The amount of this

Agreement after this amendment is:

\$ 1,060,000.00

4. The parties mutually agree to this amendment as follows. All actions noted below are by this reference made a part of the Agreement and incorporated herein:

This amendment revises the following:

For the 2024 Fair, it is agreed to the following:

1. **Eliminate the infield booth.**
2. **Reduce the fee for 2024 by \$20,000.**

Except as amended herein, all terms and conditions remain as previously agreed by the parties.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.**SPONSOR**

SPONSOR'S NAME (If other than an individual, state whether a corporation, partnership, etc.)

Mattress Firm, Inc.

BY (Authorized Signature)

**Jim Levine**

Jim Levine (May 30, 2024 16:13 PDT)

DATE SIGNED (Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

Jim Levine

ADDRESS

1155 Camino Del Mar, Ste. 124, San Diego, CA 92014**22nd DISTRICT AGRICULTURAL ASSOCIATION**

AGENCY NAME

22nd District Agricultural Association

BY (Authorized Signature)

**Frederick Schenk**

Frederick Schenk (Jun 16, 2024 06:46 PDT)

DATE SIGNED (Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

ADDRESS

2260 Jimmy Durante Blvd., Del Mar, CA 92014

STANDARD AGREEMENT AMENDMENT

STD. 213 A (Rev 9/01)

☐ CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED _____ Pages

AGREEMENT NUMBER

SPO-23-006-19

AMENDMENT NUMBER

AM1

1. This Agreement is entered into between the State Agency and Sponsor named below:

STATE AGENCY'S NAME

22nd District Agricultural Association

SPONSOR'S NAME

California Department of Water Resources

2. The term of this

Agreement is: **Three years -Fair Dates**
2023, 2024 & 2025

3. The amount of this

Agreement after this amendment is: **\$ 48,333.00**

4. The parties mutually agree to this amendment as follows. All actions noted below are by this reference made a part of the Agreement and incorporated herein:



This amendment adds the following:

For the 2024 Fair, it is agreed to the following:

1. **Revise the sponsorship fee to \$15,000.00.**
2. **Eliminate the booth space.**
3. **Remove the summary of the booth display that was to be included in a minimum of one Fair email.**
4. **Remove allowing an underwriter to be promoted on the booth display.**
5. **Attempt to do social media posts promoting water conservation.**
6. **Eliminate year 2025 from the Agreement.**

Except as amended herein, all terms and conditions remain as previously agreed by the parties.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

SPONSOR		
SPONSOR'S NAME (If other than an individual, state whether a corporation, partnership, etc.)		
The Shipyard, representing Save our Water		
BY (Authorized Signature)	DATE SIGNED (Do not type)	
		
PRINTED NAME AND TITLE OF PERSON SIGNING		
Matt Bruot		
ADDRESS		
1700 I St., #210, Sacramento, CA 95811		
22nd DISTRICT AGRICULTURAL ASSOCIATION		
AGENCY NAME		
22 nd District Agricultural Association		
BY (Authorized Signature)	DATE SIGNED (Do not type)	
		
PRINTED NAME AND TITLE OF PERSON SIGNING		
Frederick Schenk		
ADDRESS		
2260 Jimmy Durante Blvd., Del Mar, CA 92014		



Item 5-A - Consideration of the San Diego Association of Governments (SANDAG)'s 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.

Background:

The 351-mile LOSSAN Rail Corridor, which runs between downtown San Diego and San Luis Obispo, moves nearly 8 million passengers and \$1 billion worth of goods each year, according to SANDAG. Portions of the LOSSAN Rail Corridor (Rail Corridor) have been threatened or closed in recent years due to erosion, as well as the collapses of coastal bluffs. Planning efforts have long included the portion of the tracks that run through the City of Del Mar.

For years, various agencies involved in the corridor have worked to fortify the bluffs and relocate portions of the Rail Corridor inland, away from the fragile coastline.

In addition, prior to and throughout these relocation discussions, plans for the Rail Corridor have concurrently included the construction of a seasonal rail platform adjacent to the Fairgrounds, which is owned by the 22nd DAA. This platform would help reduce vehicular traffic and encourage increased ridership along the line for major events such as the San Diego County Fair and the Del Mar Thoroughbred Club live race meets. (These events have long provided free shuttle service to and from Solana Beach Station, courtesy of the 22nd District Agricultural Association (22nd DAA) and the Del Mar Thoroughbred Club).

In 2007, the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA) released the final LOSSAN Corridor Program Environmental Impact Report/Statement (EIR/EIS), which recommended relocating the Rail Corridor away from the Del Mar bluffs. At the time, the EIR/EIS identified two potential alignments: a tunnel under Camino Del Mar or a tunnel under I-5.

In 2017, SANDAG completed a Conceptual Alignment Study in an effort to improve safety, travel speeds, and ridership capacity. This study identified five potential alignment options — including the two tunnel options from the 2007 study — and ruled out any option that ran through the Fairgrounds due to cost and feasibility reasons. The five feasible alternatives identified were:

- A tunnel under Camino Del Mar
- Tunnel under I-5
- Crest Canyon Alignment
- Crest Canyon Higher Speed Alignment
- I-5 East Alignment

In January 2020, the California State Transportation Agency established the LOSSAN Regional Rail Corridor Working Group with representation from the 22nd DAA. The group's goal was to identify funding for short-term fixes along the Del Mar bluffs and to explore long-term alternatives to relocate the rail off the bluffs in Del Mar, south of the Fairgrounds. Five meetings through 2020 to discuss key questions surrounding the Rail Corridor's future culminated in a LOSSAN Working Group Final Report. The report detailed how the group of various agencies reached a consensus on some necessary steps to move forward on relocating the Rail Corridor away from the bluffs. However, the report did not prescribe a specific alignment.

In Summer 2020, SANDAG commissioned the San Diego Regional Rail Corridor Alternative Alignment and Improvements Conceptual Engineering Study for the San Diego section of the LOSSAN Rail Corridor.

In 2021 and 2022, SANDAG refined the five potential alignments identified in the 2017 study in its San Dieguito to Sorrento Valley Double Track Alternatives Analysis Report. The refined alignments were:

- Camino Del Mar
- Crest Canyon Higher Speed
- Crest Canyon Above
- Crest Canyon Below
- I-5

In April 2023, SANDAG announced it had received a \$100 million federal grant to help fund the San Dieguito Bridge Replacement, Double Track, and Special Events Platform Project (at the Fairgrounds). The \$347 million overall project is now fully funded, according to SANDAG.

Later in the year, SANDAG hosted a series of Open House meetings in and around Del Mar, during which SANDAG engineers reiterated to 22nd DAA staff that a Fairgrounds alternative had previously been studied and ruled out.

In November 2023, the Del Mar City Council adopted a set of guiding principles on the Rail Corridor Realignment project that called for SANDAG to study other alternatives, including a Fairgrounds alignment. After receiving notification from 22nd DAA CEO Carlene Moore that a Fairgrounds alignment would threaten the ability to plan for potentially accommodating the City of Del Mar's request to site affordable housing on 22nd DAA property, Del Mar officials met with the 22nd DAA's staff about adding another guiding principle. In December 2023, the Del Mar City Council voted to amend its guiding principles to state, "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."

In May 2024, without proactively engaging the 22nd DAA throughout the process, SANDAG publicly released the Alignments Screening Report and the California Environmental Quality Act (CEQA) Notice of Preparation (NOP). The report identified

three alignments, including Alternative A, which includes a tunnel – half of which would be achieved through a cut-and-cover approach that would likely involve digging a massive trench – through 22nd DAA property on the Fairgrounds. The portion of the property in question is currently used as events space and as the area for the Fun Zone Midway during the San Diego County Fair.

Alternative A (\$4.14 billion) costs more than twice as much as the least expensive option, Alternative C (\$1.85 billion). None of the potential alternatives include right-of-way costs, such as compensation to the 22nd DAA. The report does not provide specific details about the impacts to plans for a seasonal rail platform at the Fairgrounds.

During public outreach, SANDAG has stated at times that the seasonal rail platform remains a priority. SANDAG officials have stated that alternatives could be modified or added as a result of further study and input from stakeholders.

Process/Approach:

Prior to SANDAG's release of the June 2024 report, in February, the 22nd DAA Board of Directors adopted a resolution that established its official position on the LOSSAN Rail Corridor.

- 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."

SANDAG has provided a deadline of July 19 to submit comments on potential environmental impacts. The 22nd DAA's staff has been working to draft comments while also producing the San Diego County Fair and seeks Board input on the matter prior to the deadline.

The 22nd DAA is also seeking a meeting with new SANDAG CEO Mario Orso, who started work after the NOP's release.

Recommendation:

The Board should consider taking an official position and providing direction to staff regarding the proposed Alternative A, especially any concerns about continuing affordable housing discussions with the City of Del Mar; adverse impacts to the 22nd DAA's operational, economic, environmental, and planning needs; and Alternative A's potential existential threat to the 22nd DAA's business and ability to remain open to serve San Diego County.

OFFICIAL RESOLUTION

Board of Directors

22nd District Agricultural Association

WHEREAS, the 22nd District Agricultural Association is a state institution that owns and operates the Del Mar Fairgrounds, which serves all of San Diego County and is located within the city limits of both the City of Del Mar and the City of San Diego. In addition, the Del Mar Fairgrounds is located adjacent to the City of Solana Beach. The District is sensitive to its neighbors' needs and concerns; and

WHEREAS, the Del Mar Fairgrounds is the home of the San Diego County Fair, the region's largest annual event, as well as dozens of other long-cherished traditions, events, and activities; and

WHEREAS, the 22nd District Agricultural Association, which produces the San Diego County Fair, serves our county's diverse communities and the State of California by providing fun, educational, and recreational events and services. This includes providing and hosting community programming such as the Junior Livestock Auction, the Plant-Grow-Eat initiative, the Care 'N Share program, the Fair For All program, the Street Banner Program, and numerous other initiatives; and

WHEREAS, the Del Mar Fairgrounds has also served as a vital community asset in times of need. This included hosting people and animals during wildfire evacuations and serving as a vaccination super-station during the COVID-19 pandemic; and

WHEREAS, the Del Mar Fairgrounds sits in an environmentally sensitive area, and the 22nd District Agricultural Association has invested millions of dollars to keep our coastlines clean and to maintain and restore the San Dieguito Lagoon and nests of the endangered least terns; and

WHEREAS, the 22nd District Agricultural Association does not receive allocations of taxpayer dollars from the state or from local governments and instead operates effectively as a business, meaning it must generate its revenue for operations and capital improvements through hosting and producing events, activities, and operator agreements; and

WHEREAS, the events and activities at the Del Mar Fairgrounds do contribute directly to local governments through sales tax revenue, as well as other sources such as off-track betting revenue. In addition, San Diego State University studies found that in 2019 – prior to a marked increase in inflation -- the San Diego County Fair generated \$236 million in spending for the local economy and the Del Mar Fairgrounds generated \$680 million in economic impact for the region. The 22nd District Agricultural Association's operations also support small businesses, entrepreneurs, and thousands of workers, including more than 1,200 temporary employees from the San Diego County community who are hired for the Fair; and

WHEREAS, public transportation has long been a key factor for the success of the San Diego County Fair, live racing meets, and other events. For years, the 22nd District Agricultural Association and the Del Mar Thoroughbred Club have provided free shuttle service to and from Solana Beach Station and promoted public transportation use for major events; and

WHEREAS, the San Diego Association of Governments (SANDAG) has long planned – and has already obtained partial funding for – a seasonal rail platform to be built adjacent to the Del Mar Fairgrounds as part of its double-tracking plan. A seasonal rail platform would further promote public transportation for major events, which would create significant economic and environmental benefits for the region; and

WHEREAS, as part of the same project, SANDAG is simultaneously developing necessary plans for the realignment of the Los Angeles-San Diego (LOSSAN) rail corridor, the second-busiest corridor in the United States. SANDAG previously studied an alignment that would run partially through the 22nd District Agricultural Association's property, but found extensive problems with such an idea and had not previously considered it a preferred alternative; and

WHEREAS, the Del Mar City Council on November 13, 2023, voted to call for further study of an alignment that would run through the Del Mar Fairgrounds. But on December 18, 2023, the Del Mar City Council also voted on a guiding principle, which states, "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 be proactively engaged by SANDAG throughout process." This principle was added in consultation with the 22nd District Agricultural Association; and

WHEREAS, the 22nd District Agricultural Association is a major stakeholder in plans regarding the LOSSAN Rail Realignment Project and will benefit from the long-planned seasonal rail platform; and

WHEREAS, the 22nd District Agricultural Association is currently engaged in strategic planning efforts to shape the future of the Del Mar Fairgrounds. The possibility of a train realignment threatens this strategic planning work and could jeopardize this vital community asset that has served San Diego County since 1936.

NOW, THEREFORE, BE IT RESOLVED, by the 22nd District Agricultural Association Board of Directors:

SECTION 1. That the 22nd District Agricultural Association is firmly opposed to any LOSSAN corridor realignment that impacts operational, economic, environmental, and planning needs at the Del Mar Fairgrounds.

SECTION 2. That the 22nd District Agricultural Association'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.

SECTION 3. That the 22nd District Agricultural Association's property 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.

SECTION 4. That this resolution takes effect immediately upon passage and reflects the official position of the 22nd District Agricultural Association.

SECTION 5. That the Chief Executive Officer of the 22nd District Agricultural Association will provide a copy of this finalized resolution, along with a record of the final vote, to SANDAG and is hereby authorized to represent the Board of Directors' position in any public or private forum.


APPROVED by the 22nd District Agricultural Association Board of Directors on February 20th, 2024.

Notice of Preparation of Draft Environmental Impact Report: San Diego-LOSSAN Rail Realignment Project

Tim Pesce <Timothy.Pesce@sandag.org>

Tue 6/4/2024 7:01 AM

To: Carlene Moore <cmoore@sdfair.com>; Dustin Fuller <dfuller@sdfair.com>

 1 attachments (938 KB)

SDLRR NOP_June 2024.pdf;

Hello,

The San Diego Association of Governments (SANDAG), as lead agency, will prepare a Draft Environmental Impact Report (EIR) for the San Diego Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment Project (Project) in accordance with the California Environmental Quality Act (CEQA). This notice is to inform you that SANDAG has released the Notice of Preparation (NOP) of the Draft EIR.

The Project would realign the existing railroad tracks from the eroding coastal bluffs in Del Mar to a new alignment away from the bluffs, primarily located within tunnels, potentially through the cities of Solana Beach, Del Mar, and San Diego. SANDAG would like your input on the scope and content of the environmental information that will be addressed in the Draft EIR. The Project description and potential environmental effects are included in the NOP, available online at: sandag.org/publicnotices. An initial study was not prepared for the Project.

A public scoping meeting will be held on June 18, 2024, from 6:00 to 7:30 p.m. to provide Project information and to allow the public to provide comments as to the scope and content of the Draft EIR. The meeting will be held at San Diego Marriott Del Mar, 11966 El Camino Real, San Diego, CA 92130. Parking will be validated and free shuttle service will be provided from the Sorrento Valley Transit Station.

Public input will be taken at the meeting and can be provided orally or in writing. In addition, public input can be submitted via letter or e-mail to SANDAG.

Written comments on the scope of the Draft EIR should be sent to:

SANDAG, 401 B Street, Suite 800, San Diego, CA 92101, ATTN: Tim Pesce

or via email with subject line "SDLRR Project NOP" to: LOSSANcorridor@sandag.org.

Comments in response to this NOP should be provided at the earliest possible date, but must be provided no later than **July 19, 2024**, which is 45 days from issuance of the NOP.

For additional information regarding this Project, the scoping period, or the environmental process, please contact LOSSANcorridor@sandag.org or visit: sandag.org/railrealignment. The NOP has also been posted on the [CEQAnet Web Portal](https://ceqanet.org) and was submitted electronically to the State Office of Planning and Research.

Thank you and please don't hesitate to contact us any time if you have any questions.

Tim

Tim Pesce (he/him/his)

Senior Environmental Planner

619.699.5374

401 B Street, Suite 800, San Diego, CA 92101

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Learn about our [commitment to equity](#).

SANDAG [office hours](#) are Tuesday – Friday and every other Monday from 8 a.m. – 5 p.m.

Notice of Preparation of a Draft Environmental Impact Report

June 4, 2024

Subject

Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the [San Diego-Los Angeles-San Diego-San Luis Obispo \(LOSSAN\) Rail Realignment \(SDLRR\) Project](#) (Project) located in the cities of Solana Beach, Del Mar, and San Diego, California.

Introduction

The San Diego Association of Governments (SANDAG), as the Lead Agency under the California Environmental Quality Act (CEQA), is initiating the preparation of a Draft EIR for the SDLRR Project and is issuing this NOP to initiate scoping to solicit input on the Project, including alternatives under consideration and environmental effects. SANDAG has decided to forego preparing an Initial Study (*CEQA Guidelines* 15063(a)) and move directly into the preparation of a Draft EIR. In addition to soliciting input from the public, SANDAG is requesting feedback from agencies as to the scope and content of environmental information that is relevant to an agency's statutory responsibilities in connection with the SDLRR Project (e.g., if this Draft Environmental Impact Report [EIR] will be used by an agency to issue an approval for the SDLRR Project).

The SDLRR Project may require approvals and/or permits from agencies that would be subject to environmental review pursuant to the National Environmental Policy Act (NEPA). A NEPA Lead Agency has not yet been identified. Once the NEPA Lead Agency is identified, that agency will formally initiate the NEPA process.

Background

The San Diego Subdivision is an approximately 60-mile section of the 351-mile LOSSAN Rail Corridor, linking San Diego, Los Angeles, and San Luis Obispo from the Orange County line to the Santa Fe Depot in Downtown San Diego. The LOSSAN Rail Corridor is the second busiest intercity passenger rail corridor in the United States and supports commuter (COASTER), intercity (Pacific Surfliner), and freight (BNSF) rail services. Currently, three quarters of the San Diego Subdivision is double tracked, resulting in a total of approximately 15 miles of single track and 45 miles of double track.

SANDAG Responsibilities

The San Diego Regional Transportation Consolidation Act (Senate Bill [SB] 1703 Peace) assigned SANDAG the responsibility for planning, funding allocation, project development, and construction in the San Diego region for all transit projects, including heavy rail. The North County Transit District and San Diego Metropolitan Transit System retained the responsibility for the maintenance and operation of the rail services. As such, SANDAG is the CEQA Lead Agency for rail line construction projects proposed in San Diego County. In its role as the Metropolitan Planning Organization under federal and state law, SANDAG is also responsible for the development of the Regional Transportation Plan and a Sustainable Communities Strategy. The Regional Transportation Plan identifies transportation infrastructure investments and programming of transportation funding over a 30-year

timeframe within the San Diego region in consideration of projected economic and population growth. The 2021 Regional Plan combines the Regional Transportation Plan and Sustainable Communities Strategy to achieve the regional greenhouse gas emissions reduction targets set by the California Air Resources Board. SANDAG's current plan was adopted by the SANDAG Board of Directors in December 2021, with an amendment approved in October 2023.

As described in the 2021 Regional Plan, the regional vision for the San Diego Subdivision would result in an increase in commuter rail service operating at higher speeds in order to reduce travel times and provide a competitive alternative to driving, as well as aiding in continuation of goods movement through the region. The 2021 Regional Plan contemplates double tracking the remaining single-track segments of the LOSSAN Rail Corridor within San Diego County, modifications to the track configuration to accommodate higher speeds, and relocation of rail track into more climate resilient areas.

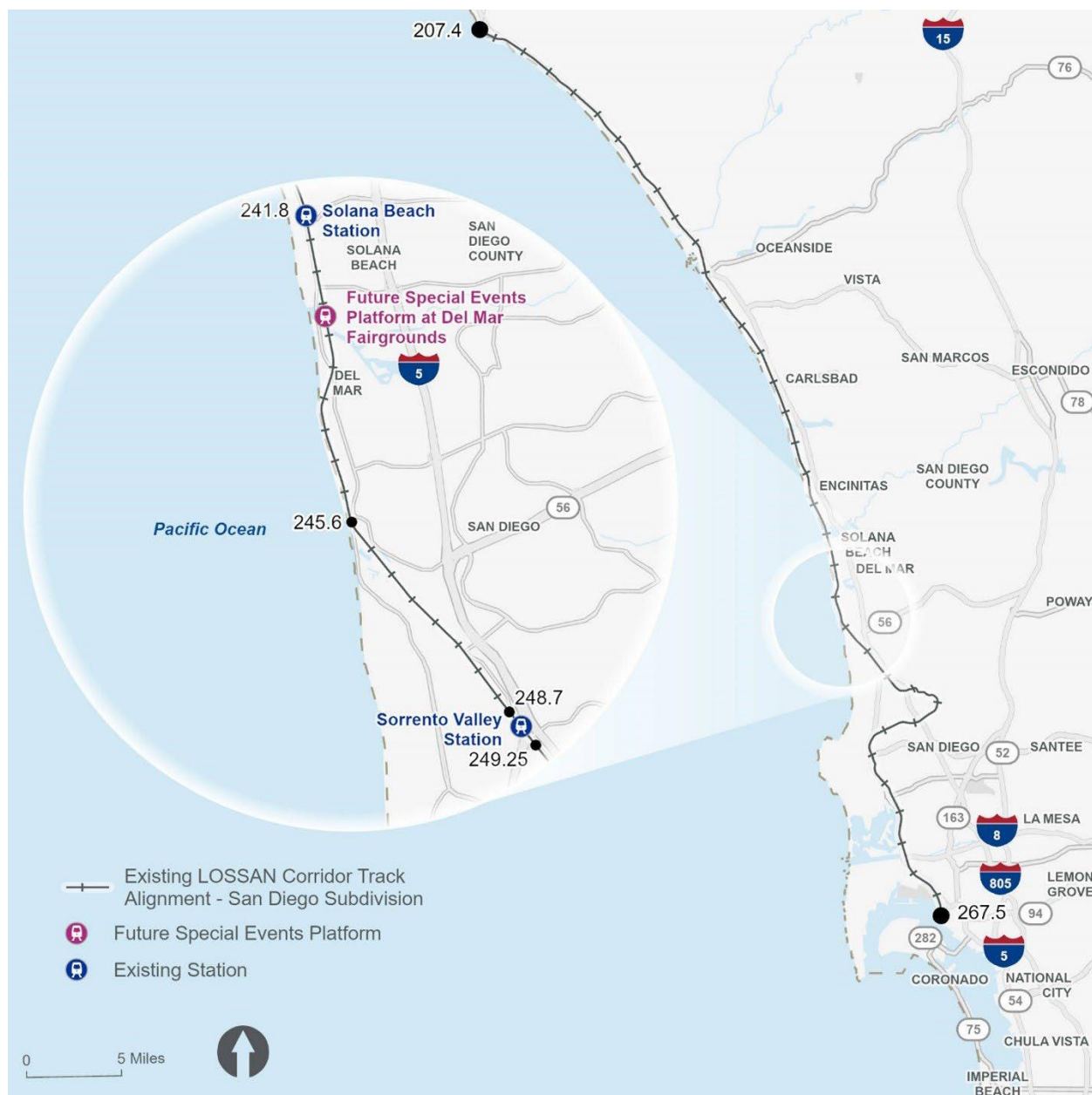
The segment of the San Diego Subdivision within the SDLRR Project area has experienced temporary closures and speed reductions resulting from bluff collapses, erosion, and repair work to stabilize the bluffs and protect the rail corridor from more substantial erosion effects. Four bluff stabilization projects have been completed in Del Mar since 2003, with the construction of Phase 4 recently completed in 2021. A fifth stabilization project (Phase 5) began construction in spring 2024. Phase 5 focuses on addressing additional seismic and stabilization needs, installing additional support columns, and replacing aging drainage structures to support the existing tracks.

In addition to the stabilization projects, several emergency repairs have been required since 1996 due to bluff failures that threatened train operations. While the Phase 5 stabilization project addresses safety and operational concerns with a 30-year design life, the stabilization projects and emergency repairs 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. Bluff retreat is estimated to occur at an average rate of 0.4 to 0.6 foot per year; however, large episodic bluff failures can result in more than 20 feet of bluff edge retreat in a single event. The California Coastal Commission has required that SANDAG evaluate realignment of the rail corridor off the bluffs to a more resilient location as part of their condition of approval for Phases 4 and 5 of the above-mentioned stabilization work. Further stabilization and emergency repair projects are likely to be required until the rail corridor is relocated from the coastal bluffs.

Study Area

The Project is located within portions of the cities of Solana Beach, Del Mar, and San Diego, as depicted on Figure 1. The Project study area begins at Solana Beach Station in the north and ends at the Sorrento Valley Station in the south. The study area is generally bounded to the west by the Pacific Ocean and to the east by Interstate 5 (I-5).

Figure 1. Project Location



Note: Within the San Diego Subdivision, right-of-way north of Milepost 245.6 is owned by North County Transit District and right-of-way south of Milepost 245.6 is owned by 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.

Planning Documents and Prior Studies

The Project is part of a larger program of improvements to be implemented on the LOSSAN Rail Corridor to enhance the reliability of existing services between San Luis Obispo, Los Angeles, and San Diego. Previous planning and environmental studies have been undertaken to analyze the potential for realigning the San Diego Subdivision in the Project study area away from the coastal bluffs and primarily within tunnels through the cities of Del Mar and San Diego.

- In **2007**, the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA) finalized the **Los Angeles—San Diego Final Program EIR/Environmental Impact Statement (EIS)**¹, and on March 18, 2009, a **Record of Decision**² was published which records the decisions the United States Department of Transportation (U.S. DOT) made for proposed improvements to the LOSSAN Rail Corridor between Los Angeles and San Diego. The Program EIR/EIS carried forward two alternatives proposing tunnel options that deviated from the existing railroad alignment.
- In **August 2014**, the California Coastal Commission unanimously approved the North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (**PWP/TREP**). Jointly prepared by SANDAG and Caltrans, the PWP/TREP is a single, integrated document that establishes a framework for comprehensively planning, reviewing, and permitting of multimodal transportation improvements along a 27-mile corridor in North San Diego County that maintains and enhances public access and protects sensitive coastal resources. The scope of improvements discussed within the Project study area includes two conceptual alignments for a “rail tunnel to move the existing rail alignment away from the Del Mar bluffs, which are susceptible to failure and unable to accommodate double tracking due to significant excavation, stabilization and ongoing maintenance needs of such a facility” (Chapter 4).
- In **December 2017**, SANDAG published a report entitled Conceptual Engineering and Environmental Constraints for Double Track Alignment Alternatives Between Del Mar Fairgrounds and Sorrento Valley³ that analyzed the feasibility of five potential options for relocating the existing San Diego Subdivision onto a new alignment with a double track tunnel away from the Del Mar bluffs. The study included conceptual engineering and preliminary construction costs for each alignment option.

¹ Web Page: <https://railroads.dot.gov/elibrary/los-angeles-san-diego-lossan-corridor-program-final-programmatic-eireis>
PDF: https://railroads.dot.gov/sites/fra.dot.gov/files/2023-10/2.2.11%20LOSSAN%20Programmatic%20EIR-EIS%20%282007%29_PDFa.pdf

² Web Page: <https://railroads.dot.gov/elibrary/los-angeles-san-diego-lossan-corridor-program-eireis-record-decision>
PDF: https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/192/LOSSAN_ROD_FINAL_2009.pdf

³ Web Page: <https://www.SANDAG.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/alignment-alternatives-and-environmental-constraints-study-2017-2023-09-08.pdf>
Appendices: <https://www.SANDAG.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/alignment-alternatives-and-environmental-constraints-study-2017-appendices-2023-09-08.pdf>

- In **September 2018**, Caltrans released the *2018 California State Rail Plan*, which established a statewide vision describing a future integrated rail system that provides comprehensive and coordinated service to passengers through more frequent service, and convenient transfers between rail services and transit. The plan recognized the challenges coastal erosion and sea level rise pose to the railroad tracks atop the eroding bluffs in Del Mar. It noted that about 50 trains on weekdays (mostly passenger), traverse the Del Mar Bluffs, and sea level rise will accelerate erosion of the bluffs, threatening stability and the viability of the route. The plan states “erosion by 2100 could eliminate the rail line completely, as well as adjacent homes, absent preventative measures.”
- In **December 2021**, SANDAG adopted the 2021 Regional Plan, which envisioned an expanded system of transit services to reduce greenhouse gases from automobiles, while promoting safe, clean, and economically friendly ways to move goods throughout the region and beyond. The 2021 Regional Plan envisioned the relocation, straightening, and double tracking of the rail line through the study area to a more climate resilient location that could reduce travel time and service reliability.
- In **June 2022**, the California Coastal Commission issued a Federal Consistency Certification (No. 0005-21) for the Del Mar Bluff Stabilization V project, which required the removal of all shoreline armoring after the expiration of the 30-year authorization period. The 30-year authorization period was to “allow SANDAG to protect the important railway line while planning of the pursuing [its] relocation.”
- In **August 2023**, SANDAG released the [San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report](#), which refined five potential alignment alternatives based on the previous conceptual engineering study and evaluated them against a set of performance criteria. Two of these alternatives were advanced to 10 percent conceptual engineering and were further analyzed for engineering and environmental considerations. Based on feedback from stakeholders and community groups, four additional potential tunnel portal locations were then also evaluated to further minimize impacts on the community and private properties. Additional conceptual alignments were considered at a high level to demonstrate potential connections between various portal locations.

Recent Public Outreach

Leading up to the release of the NOP, SANDAG conducted public outreach events to inform, engage, and solicit public input to refine the description of the Project and the range of alternatives to be identified in the NOP. The meetings are listed below and videos for many of these meetings are available on the [SANDAG website](#).

- July 24, 2023: SANDAG presentation to Del Mar City Council
- August 30, 2023: SD LOSSAN Rail Realignment Del Mar Community Open House
- October 4, 2023: LOSSAN Tunneling Workshop
- October 19, 2023: LOSSAN Virtual Information Session
- November 6, 2023: LOSSAN Alignments Workshop Del Mar
- November 7, 2023 – December 19, 2023: Weekly Community Field Office Hours
- November 15, 2023: LOSSAN Alignments Workshop Carmel Valley
- February 5, 2024: SANDAG presentation to Del Mar City Council

- March 19, 2024: SANDAG presentation to Torrey Pines Community Planning Board

Project Objectives

The Project objectives are as follows:

- Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar.
- Maintain passenger rail service to the existing train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to the 22nd District Agricultural Association (Del Mar Fairgrounds).
- Minimize impacts in the surrounding communities during and after construction.
- 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 by increasing passenger and freight train capacity, further reducing travel times, improving reliability, and accommodating additional rail service.
- Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction.

Project Description

SANDAG proposes to relocate the existing single-track alignment of the San Diego Subdivision potentially through the Cities of Solana Beach, Del Mar, and San Diego, where the rail line runs along a terrace on the coastal bluffs, to a double-track alignment between the Solana Beach Station and the north end of Sorrento Valley in the City of San Diego. The new alignment would relocate existing rail service from along the coastal bluffs to a new alignment away from the bluffs, primarily located within tunnels through Del Mar and San Diego. The new alignment may include aerial structures and berms. The relocation and double tracking of the alignment would eliminate reliability risks caused by bluff erosion and provide greater track capacity and a higher operating speed for trains that use the corridor, enabling projected increases in service and minimizing conflicts with pedestrians. The Project will include removal of existing stabilization infrastructure, consistent with the California Coastal Commission's conditions of approval for the Del Mar stabilization projects.

Pursuant to State CEQA Guidelines, the SDLRR Draft EIR will consider a No Project Alternative and a reasonable range of Project alternatives. In accordance with CEQA, SANDAG has identified alternatives to be analyzed in the Draft EIR based on their potential feasibility, ability to attain the majority of the Project objectives, and potential to avoid or substantially lessen the significant effects of the Project and evaluate the comparative merits of the alternatives (California Code of Regulations title 14 § 15126.6).

As a result of prior planning studies and community engagement, in addition to the No Project alternative, three Project alternatives are proposed for analysis in the Draft EIR, as depicted on Figure 3. Each Project alternative would require a north and south portal, a tunnel connecting the portals, and double tracking of the rail line.

The Project comprises the following infrastructure components, which are also included in each of the three Project alternatives (definitions for several of these components are included in the callout box and depicted on Figure 2).

- Removal of existing rail infrastructure (e.g. rail track, ties, and ballast) on areas no longer needed after track relocation
- Construction of bridge structures
- Construction of U-structures, retaining walls, and floodwalls
- Construction of twin-bored tunnels and cut-and-cover tunnels
- Construction of tunnel portals and associated portal infrastructure
- Installation of a tunnel system power supply
- Installation of tunnel ventilation systems
- Installation of communication systems, including signals, switches, and control points
- Modifications to drainage and roadways, as needed
- Relocation of utilities, as needed
- Potential placement of beach-quality sand excavated from tunnel boring activities onto beach(es) or near shore, in the vicinity of the study area
- Removal of prior bluff stabilization improvements consistent with the California Coastal Commission's certification of Federal Consistency Certifications

Graded: rail tracks constructed on flat ground, earthen berms, or cuts into hillsides.

Floodwalls: a freestanding structure built along a shore or bank to prevent encroachment of floodwaters.

Berm: a segment of track that is on raised ground.

U-structure: a rectangular shaped structure with only three sides that is excavated from the surface and leaves an opening in the surface to allow the track to transition from a tunnel to the surface level.

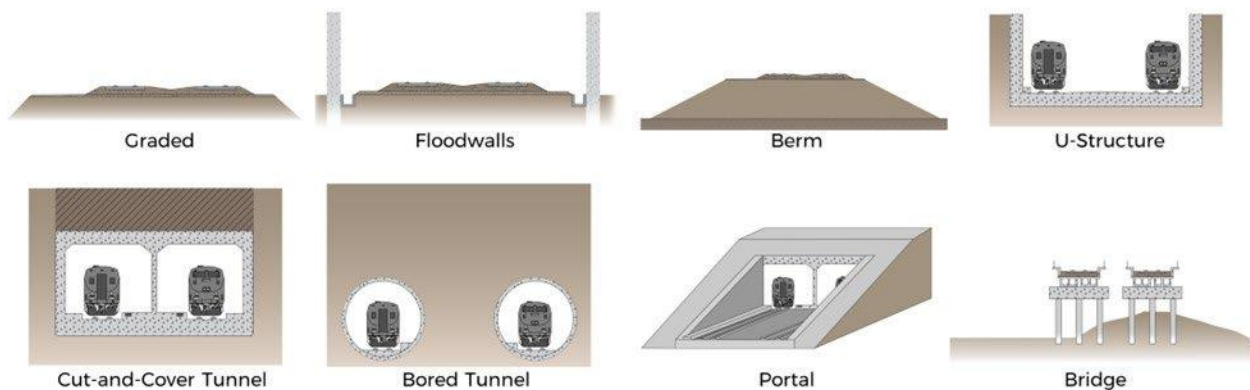
Cut-and-cover tunnel: a rectangular shaped tunnel that is constructed within a trench which is excavated from the surface and then covered after it is constructed.

Bored tunnel: a circular shaped tunnel that is constructed using a tunnel boring machine that digs or bores through the earth without removing the ground above.

Portal: entrance to the tunnel.

Bridge: aerial structure carrying the rail tracks over roadways, canyons, or water.

Figure 2. Project Components



North Portals

Two north portal locations have been identified depending on the track alignment. The portal locations are as follows:

Under Jimmy Durante Boulevard

This proposed portal would be located north of the intersection of Camino Del Mar and Jimmy Durante Boulevard. The portal's infrastructure would cross underneath Jimmy Durante Boulevard, which would be raised. The portal structures would potentially extend into commercial and residential properties.

Fairgrounds North

This proposed portal would be located north of the fairgrounds within the railroad trench in Solana Beach. The portal's infrastructure would start south of the existing Solana Beach Station.

South Portals

Two south portal locations have been identified depending on the track alignment. The portal locations are as follows:

Torrey Pines Road

This proposed portal would be located near the intersection of Carmel Valley Road and North Torrey Pines Road. The portal infrastructure would cross underneath Carmel Valley Road and potentially extend into residential properties.

Knoll Near I-5

This proposed portal would be located at a knoll south of Carmel Valley Road between I-5 and the segment of Sorrento Valley Road Trail that is closed to public vehicular traffic but open for bikes, pedestrians, and authorized vehicles. The portal infrastructure would be within the undeveloped knoll and extend into the Los Peñasquitos Lagoon.

Alternative A I-5 Alignment:

As depicted on Figure 4, Alternative A is approximately 6.8 miles in length and would descend immediately south of the Solana Beach Station, enter the Fairgrounds North Portal, then continue south into the fairgrounds, where there would be a new underground special events platform. The alignment would continue under the San Dieguito Lagoon and turn to follow under the I-5 freeway, then continue south and exit at the Knoll Near I-5 South Portal. The alignment would then rise above ground as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

Alternative B Crest Canyon Alignment:

As depicted on Figure 5, Alternative B is approximately 5.3 miles in length and would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal, then continue south and exit at the Knoll Near I-5 South Portal. The tracks would then rise as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

Alternative C Camino del Mar Alignment:

As depicted on Figure 6, Alternative C is approximately 4.9 miles in length and would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal. This alternative would continue south and exit at the Torrey Pines Road South Portal, bridge over the Los Peñasquitos Lagoon, and then transition back to the existing railroad alignment. The existing railroad alignment within Los Peñasquitos Lagoon would be double tracked, which would require raising and widening the existing berm in the lagoon to address flooding and sea level rise projections.

Potential Environmental Effects

The EIR will address impacts to the following resource categories listed in Appendix G:

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

In addition, the EIR will address cumulative impacts, growth-inducing impacts, and other mandatory CEQA topics.

Comments Requested

Comments in response to this NOP should be provided to SANDAG at the earliest possible date but not later than 45 days after receipt of this notice (June 4, 2024). Your comments may be submitted in writing to SANDAG no later than **July 19, 2024**.

SANDAG is seeking input on the Draft EIR scope, including the alternatives under consideration and potential environmental effects. A public scoping meeting is scheduled on June 18, 2024, from 6:00 to 7:30 p.m., as noted below. Written comments should be sent to SANDAG, 401 B Street, Suite 800, San Diego, CA 92101, ATTN: Tim Pesce; via email with subject line "SDLRR Project NOP" to: LOSSANcorridor@sandag.org; or online at SANDAG.org/railrealignment. Comments may also be provided orally or in writing via the public scoping meeting.

Public Scoping Meetings

Pursuant to Public Resources Code Section 21083.9, a public scoping meeting is scheduled for June 18, 2024, from 6:00 – 7:30 p.m. at the San Diego Marriott Del Mar, 11966 El Camino Real, San Diego, CA 92130.

Additional Information

For additional information regarding the SDLRR Project, the scoping period, or the environmental process, please contact LOSSANcorridor@sandag.org or visit SANDAG.org/railrealignment.

Figure 3. Three Project Alternatives



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Figure 4. Alternative A I-5 Alignment



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Figure 5. Alternative B Crest Canyon Alignment



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Figure 6. Alternative C Camino del Mar Alignment




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Notice of Preparation for LOSSAN Rail Realignment Project

Hannah Stern <Hannah.Stern@sandag.org>

Wed 6/5/2024 9:00 AM

To: Carlene Moore <cmoore@sdfair.com>

 2 attachments (4 MB)

Final Alignments Screening Report 2024-05-31.pdf; SANDAG LOSSAN Rail Realignment Scoping E-Toolkit.pdf;

Hi Carlene,

Hope you are doing well! Reaching out to let you know that the [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 has been released, in accordance with the California Environmental Quality Act (CEQA). I've also attached the Screening Report, which describes how the potential alignments were evaluated, and how the ones that advanced to the formal scoping process were determined.

As you know, the LOSSAN Rail Realignment Project proposes to relocate the existing railroad tracks from the eroding coastal bluffs in Del Mar to a new alignment away from the bluffs. This new alignment may traverse the cities of Solana Beach, Del Mar, and San Diego, depending on alignment option.

We value you and your organization's input on the scope and content of the environmental information to be addressed in the Draft EIR. The Project description and potential environmental impacts are detailed in the NOP, which is available online at sandag.org/publicnotices. The public comment period will last until July 19, 2024 (45 days from the issuance of the NOP).

We also would like to invite you to the public scoping meeting on June 18, 2024, from 6:00 to 7:30 p.m. at the San Diego Marriott Del Mar, located at 11966 El Camino Real, San Diego, CA 92130. The meeting will provide Project information and an opportunity for public comments. Parking will be validated, and a free shuttle service will be available from the Sorrento Valley Transit Station. Comment on the NOP may also be provided via email with the subject line "SDLRR Project NOP" to: LOSSANcorridor@sandag.org.

For further information regarding this Project, the scoping period, or the environmental process, constituents may contact LOSSANcorridor@sandag.org or visit: sandag.org/railrealignment.

We would also greatly appreciate your help in spreading the word about the public comment period. We've created a social media toolkit with sample posts and video graphics for you to use that I've attached to this email.

Should you have any questions or concerns, please do not hesitate to reach out. Thanks!

Best,
Hannah

Hannah Stern (she/her/hers)

Government Relations Manager

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San Diego LOSSAN
Rail Realignment Project

Alignments Screening Report

May 31, 2024



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Acronyms/Abbreviations

Acronym/ Abbreviation	Definition
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CP	control point
EIR	environmental impact report
GIS	Geographic Information Systems
LOSSAN	Los Angeles—San Diego—San Luis Obispo
MP	Mile Post
mph	miles per hour
SANDAG	San Diego Association of Governments
SDLRR	San Diego LOSSAN Rail Realignment
TBM	tunnel boring machine

Terms and Definitions

Term	Definition
Alignment	The horizontal and vertical location of a track or roadway defined primarily by a series of connected tangents and curves.
Berm	A segment of track that is on raised ground.
Bridge	Aerial structure carrying the rail tracks over roadways, canyons, or water.
Bored Tunnel	A circular-shaped tunnel that is constructed using a tunnel boring machine that digs or bores through the earth without removing the ground above.
Control Point	A location of train signals used to control the movement of trains.
Cut-and-Cover Tunnel	A rectangular-shaped tunnel that is constructed within a trench that is excavated from the surface and then covered after it is constructed.
Design Speed	A selected speed that is used to determine aspects of the railroad alignment during design, such as curves. The design speed may be higher than the operating speed.
Floodwalls	A freestanding structure built along a shore or bank to prevent encroachment of floodwaters.
Graded	Rail tracks constructed on flat ground, earthen berms, or cuts into hillsides.
Portal	Entrance to the tunnel.
Shoofly	Temporary track used to maintain service.
Soft Cost	Costs not directly tied to the physical construction of a project. These costs typically include, but are not limited to, expenditures related to project development, environmental reviews, engineering and design services, project management, permits, and legal services.
State CEQA Guidelines	California Code of Regulations Title 14 – Natural Resources: https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources
U-Structure	A rectangular-shaped structure with only three sides that is excavated from the surface and leaves an opening in the surface to allow the track to transition from a tunnel to the surface level.

The intent of this evaluation is to document, assess, and incorporate into the formal environmental review process for the San Diego LOSSAN Rail Realignment Project the alignments developed as a result of previous planning studies, additional design, and public engagement in advance of the commencement of the formal environmental review process.

The evaluation employs screening criteria that are informed by CEQA and planning practices to assess each alignment. This evaluation applies the same screening criteria to the publicly proposed alignments (referred to as “stakeholder and outreach alignments” in this report) and the conceptual alignments and, on the basis of this screening, identifies a focused subset of alignments that are recommended for inclusion in the Notice of Preparation of the San Diego LOSSAN Rail Realignment Project Draft EIR. The Notice of Preparation invites further input on the Draft EIR scope and the alignments identified in the Notice of Preparation.

This evaluation is not intended as, and does not include, an analysis of environmental impacts under CEQA. The environmental impacts of the San Diego LOSSAN Rail Realignment Project and the project alternatives proposed to reduce or avoid such impacts will be identified in the Project EIR in accordance with CEQA.

1 Executive Summary

1.1 Project Description

The San Diego Association of Governments (SANDAG) proposes to relocate the existing single-track alignment of the San Diego Subdivision of the Los Angeles—San Diego—San Luis Obispo (LOSSAN) Rail Corridor potentially within the Cities of Solana Beach, Del Mar, and San Diego, where the rail line runs along a terrace on the coastal bluffs, to a double-tracked alignment away from the coastal bluffs as part of the San Diego LOSSAN Rail Realignment (SDLRR) Project.

Previous planning and environmental studies have been undertaken to analyze the potential for realigning the San Diego Subdivision in the project study area. In August 2023, SANDAG released the *San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report* (Alternatives Analysis Report), which refined five potential alignment alternatives based on previous conceptual engineering studies and evaluated them against a set of performance criteria. After completion of the Alternatives Analysis Report, SANDAG continued to evaluate alignments, including additional portal locations and tunnel configurations (i.e., single or twin bore). In total, 12 conceptual alignments were developed to demonstrate potential connections between the various portal locations and tunnel bore configurations. These alignments are referred to as “conceptual alignments” within this report and are summarized in Table 1-1.

Table 1-1. Conceptual Alignments

Conceptual Alignment Number	Conceptual Alignment		
	North Portal	South Portal	Bore
1	Under Jimmy Durante Boulevard	Portofino Drive	Twin Bore
2	Under Jimmy Durante Boulevard	Portofino Drive	Single Bore
3	Under Jimmy Durante Boulevard	Torrey Pines Road	Twin Bore
4	Under Jimmy Durante Boulevard	Torrey Pines Road	Single Bore
5	Under Jimmy Durante Boulevard	Knoll Near I-5	Twin Bore
6	Under Jimmy Durante Boulevard	Knoll Near I-5	Single Bore
7	Within Camino Del Mar	Portofino Drive	Twin Bore
8	Within Camino Del Mar	Portofino Drive	Single Bore
9	Within Camino Del Mar	Torrey Pines Road	Twin Bore
10	Within Camino Del Mar	Torrey Pines Road	Single Bore
11	Within Camino Del Mar	Knoll Near I-5	Twin Bore
12	Within Camino Del Mar	Knoll Near I-5	Single Bore

Between summer 2023 and winter 2024, SANDAG conducted public outreach events to inform, engage, and solicit public input to refine the Project and the range of potential alignments. Through these efforts, additional concepts were suggested by stakeholders and members of the public. Based upon the public input received, 14 distinct alignments were

developed for analysis in this report from 30 individual concepts. These alignments are referred to as “stakeholder and outreach alignments” within this report and are summarized in Table 1-2. The conceptual alignments and stakeholder and outreach alignments considered in this report are illustrated in Figure 1-1. In total, 26 alignments were considered.

The alignments in this report consist primarily of tunneled sections with additional bridge, U-structure, and/or graded sections as needed. Table 2-1 in Chapter 2 provides a summary of alignment components and Figure 2-2 in Chapter 2 illustrates each component. Both single-bore and twin-bore configurations were considered for construction of the tunnels, although ultimately a single-bore configuration was eliminated from further consideration.

Table 1-2. Stakeholder and Outreach Alignments

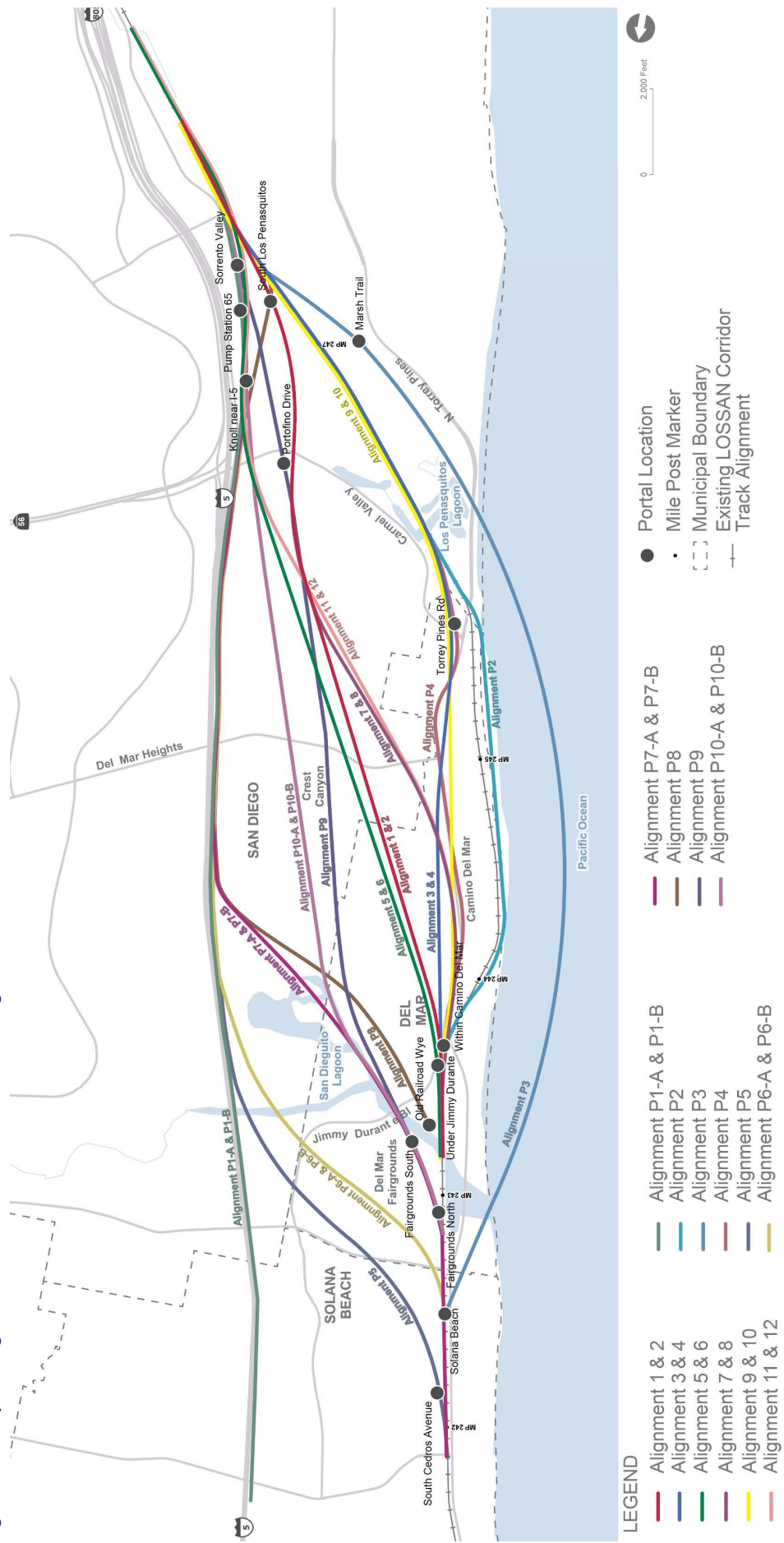
Stakeholder and Outreach Alignment Number	North Portal	South Portal
P1-A	Not identified	Knoll Near I-5
P1-B	Not identified	Sorrento Valley
P2	N/A	N/A
P3	Solana Beach	Marsh Trail
P4	Camino Del Mar	Torrey Pines Road
P5	South Cedros Avenue	Pump Station 65
P6-A	Fairgrounds	Knoll Near I-5
P6-B	Fairgrounds	Sorrento Valley
P7-A	Fairgrounds	Knoll Near I-5
P7-B	Fairgrounds	Sorrento Valley
P8	Old Railroad Wye ¹	South Los Peñasquitos Lagoon
P9	Fairgrounds	Portofino Drive
P10-A	Fairgrounds	Knoll Near I-5
P10-B	Fairgrounds	Sorrento Valley

Notes:

¹A wye is a triangular-shaped junction of three rail lines that converge with each other.

N/A = not applicable—the alignment was proposed as a bridge and does not include underground portions that would require portals. Not identified = a specific location for a northern portal was not noted.

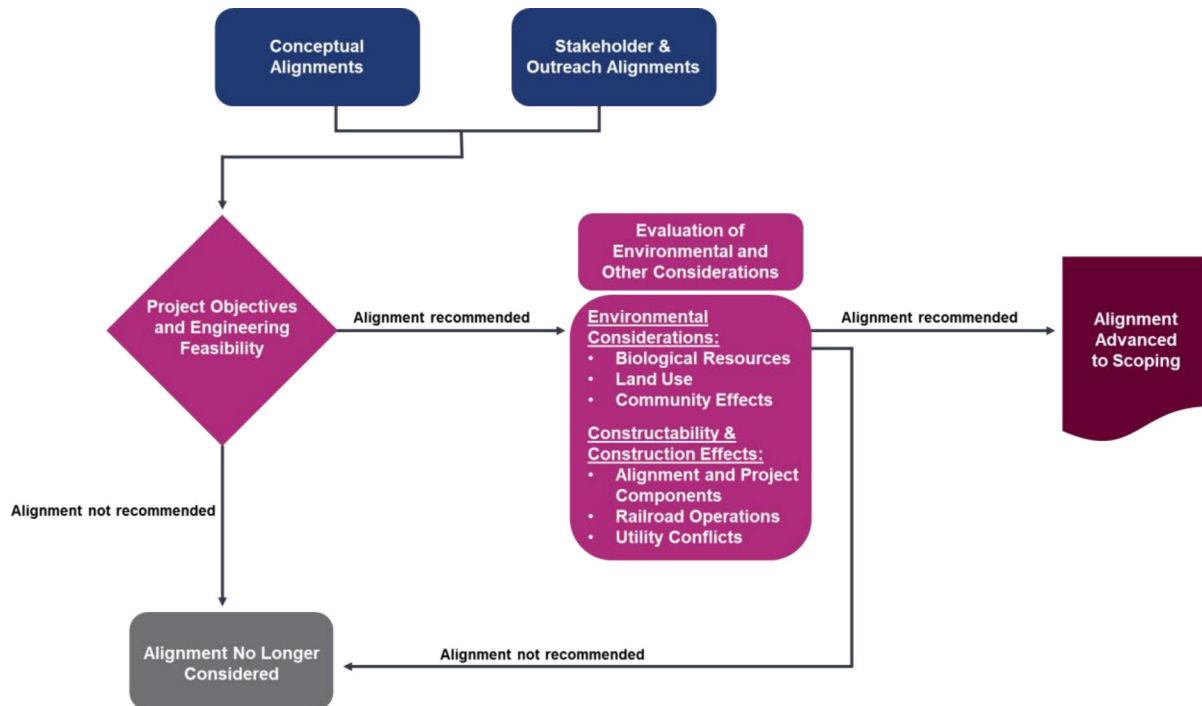
Figure 1-1. Conceptual Alignments and Stakeholder and Outreach Alignments



1.2 Screening Process

A screening process was developed to evaluate the 26 alignments in support of selecting the alignments that will advance to the formal California Environmental Quality Act (CEQA) scoping process. The screening process was informed by the criteria identified in Section 15126.6(c) of the State CEQA Guidelines. The screening process is summarized in Figure 1-2, and the screening criteria are described in more detail in Section 3.

Figure 1-2. Alignment Screening Process



1.3 Comparison of Alignments and Recommendations

1.3.1 Evaluation of Project Objectives and Engineering Feasibility

The conceptual alignments and stakeholder and outreach alignments were assessed based on their ability to meet the project objectives and engineering feasibility. Each of the conceptual alignments was prepared for an alternatives analysis and was designed specifically to meet the project objectives and engineering feasibility criteria. Although all conceptual alignments met project objectives and engineering feasibility, all single-bore alignments were removed from consideration prior to the evaluation of environmental and other considerations because of the increased complexity and community effects associated with the single-bore tunnel configuration. Therefore, Alignments 2, 4, 6, 8, 10, and 12 were removed from consideration in favor of the similar twin-bore alignments (Alignments 1, 3, 5, 7, 9, and 11). For the same reasons, a single-bore configuration was not considered for any of the stakeholder and outreach alignments.

Section 4.2 details the assessment of each stakeholder and outreach alignment's ability to meet the project objectives and engineering feasibility. Based on this evaluation, and as summarized in Table 1-3, Alignments P7-A, P7-B, P9, P10-A, and P10-B were advanced for further evaluation. The remaining stakeholder and outreach alignments were removed from consideration.

Table 1-3. Project Objectives and Engineering Feasibility Summary

	Alignment Number	North Portal	South Portal	Number of the Six Project Objectives Met	Meets Engineering Feasibility	Advanced for Further Evaluation
Conceptual Alignments	1	Under Jimmy Durante Boulevard	Portofino Drive	6	Yes	Yes
	2	Under Jimmy Durante Boulevard	Portofino Drive	6	Yes	No ¹
	3	Under Jimmy Durante Boulevard	Torrey Pines Road	6	Yes	Yes
	4	Under Jimmy Durante Boulevard	Torrey Pines Road	6	Yes	No ¹
	5	Under Jimmy Durante Boulevard	Knoll Near I-5	6	Yes	Yes
	6	Under Jimmy Durante Boulevard	Knoll Near I-5	6	Yes	No ¹
	7	Within Camino Del Mar	Portofino Drive	6	Yes	Yes
	8	Within Camino Del Mar	Portofino Drive	6	Yes	No ¹
	9	Within Camino Del Mar	Torrey Pines Road	6	Yes	Yes
	10	Within Camino Del Mar	Torrey Pines Road	6	Yes	No ¹
	11	Within Camino Del Mar	Knoll Near I-5	6	Yes	Yes
	12	Within Camino Del Mar	Knoll Near I-5	6	Yes	No ¹
Stakeholder and Outreach Alignments	P1-A	Not identified	Knoll Near I-5	1	Unknown ²	No
	P1-B	Not identified	Sorrento Valley	1	Unknown	No
	P2	N/A	N/A	1	Yes	No
	P3	Solana Beach	Marsh Trail	3	No	No
	P4	Camino Del Mar	Torrey Pines Road	5 ³	Yes	No
	P5	South Cedros Avenue	Pump Station 65	2	Yes	No
	P6-A	Fairgrounds	Knoll Near I-5	3	Yes	No
	P6-B	Fairgrounds	Sorrento Valley	3	Yes	No
	P7-A	Fairgrounds	Knoll Near I-5	4	Yes	Yes
	P7-B	Fairgrounds	Sorrento Valley	4	Yes	Yes
	P8	Old Railroad Wye ⁴	South Los Peñasquitos Lagoon	4	No	No
	P9	Fairgrounds	Portofino Drive	4	Yes	Yes
	P10-A	Fairgrounds	Knoll Near I-5	4	Yes	Yes
	P10-B	Fairgrounds	Sorrento Valley	4	Yes	Yes

Note: ¹Based on a high-level assessment, the single-bore alignments (2, 4, 6, 8, 10, and 12) would result in greater impacts and more difficult construction than their twin-bored counterparts (1, 3, 5, 7, and 11), and therefore were removed from further evaluation prior to the assessment of environmental and other considerations.

²As depicted by stakeholders and the public, insufficient information exists to evaluate the alignment against the project objective and/or engineering feasibility.

³Despite meeting most of the project objectives and engineering feasibility, this alignment was removed from consideration because it is similar to conceptual Alignment 3, which would meet the remaining project objective.

⁴A wye is a triangular-shaped junction of three rail lines that converge with each other.

N/A = not applicable—the alignment was proposed as a bridge and does not include underground portions that would require portals.

Not identified = a specific location for a northern portal was not noted.

1.3.2 Evaluation of Environmental and Other Considerations

Table 1-4 summarize the assessment of alignments in terms of environmental and other considerations. The detailed evaluation is included in Section 5.

Table 1-4. Environmental and Other Considerations Evaluation Criteria

Evaluation Criteria	Description
Potential Environmental Considerations ¹	<p>Biological Resources: Acreage of sensitive vegetation communities located within and adjacent to (within 10 feet of) the footprint of each alignment that could be permanently affected by implementation of the alignment.</p> <p>Land Use: Existing land uses within and adjacent to (within 10 feet of) the footprint of each alignment that could be permanently affected by implementation of the alignment.</p> <p>Community Effects: Potential disruption to the adjacent community during construction, including potential acquisitions, noise and dust, physical impacts to local roadways, and truck trips associated with construction material disposal.</p>
Constructability and Construction Effects	<p>Constructability of Alignment Components: Construction effects associated with each alignment, including the tunnel, portals, and other components required for the alignment, as applicable.</p> <p>Impacts to Existing Railroad Operations: Effects to existing railroad operation that would occur during construction of the alignment, such as temporary suspension of service, use of a shoofly (temporary track used to maintain service), or extended distance of single-track operation.</p> <p>Utility Conflicts: Potential conflicts with existing major wet utilities (i.e., sewer or water). Whether a utility can be protected in place or would require relocation would be determined in later stages of design.</p>

Note: ¹The evaluation of potential environmental considerations does not indicate whether an alignment would result in significant impacts under the California Environmental Quality Act or adverse effects under the National Environmental Policy Act. The determination of significance of impacts will occur during the formal environmental review phase of the Project.

1.3.3 Summary of Outcomes

Based on the evaluation provided in this report, the following recommendations have been developed in support of identifying the range of alternatives to advance to the formal CEQA scoping process:

- **Alignment 3 is recommended** for further consideration in the CEQA scoping process. This alignment could result in fewer permanent impacts to sensitive vegetation communities, would require the second-fewest number of truck trips, and would generally be compatible with existing land uses. The north portal site associated with Alignment 3 (Under Jimmy Durante Boulevard) would result in fewer roadway impacts compared to the north portal site associated with Alignments 7, 9, and 11 (Within

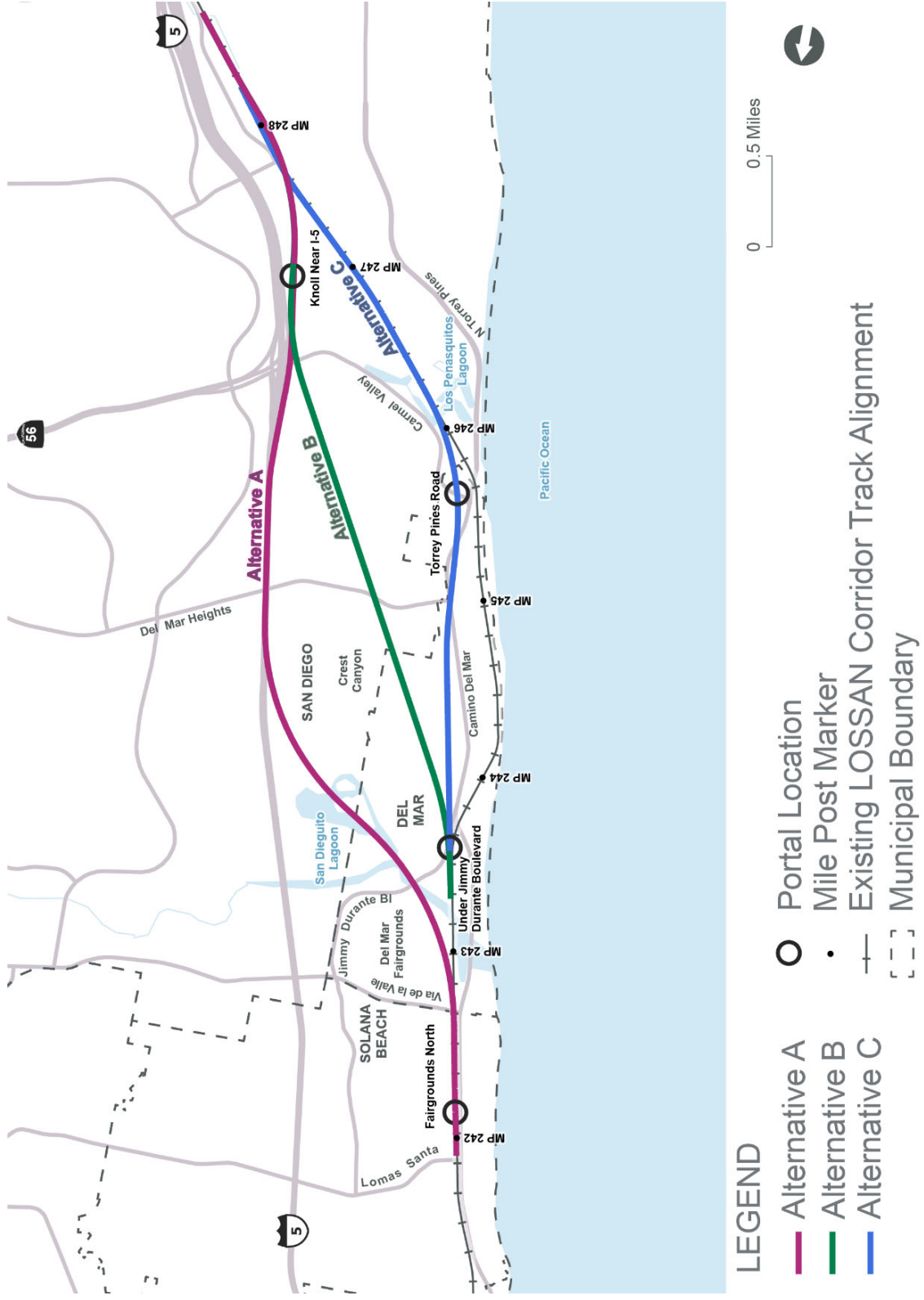
Camino Del Mar) and Alignments P7-A, P7-B, P9, P10-A, and P10-B (Fairgrounds North) portal locations. Alignment 3 would result in the lowest degree of construction complexity at the north portal and the alignment north of the portal compared to the other north portal locations.

- **Alignment 5 is recommended** for further consideration in the CEQA scoping process. The south portal for this alignment (Knoll Near I-5) would be located away from residential properties and has received general support from the public. Potential permanent impacts to sensitive vegetation communities would be comparable to Alignment 3 and would be less than Alignments 1, 7, 9, P7-A, P9, and P10-A. The south portal site would also result in fewer roadway impacts compared to the various south portal locations. Alignment 5 would also result in less construction complexity at the north portal site (Under Jimmy Durante Boulevard) and the alignment north of the portal than Alignments 7, 9, and 11.
- **Alignment P7-A is recommended** for further consideration in the CEQA scoping process. This alignment would be the most similar to what the public supported in terms of a tunnel alignment that would be parallel to I-5 rather than under residential properties. This alignment would have a north portal within the existing railroad alignment trench located north of the state-owned fairgrounds property. This north portal site, which is common among the five stakeholder and outreach alignments, would have the greatest construction complexity of the various north portal locations. This alignment would also require construction of a new special events platform at the Del Mar Fairgrounds and would require demolition or reuse of the future San Dieguito Bridge. However, potential permanent impacts to sensitive vegetation communities for Alignment P7-A would be comparable to Alignments 3 and 5, which are also recommended for further consideration. Alignment P7-A would also result in fewer potential major utility conflicts than Alignments P7-B, P9, P10-A, and P10-B.

Alignments 3, 5, and P7-A are recommended to advance to CEQA scoping. The alignments are illustrated in Figure 1-3 and will be referred to as Alternative A: I-5 Alignment, Alternative B: Crest Canyon Alignment, and Alternative C: Camino Del Mar Alignment in the Notice of Preparation of the Draft Environmental Impact Report (EIR).

- Alternative A: I-5 Alignment will reflect Alignment P7-A in this report.
- Alternative B: Crest Canyon Alignment will reflect Alignment 5 in this report.
- Alternative C: Camino Del Mar Alignment will reflect Alignment 3 in this report.

Figure 1-3. CEQA Scoping Alternatives



2 Introduction and Description of Alignments

SANDAG proposes to relocate the existing single-track alignment of the LOSSAN Rail Corridor potentially within the Cities of Solana Beach, Del Mar, and San Diego, where the rail line runs along a terrace on the coastal bluffs, to a double-tracked alignment away from the bluffs, primarily located within tunnels. The San Diego LOSSAN Rail Realignment (SDLRR) Project is part of a larger program of improvements to be implemented on the LOSSAN Rail Corridor to enhance the safety and reliability of existing services between San Luis Obispo, Los Angeles, and San Diego. SANDAG, as the Lead Agency under CEQA, is initiating the preparation of a Draft EIR for the Project. Pursuant to CEQA Guidelines §15126.6, the SDLRR Draft EIR will consider a No Project Alternative and a reasonable range of alternatives. This report describes and evaluates the alignments considered for the project alternatives with the goal of identifying the alignments that advance into the CEQA scoping process.

Previous planning and environmental studies have been undertaken to analyze the potential for realigning the San Diego Subdivision in the SDLRR Project study area, as defined in Section 2.1. In August 2023, SANDAG released the *San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report* (Alternatives Analysis Report) that refined five potential alignment alternatives based on previous conceptual engineering studies and evaluated them against a set of performance criteria. Two of these alternatives were advanced to 10 percent conceptual engineering and were further analyzed for engineering and environmental considerations. Based on feedback from stakeholders and community groups, four additional potential tunnel portal locations were also evaluated within the Alternatives Analysis Report with the goal of minimizing effects on the community and private properties. After completion of the Alternatives Analysis Report, SANDAG continued to evaluate alignments, including portal locations and tunnel configurations (i.e., single or twin bore). In total, 12 conceptual alignments were developed to demonstrate potential connections among the various portal locations and tunnel bore configurations. These alignments are referred to as “conceptual alignments” within this report and are summarized in Section 2.3.

Between summer 2023 and winter 2024, SANDAG conducted public outreach events to inform, engage, and solicit public input to refine the Project and the range of alternatives. Through these efforts, additional alignments were identified, and 14 distinct alignments were developed. These alignments are referred to as “stakeholder and outreach alignments” within this report and are summarized in Section 2.4. The evaluation in this report builds on that of the Alternatives Analysis Report to evaluate each conceptual alignment and stakeholder and outreach alignment using the screening criteria discussed in Section 3 and the process summarized in Figure 3-1.

2.1 Project Description

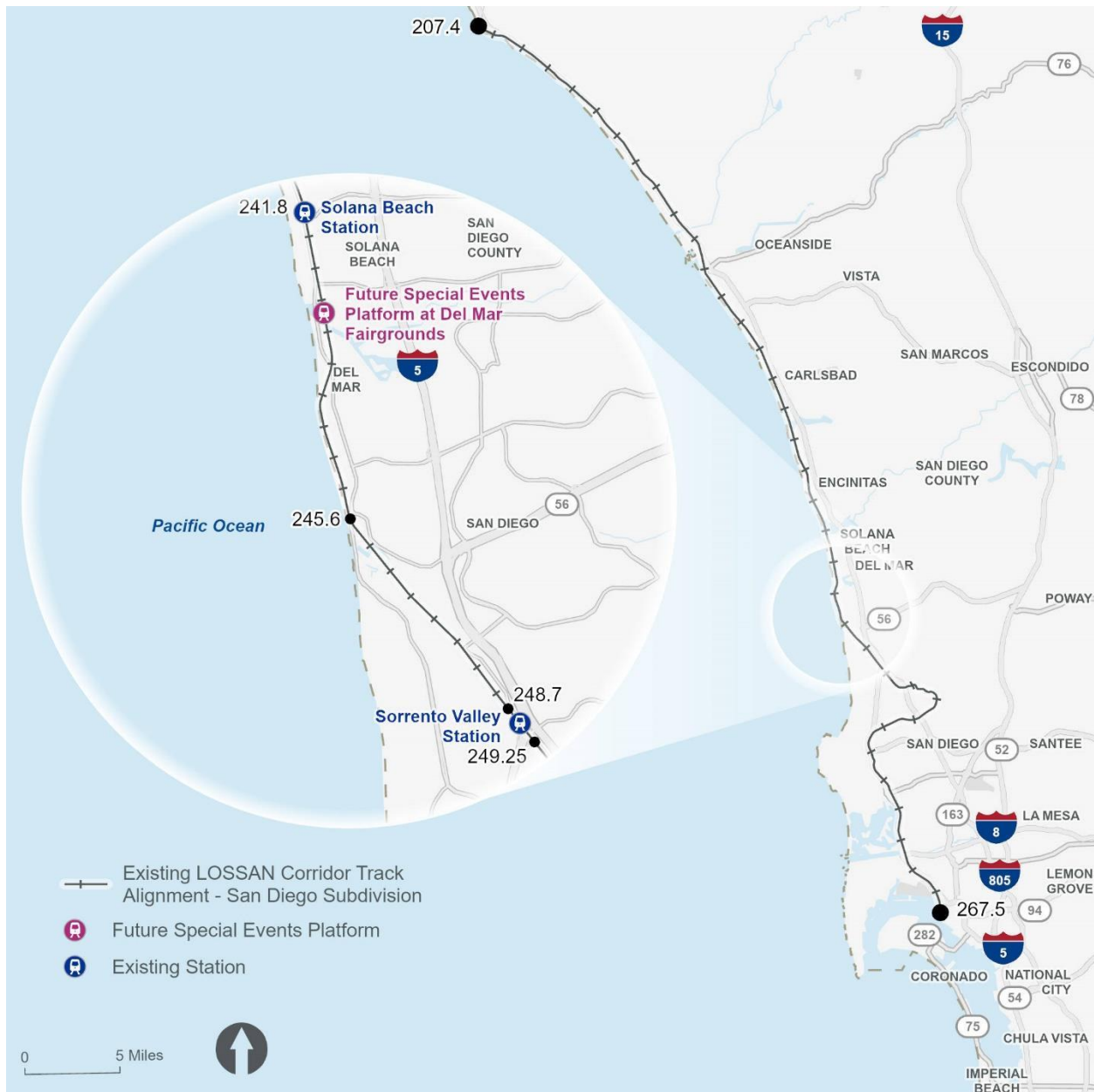
SANDAG proposes to relocate the existing single-track alignment of the San Diego Subdivision of the LOSSAN Rail Corridor within the Cities of Solana Beach, Del Mar, and San Diego, where the rail line runs along a terrace on the coastal bluffs, to a double-tracked alignment away from the coastal bluffs. Building on the Alternatives Analysis Report, the objectives for the Project, described in Section 3.1, aim to improve rail service reliability; maintain passenger rail

service; minimize impacts in the surrounding communities and on biological, cultural, and recreational resources; and improve coastal access and safety. Project objectives also include helping meet the goals of the 2021 Regional Plan and the 2018 California State Rail Plan. As described in the 2021 Regional Plan, the regional vision for the San Diego Subdivision would result in an increase in commuter rail service operating at higher speeds in order to reduce travel times and provide a competitive alternative to driving, as well as aiding in the continuation of goods movement through the region. The 2018 California State Rail Plan established a statewide vision describing a future integrated rail system that provides comprehensive and coordinated service to passengers through more frequent service, and convenient transfers between rail services and transit, recognizing the challenges of coastal erosion and sea-level rise.

The new alignment would primarily be located within tunnels. The new alignment may include bridges and berms through the Los Peñasquitos and San Dieguito Lagoons. The segment of track to be relocated could be between the Solana Beach Station and the Sorrento Valley Station, represented by Mile Posts (MP) 241.8 and 248.7 of the San Diego Subdivision, depending on the alignment selected. The Project would also require modifications to the signal system between MP 242.1 and MP 249.25. The relocation and double tracking of the alignment would eliminate operational risks caused by bluff erosion and provide greater track capacity and a higher operating speed for trains that use the corridor, enabling projected increases in service and minimizing conflicts with pedestrians.

The project study area is located in San Diego County in the Cities of Solana Beach, Del Mar, and San Diego. Ownership of the San Diego Subdivision is split between the North County Transit District (north of MP 245.6) and the San Diego Metropolitan Transit System (south of MP 245.6). Figure 2-1 shows the limits of the San Diego Subdivision and identifies the project study area.

Figure 2-1. Project Location



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.

2.2 Alignment and Project Components

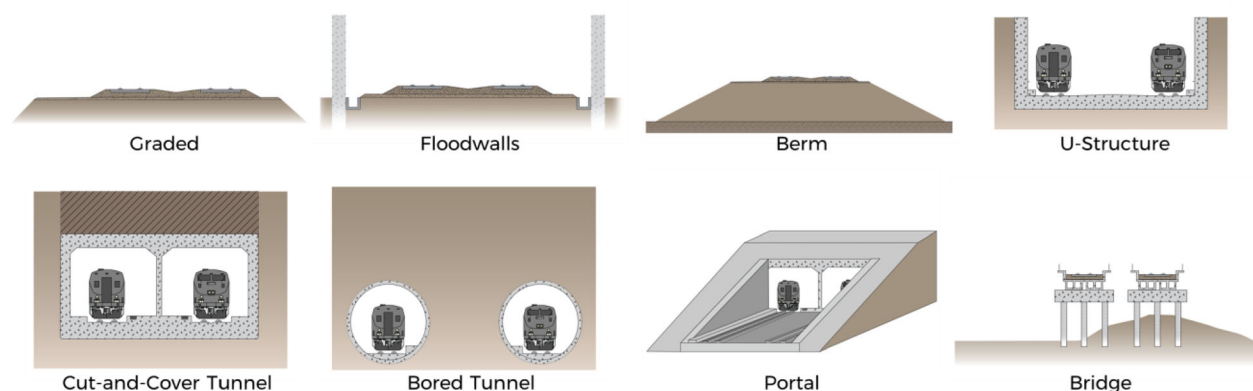
The alignments in this report consist primarily of tunnels with additional bridge, U-structure, and/or graded sections, as needed. Table 2-1 provides a summary of alignment components, and Figure 2-2 illustrates each component. For construction of the tunnels, both single-bore and twin-bore configurations were considered, although ultimately single bore was eliminated from further consideration during the evaluation of the conceptual alignments and the stakeholder and outreach alignments, as described in Section 4. The twin-bore alignments consist of two 28-foot internal-diameter bores separated by a distance equal to the tunnel diameter (28 feet).

Construction of the tunnels would require locations for the launch and retrieval of the tunnel boring machine (TBM). The portals serve as the transition point from the tunnel to the ground surface level. It is assumed that the TBM would be launched at the south end of the tunnel and retrieved at the north end. Launching the TBM from the south has been assumed based on the greater construction activities at the launch site, access to the roadway network surrounding the south portal locations, and the proximity to the freeway, which would better accommodate the volume of truck trips associated with activities at the launch site.

Table 2-1. Summary of Alignment Components

Alignment Component	Description
Graded	Rail tracks constructed on flat ground, earthen berms, or cuts into hillsides.
Floodwalls	A freestanding structure built along a shore or bank to prevent encroachment of floodwaters.
Berm	A segment of track that is on raised ground.
U-Structure	A rectangular-shaped structure with only three sides that is excavated from the surface and leaves an opening in the surface to allow the track to transition from a tunnel to the surface level.
Cut-and-Cover Tunnel	A rectangular-shaped tunnel that is constructed within a trench that is excavated from the surface and then covered after it is constructed.
Portal	Entrance to the tunnel.
Bored Tunnel	A circular-shaped tunnel that is constructed using a tunnel boring machine that digs or bores through the earth without removing the ground above.
Bridge	Aerial structure carrying the rail tracks over roadways, canyons, or water.

Figure 2-2. Alignment Components



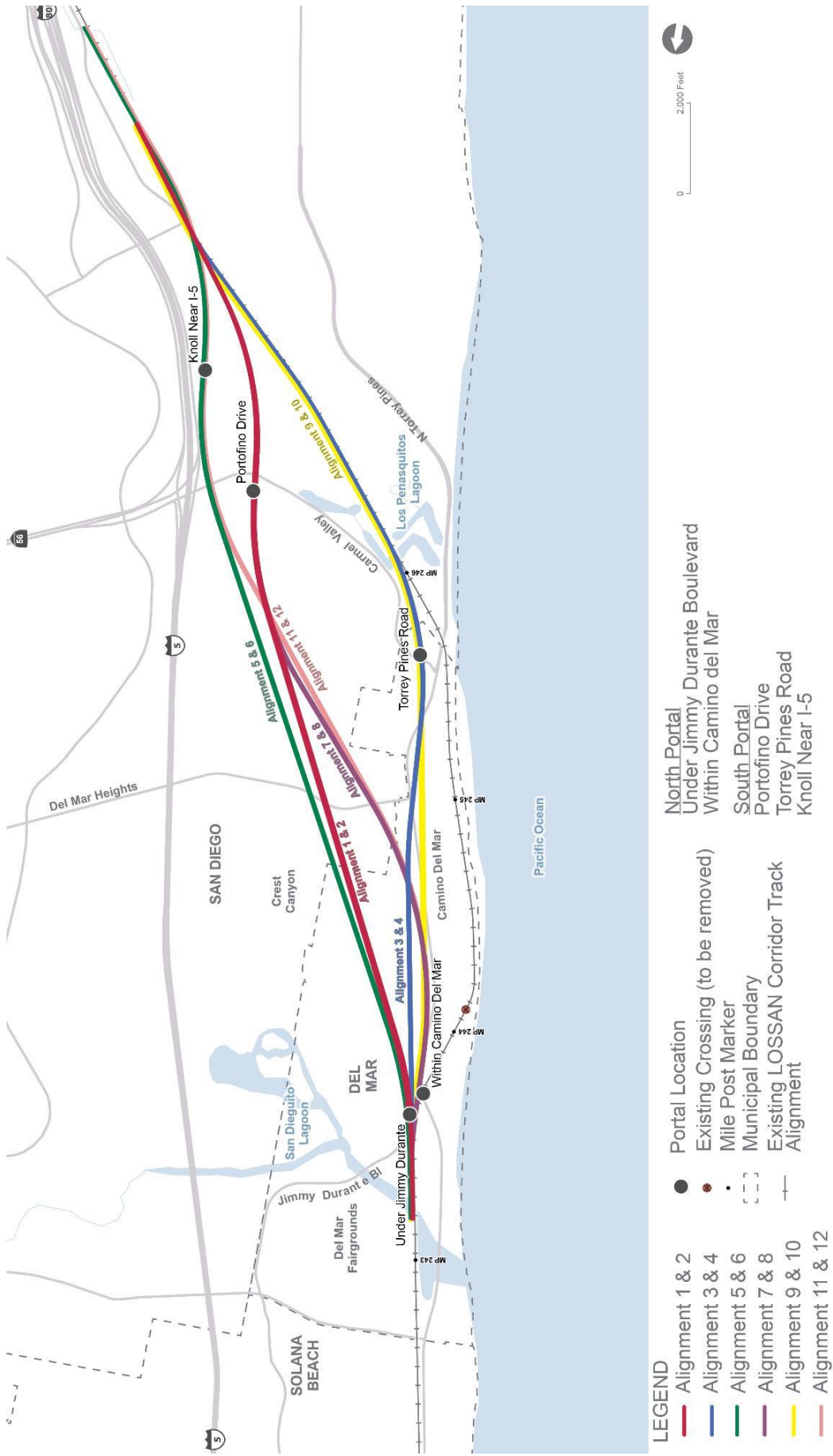
2.3 Conceptual Alignments

The conceptual alignments are based on alignments and portal locations identified in the Alternatives Analysis Report and are defined by their portal locations and tunnel bore configuration (i.e., single or twin bore). The alignments, illustrated in Figure 2-3, share two potential north portal locations and three potential south portal locations. The conceptual alignments are numbered 1 through 12 and are defined in Table 2-2.

Table 2-2. Conceptual Alignments

Conceptual Alignment Number	Conceptual Alignment		
	North Portal	South Portal	Bore
1	Under Jimmy Durante Boulevard	Portofino Drive	Twin Bore
2	Under Jimmy Durante Boulevard	Portofino Drive	Single Bore
3	Under Jimmy Durante Boulevard	Torrey Pines Road	Twin Bore
4	Under Jimmy Durante Boulevard	Torrey Pines Road	Single Bore
5	Under Jimmy Durante Boulevard	Knoll Near I-5	Twin Bore
6	Under Jimmy Durante Boulevard	Knoll Near I-5	Single Bore
7	Within Camino Del Mar	Portofino Drive	Twin Bore
8	Within Camino Del Mar	Portofino Drive	Single Bore
9	Within Camino Del Mar	Torrey Pines Road	Twin Bore
10	Within Camino Del Mar	Torrey Pines Road	Single Bore
11	Within Camino Del Mar	Knoll Near I-5	Twin Bore
12	Within Camino Del Mar	Knoll Near I-5	Single Bore

Figure 2-3. Conceptual Alignments



2.4 Stakeholder and Outreach Alignments

Leading up to the release of the Notice of Preparation, SANDAG conducted public outreach events to inform, engage, and solicit public input to refine the description of the Project and the alternatives to be identified in the Notice of Preparation of the Project Draft EIR. The following stakeholder and outreach events were held:

- July 24, 2023: SANDAG presentation to Del Mar City Council
- August 30, 2023: SD LOSSAN Rail Realignment Del Mar Community Open House
- October 4, 2023: LOSSAN Tunneling Workshop
- October 19, 2023: LOSSAN Virtual Information Session
- November 6, 2023: LOSSAN Alignments Workshop Del Mar
- November 7, 2023 – December 19, 2023: Weekly Community Field Office Hours
- November 15, 2023: LOSSAN Alignments Workshop Carmel Valley
- February 5, 2024: SANDAG presentation to Del Mar City Council
- March 19, 2024: SANDAG presentation to Torrey Pines Community Planning Board

These outreach events included workshops in November 2023 where participants had the opportunity to provide specific input on alignments and tunnel portal options to be considered. In total, stakeholders and the public identified more than 30 individual concepts for consideration, shown in Figure 2-4. Several of these concepts were similar to each other or to the conceptual alignments. The concepts identified by stakeholders and the public were grouped by similar characteristics and 14 distinct alignments were developed for consideration and numbered P1 through P10. Where applicable and known, each alignment is defined by its north and south portal locations, with variations noted by A or B designations. The evaluation for each alignment assumes a twin-bore configuration based on the high-level screening discussed in Section 4.1. Table 2-3 summarizes the alignments identified during this process, and the alignments are illustrated in Figure 2-5.

Table 2-3. Stakeholder and Outreach Alignments

Stakeholder and Outreach Alignment Number	North Portal	South Portal
P1-A	Not identified	Knoll Near I-5
P1-B	Not identified	Sorrento Valley
P2	N/A	N/A
P3	Solana Beach	Marsh Trail
P4	Camino Del Mar	Torrey Pines Road
P5	South Cedros Avenue	Pump Station 65
P6-A	Fairgrounds	Knoll Near I-5
P6-B	Fairgrounds	Sorrento Valley
P7-A	Fairgrounds	Knoll Near I-5
P7-B	Fairgrounds	Sorrento Valley
P8	Old Railroad Wye ¹	South Los Peñasquitos Lagoon
P9	Fairgrounds	Portofino Drive
P10-A	Fairgrounds	Knoll Near I-5
P10-B	Fairgrounds	Sorrento Valley

Notes:

¹A wye is a triangular-shaped junction of three rail lines that converge with each other.

N/A = not applicable—the alignment was proposed as a bridge and does not include underground portions that would require portals. Not identified = a specific location for a northern portal was not noted.

Figure 2-4. Outreach Event Proposed Concepts

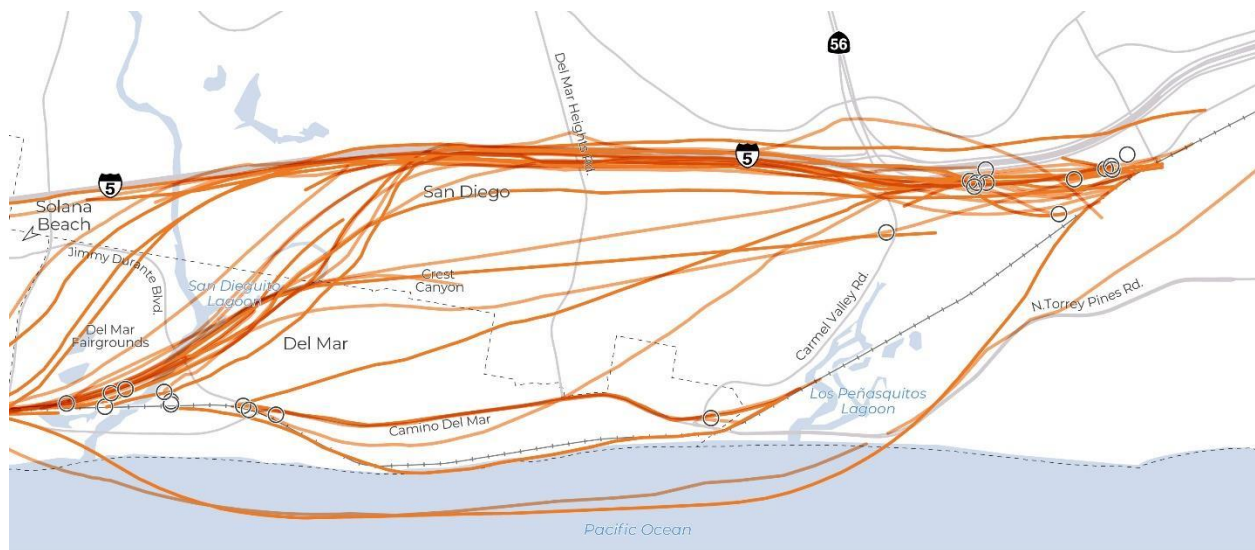


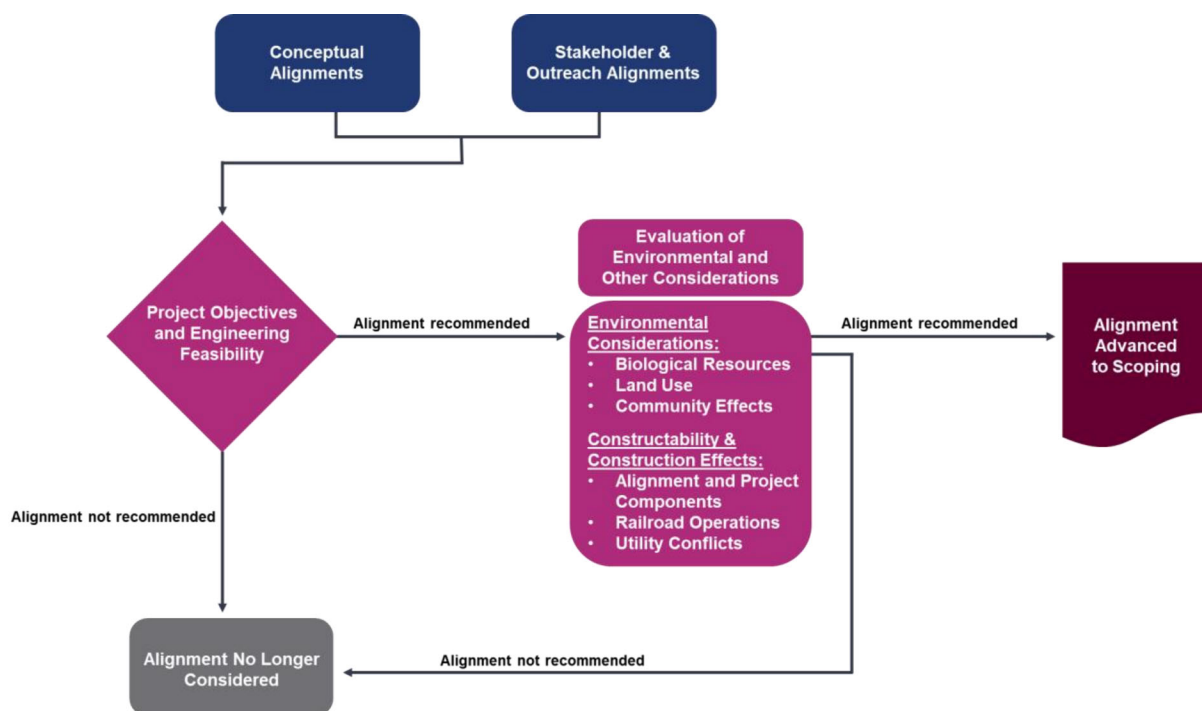
Figure 2-5. Stakeholder and Outreach Alignments



3 Screening Process

SANDAG staff developed a screening process to evaluate the 12 conceptual alignments and 14 stakeholder and outreach alignments in support of selecting the alignments that will advance to the CEQA scoping process, as shown in Figure 3-1. The screening process was informed by Section 15126.6(c) of the State CEQA Guidelines. Using this screening process, SANDAG staff first evaluated each alignment based on its ability to meet the project objectives and engineering feasibility described in Section 3.1. Alignments that would not meet the project objectives and/or were not feasible from an engineering standpoint were removed from consideration and were not evaluated further within this report. The evaluation of alignments in terms of meeting the project objectives and engineering feasibility is included in Section 4. If an alignment was found to meet project objectives and be feasible from an engineering standpoint, that alignment was carried forward for further evaluation with respect to environmental and other considerations, as described in Section 3.2 and evaluated in Section 5.

Figure 3-1. Alignment Screening Process



3.1 Project Objectives and Engineering Feasibility

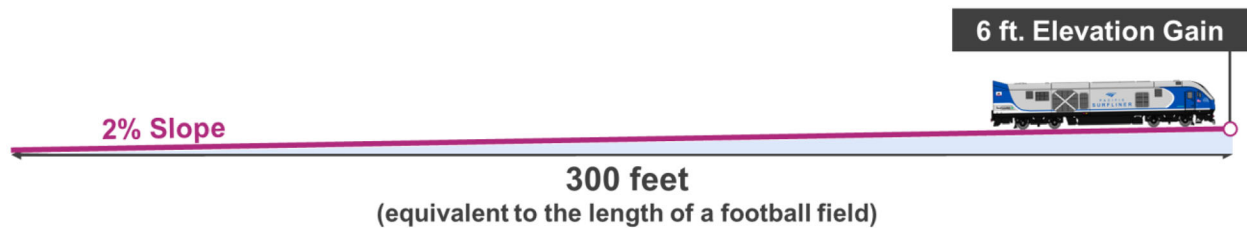
Each alignment was assessed based on its ability to meet the following project objectives:

- Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar.

- Maintain passenger rail service to the existing train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to the 22nd District Agricultural Association (Del Mar Fairgrounds).
- Minimize impacts on the surrounding communities during and after construction.
- 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 by increasing passenger and freight train capacity, further reducing travel times, improving reliability, and accommodating additional rail service.
- Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction.

Additionally, the engineering feasibility of each alignment was considered based on the vertical profile design criteria. The design criteria accounts for the alignment grade, expressed as the rise in feet per 100 feet of length. The alignment grade must not exceed 2 percent to be deemed feasible from an engineering perspective, as a 2-percent grade is the operating requirement for freight trains that use the corridor. Figure 3-2 provides a visual representation of this grade. Because 2-percent slopes are very gradual, changing elevation takes a considerable distance.

Figure 3-2. Vertical Profile Design Criteria—Two Percent Slope



3.2 Environmental and Other Considerations

Table 3-1 provides a summary of the categories of evaluation criteria applied to all alignments that met the project objectives and engineering feasibility. The evaluation criteria for environmental and other considerations were used to equally compare the merits across alignments. Additional information on each criterion is provided in the sections that follow.

Table 3-1. Environmental and Other Considerations Evaluation Criteria

Evaluation Criteria	Description
Potential Environmental Considerations ¹	<p>Biological Resources: Acreage of sensitive vegetation communities located within and adjacent to (within 10 feet of) the footprint of each alignment that could be permanently affected by implementation of the alignment.</p> <p>Land Use: Existing land uses within and adjacent to (within 10 feet of) the footprint of each alignment that could be permanently affected by implementation of the alignment.</p> <p>Community Effects: Potential disruption to the adjacent community during construction, including potential acquisitions, noise and dust, physical impacts to local roadways, and truck trips associated with construction material disposal.</p>
Constructability and Construction Effects	<p>Constructability of Alignment Components: Construction effects associated with each alignment, including the tunnel, portals, and other components required for the alignment, as applicable.</p> <p>Impacts to Existing Railroad Operations: Effects to existing railroad operation that would occur during construction of the alignment, such as temporary suspension of service, use of a shoofly (temporary track used to maintain service), or extended distance of single-track operation.</p> <p>Utility Conflicts: Potential conflicts with existing major wet utilities (i.e., sewer or water). Whether a utility can be protected in place or would require relocation would be determined in later stages of design.</p>

Note: ¹The evaluation of potential environmental considerations does not indicate whether an alignment would result in significant impacts under the California Environmental Quality Act or adverse effects under the National Environmental Policy Act. The determination of significance of impacts will occur during the formal environmental review phase of the Project.

3.2.1 Potential Environmental Considerations

This evaluation considered potential permanent effects to existing biological resources and land uses, as well as potential disruption to adjacent communities during construction at launch and retrieval sites.

3.2.1.1 Biological Resources

The evaluation compared the area of sensitive vegetation communities within and adjacent to (within 10 feet from) the footprint of each alignment. Effects on sensitive vegetation communities and habitats typically require mitigation pursuant to the National Environmental Policy Act and CEQA, as well as to obtain federal permits or approvals from relevant agencies (e.g., U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and/or California Coastal Commission). Sensitive vegetation communities were identified during surveys conducted in 2023 consistent with CEQA Guidelines, the City of San Diego Land Development Code Biology

Guidelines, and the City of San Diego Multiple Species Conservation Plan definitions¹, summarized as follows:

- Section 15380 of the CEQA Guidelines defines sensitive vegetation communities and other habitat types as land supporting unique vegetation communities or the habitats of rare or endangered species or subspecies of animals or plants.
- Sensitive habitats are defined as environmentally sensitive lands within the City of San Diego's Land Development Code Biology Guidelines.
- Within the City of San Diego's Multiple Species Conservation Plan Subarea Plan, sensitive habitat types include those designated as wetlands and Tiers I through IIIB uplands.

Any vegetation community that met these definitions was considered sensitive. Sensitive vegetation communities within and adjacent to the footprint of each alignment include:

- Coastal and valley freshwater marsh – Wetland
- Diegan coastal sage scrub (including disturbed) – Tier II Upland
- Mule fat scrub – Wetland
- Open water/tidal
- Salt/brackish marsh – Wetland
- Southern coastal salt marsh – Wetland
- Southern willow scrub – Wetland

3.2.1.2 Land Use

The land use evaluation considered the existing land uses within and adjacent to (within 10 feet from) the footprint of each alignment. Alignments with a larger area of existing transportation land uses within or adjacent to the project footprint would be generally more compatible with the existing setting than those adjacent to non-transportation land uses such as recreation/open space. Existing land uses were identified based on 2022 SANDAG land use data. SANDAG performs an annual land use and housing unit inventory in the interest of maintaining a robust and accurate catalog of the existing conditions for any given year. Existing land uses within and adjacent to the footprint of each alignment include:

- **Recreation/Open Space:** Wildlife and nature preserves, lands set aside for open space, actively landscaped areas, parks, golf courses, and beaches
- **Residential:** Single-family and multifamily residential properties, and parcels of land that do not contain a dwelling unit but in which the land use is residential serving
- **Transportation:** Railroad and roadway right-of-way and parking lots
- **Public Institution:** Offices, public service facilities, and medical centers
- **Industrial:** Warehousing and certain mixed commercial and manufacturing uses
- **Hotel/Resort:** Hotels, motels, and resorts
- **Undeveloped/Vacant:** Unoccupied and undeveloped land
- **Commercial:** Commercial activities found along major streets and shopping areas

¹Per the CEQA Guidelines, sensitive vegetation communities include those identified in a local or regional plan, policy, or regulation or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. The Cities of Del Mar and Solana Beach do not have adopted guidelines to define sensitive vegetation communities.

3.2.1.3 Community Effects

The evaluation of community effects considers the potential disruption to adjacent communities during construction, including potential acquisitions at and near the portals associated with the TBM launch and retrieval sites and physical impacts to local roadways. Additionally, construction activities may result in effects related to noise and dust. The analysis of construction-related noise, along with measures to minimize noise and dust, will occur during environmental review.

The evaluation also considers construction material disposal in terms of the relative number of one-way truck trips required to dispose of the material excavated from bored tunnels, cut-and-cover tunnel, and the U-structure during construction. Generally, the higher the volume of excavated material, the higher the number of truck trips. Truck trips would be required for other construction-related activities, and the number of these trips will be determined during environmental review as further information is developed for the construction schedule. The quantity of excavated material is based on the length of each alignment. Construction methods will be further evaluated during environmental review to determine ways to minimize the number of truck trips.

3.2.2 Constructability and Construction Effects

3.2.2.1 Constructability of Alignment Components

Construction activities at the south portal launch site would include:

- Clearing and grubbing of the site
- Excavation for the portal
- TBM assembly
- Tunnel launch and subsequent TBM support activities, including removal of materials from excavation and loading materials onto trucks
- Import and storage of materials for the tunnel, including the lining
- Construction of permanent portal structures and installation of track and supporting infrastructure

Construction activities at the north portal retrieval site² would include:

- Clearing and grubbing of the site
- Excavation for the portal
- Decommissioning and dismantling of the TBM
- Removal of material from excavation of the north portal and associated cut-and-cover and U-structure sections and loading material onto trucks
- Construction of permanent portal structures and installation of track and supporting infrastructure

² For all conceptual alignments, the north portal location is anticipated to serve as the TBM retrieval site. However, for Alignments P7-A, P7-B, P9, P10-A, and P10-B from the stakeholder and outreach alignments, it is anticipated that the TBM would be retrieved from the Del Mar Fairgrounds rather than from the north portal.

For planning purposes, 10 acres has been assumed as the minimum area needed for TBM launch and support of TBM operations during construction. Approximately 7 acres has been assumed to be the minimum area needed for TBM retrieval and portal construction. Conceptual construction laydown areas for the portals will be identified in future phases of design. These temporary staging areas could be restored to pre-construction conditions at the conclusion of the Project.

Additional alignment components would also be required outside of the tunnel and portal limits. Portions of the alignments that traverse Los Peñasquitos Lagoon would need to be on bridges to avoid impacts to the main water passages and to limit the permanent project footprint or otherwise be constructed on graded berms. The evaluation for constructability compares the requirements for construction of the various alignment components, including, but not limited to, tunnels, portals, and structures.

3.2.2.2 Railroad Operational Impacts during Construction

One of the challenges with building any of the alignments would be minimizing impacts on railroad operations during construction, particularly where the new alignment would tie in with the existing railroad tracks. Rail service must be maintained during construction to the extent feasible in order to continue to provide a travel option for those using the COASTER and Pacific Surfliner, as well as to maintain rail freight operations. Therefore, for each alignment, a scenario was developed that would support continued rail service while minimizing the temporary infrastructure required, effects to operation (e.g., speed, length of single-track operation), and cost and schedule implications. Construction phasing and methods to minimize impacts to rail service will be further developed during environmental review.

Generally, shooflies (temporary tracks), temporary turnouts, increased distance of single-track operations, and temporary control points would be required to minimize impacts to railroad operations during construction. The evaluation for railroad operational impacts during construction discusses measures that may be implemented during construction to maintain existing rail operations to the extent feasible.

3.2.2.3 Utility Conflicts

Each alignment was reviewed and evaluated for potential conflicts with existing major wet utilities. For purposes of this study, major wet utilities are defined as water facilities equal to or greater than 16 inches and sewer facilities equal to or greater than 18 inches. Using Geographic Information Systems (GIS) data from the SanGIS website, water and sewer utilities were identified.

4 Evaluation of Project Objectives and Engineering Feasibility

4.1 Conceptual Alignments

All conceptual alignments would meet the project objectives and engineering feasibility. Because each conceptual alignment was prepared for an alternatives analysis, the conceptual alignments were designed specifically to meet the project objectives and comply with the engineering feasibility criteria. However, for alignments with a north portal within Camino Del Mar, a single-bore tunnel (Alignments 8, 10, and 12) would require approximately 350 feet more of cut-and-cover construction within the roadway than a twin-bore tunnel, which would increase the complexity of managing roadway closures and detours. Through high-level screening as the conceptual alignments were further developed, it became apparent that all single-bore alignments would result in more complex construction and community effects than the similar twin-bore alignments. Therefore, the six single-bore alignments (Alignments 2, 4, 6, 8, 10 and 12) were removed from consideration prior to the evaluation of environmental and other considerations in Section 5.1. The twin-bore alignments (Alignment 1, 3, 5, 7, and 11) were advanced for further evaluation in Section 5.1.

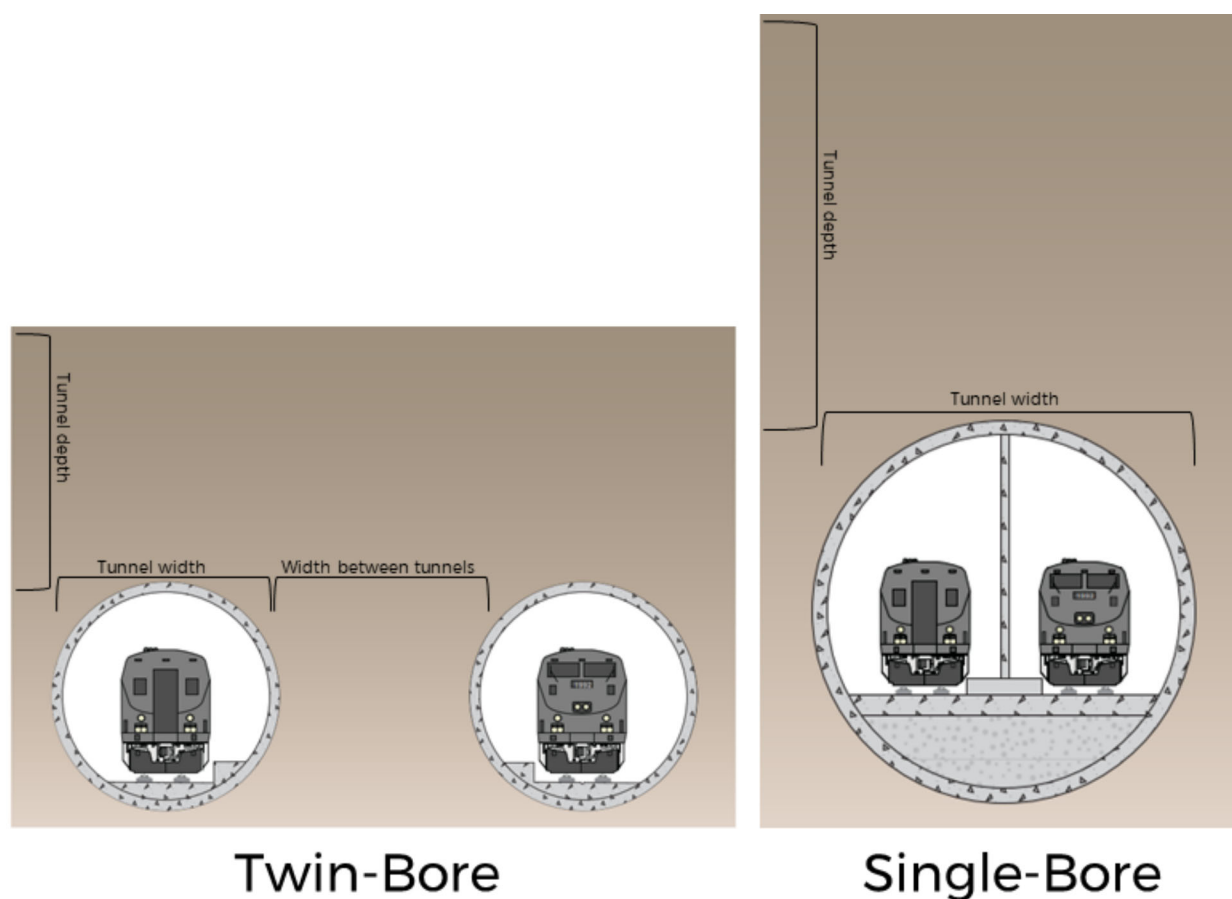
A key differentiator between single-bore and twin-bore tunnels (Figure 4-1) is the minimum depth required beneath the earth's surface to enter or exit the portal structure. The larger-diameter single-bore configuration would require a much longer transitional structure to provide a minimum of one-diameter of ground cover above the top of the tunnel, which is a best practice for conceptual design. Additionally, the footprint needed to construct the transition structures (U-structure and cut-and-cover tunnel) would be larger due to the increased depth of the portal to accommodate the larger tunnel diameter. This larger footprint would impact access to and through the community, including property effects to support temporary roadways during construction.

A single-bore tunnel configuration was also eliminated for the following reasons:

- The amount of material excavated for a single-bore tunnel is nearly 40 percent greater than the amount of material excavated for a twin-bore tunnel of the same length. Additionally, a single-bore tunnel requires more reinforced concrete lining. Therefore, single-bore tunnels require more truck trips to remove excavated material and deliver construction materials, which would result in greater construction-related traffic, effects on the community, and construction costs.
- The smaller TBM for a twin-bore tunnel would generally excavate the same length of tunnel faster than a larger TBM required for a single-bore tunnel.

In consideration of the increased complexity of construction and community effects, additional truck trips associated with removal of excavated material and delivery of construction materials, and greater cost, Alignments 2, 4, 6, 8, 10, and 12 were removed from consideration in favor of the similar twin-bore alignments. Additionally, for the reasons described, single-bore tunnels were not considered for any of the stakeholder and outreach alignments.

Figure 4-1. Twin-Bore and Single-Bore Tunnel Configuration



Note: Based on best practices for conceptual design, the minimum depth of ground cover above the top of the tunnel is equivalent to the width of the tunnel. The minimum distance between twin-bore tunnels is equivalent to the width of the tunnel.

4.2 Stakeholder and Outreach Alignments

Table 4-1 summarizes the assessment of each alignment's ability to meet the project objectives and engineering feasibility identified in Section 3.1.

4.2.1 Alignment P1-A

Alignment P1-A proposes a bored tunnel along the I-5 right-of-way, although the depiction of the alignment did not identify the point that it would connect to the existing railroad alignment at the north. Alignment P1-A would meet one of the six project objectives by relocating the existing railroad tracks away from the eroding bluffs. However, the alignment would not meet the objective to maintain passenger service to the existing Solana Beach Station and would not provide direct access to the Del Mar Fairgrounds. A north portal location was not identified, and, therefore, sufficient information is not available to evaluate this alignment against the remaining project objectives and engineering feasibility. Therefore, **Alignment P1-A was removed from further consideration.**

4.2.2 Alignment P1-B

Alignment P1-B proposes a bored tunnel along the I-5 right-of-way, although the depiction of the alignment did not identify the point that it would connect to the existing railroad alignment at the north. Alignment P1-B would meet one of the six project objectives by relocating the existing railroad tracks away from the eroding bluffs. However, the alignment would not meet the objective of maintaining passenger service to the existing Solana Beach Station and would not provide direct access to the Del Mar Fairgrounds. Additionally, the alignment would not meet the project objective to minimize impacts to the surrounding community as it would result in impacts to businesses in Sorrento Valley and at the intersection of Sorrento Valley Road and Carmel Mountain Road. As with Alignment P1-A, a north portal location was not identified, and, therefore, sufficient information is not available to evaluate this alignment against the remaining project objectives and engineering feasibility. Therefore, **Alignment P1-B was removed from further consideration.**

4.2.3 Alignment P2

Alignment P2 proposes a freestanding bridge built to the west of the existing tracks. Though feasible from an engineering standpoint, the alignment would only meet one of the six project objectives. The alignment would not relocate the existing railroad tracks away from the eroding coastal bluffs in Del Mar and would not meet long-term resiliency goals with continued storm events and sea-level rise. Alignment P2 would also result in significant effects to the beach and would require grading and support structures that would destroy the coastal bluffs and beach access, thereby affecting recreational and coastal resources. This alignment would also not reduce rail travel times or eliminate at-grade crossings. Therefore, **Alignment P2 was removed from further consideration.**

4.2.4 Alignment P3

Alignment P3 proposes an alignment that would locate the rail line in a tunnel under the ocean. This alignment would meet three of the six project objectives. This alignment would relocate the tracks, improve rail travel times, and support the objective to enhance coastal access and improve safety. However, Alignment P3 would not maintain rail access to the Del Mar Fairgrounds as the alignment would divert from the existing rail alignment before the fairgrounds. This alignment would also affect Solana Beach and impact biological and recreational resources, including Torrey Pines State Park, Dog Beach, the bluffs, and the Los Peñasquitos wetlands. Additionally, Alignment P3 would not be feasible from an engineering standpoint as the grades for tunneling underneath the ocean floor would exceed 2 percent and, therefore, would not meet the vertical profile design criteria required to maintain rail freight operation. As a result, **Alignment P3 was removed from further consideration.**

4.2.5 Alignment P4

Alignment P4 proposes a bored tunnel under the public right-of-way of Camino Del Mar. This alignment would meet all project objectives except for reducing rail travel times. Due to the curves required for the alignment to mirror the path of Camino Del Mar, the maximum speed of this alignment would be 50 miles per hour (mph), which could increase rail travel times compared to the existing alignment. Alignment P4 would be feasible from an engineering standpoint; however, it was removed from consideration because it is similar to conceptual Alignment 3 evaluated in Section 5.1, which would meet the objective of reducing travel times. Therefore, **Alignment P4 was removed from further consideration.**

4.2.6 Alignment P5

Alignment P5 proposes a bored tunnel along the I-5 right-of-way, under the San Dieguito Lagoon to South Cedros Avenue in Solana Beach. This alignment would meet two of the six project objectives. This alignment would relocate the tracks away from the eroding coastal bluffs and support the objective to enhance coastal access and improve safety. However, Alignment P5 would not be able to accommodate a direct connection to the Del Mar Fairgrounds and would result in impacts to the Cedros Avenue Design District in Solana Beach, businesses in Sorrento Valley, and businesses at the intersection of Sorrento Valley Road and Carmel Mountain Road. As depicted by stakeholders and the public, the alignment would not reduce rail travel times. Therefore, **Alignment P5 was removed from further consideration.**

4.2.7 Alignment P6-A

Alignment P6-A proposes a bored tunnel along the I-5 right-of-way under the San Dieguito Lagoon and Del Mar Fairgrounds to Solana Beach. This alignment would meet three of the six objectives and engineering feasibility. The alignment would not reduce travel times and would result in impacts to the Coastal Rail Trail, a multi-use path along the rail corridor, and Solana Beach. The alignment would also result in impacts to Stevens Creek and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community; preserve biological, cultural (e.g., historic property), and recreational resources; and reduce rail travel times. In addition to not meeting three of the project objectives, Alignment P6-A is similar to Alignment P7-A, which would meet the objective of reducing travel times and was advanced for further consideration. Therefore, **Alignment P6-A was removed from further consideration.**

4.2.8 Alignment P6-B

Alignment P6-B is similar to Alignment P6-A, except the southern portal is located farther south in Sorrento Valley. This alignment would meet three of the six objectives and engineering feasibility. Similar to Alignment P6-A, the alignment would not reduce travel times and would result in impacts to the Coastal Rail Trail (a multi-use path along the rail corridor) and Solana Beach. The alignment would also result in impacts to Stevens Creek and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community; preserve biological, cultural, and recreational resources; and reduce rail travel times. Alignment P6-B would also result in additional impacts to businesses in Sorrento Valley and at the intersection of Sorrento Valley Road and Carmel Mountain Road. Alignment P6-B is similar to P7-B, which would meet the objective of reducing travel times and was advanced for further evaluation. Therefore, **Alignment P6-B was removed from further consideration.**

4.2.9 Alignment P7-A

Alignment P7-A proposes a bored tunnel along the I-5 right-of-way under the San Dieguito Lagoon and Del Mar Fairgrounds to Solana Beach. Alignment P7-A would meet four of the six project objectives. Similar to Alignment P6-A, Alignment P7-A would result in impacts to the Coastal Rail Trail, Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. However, Alignment P7-A would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P7-A was advanced for further evaluation in Section 5.2.**

4.2.10 Alignment P7-B

Alignment P7-B proposes a bored tunnel along the I-5 right-of-way under the San Dieguito Lagoon and Del Mar Fairgrounds to Solana Beach. Similar to Alignment P7-A, Alignment P7-B would meet four of the six project objectives. Alignment P7-B would also result in impacts to the Coastal Rail Trail, Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. The alignment would also result in additional impacts to businesses in Sorrento Valley. However, Alignment P7-B would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P7-B was advanced for further evaluation in Section 5.2.**

4.2.11 Alignment P8

Alignment P8 proposes a bored tunnel under the Los Peñasquitos Lagoon, along the I-5 right-of-way and under private property to Del Mar. Alignment P8 would meet four of the six project objectives. However, this alignment would not reduce travel times and would result in significant impacts to Los Peñasquitos Lagoon, not meeting the project objective to preserve biological, cultural, and recreational resources. Additionally, the inclusion of a tunnel portal immediately following a bridge on flat terrain would not be feasible from an engineering perspective. There is insufficient distance to achieve the necessary 2-percent grade required between the bridge and where the portal location was proposed for this alignment concept, therefore making the alignment infeasible. As a result, **Alignment P8 was removed from further consideration.**

4.2.12 Alignment P9

Alignment P9 proposes a bored tunnel under the Los Peñasquitos Lagoon, Crest Canyon, and the San Dieguito Lagoon to Del Mar. Alignment P9 would meet four of the six project objectives. Alignment P9 would result in impacts to the Coastal Rail Trail, Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. However, Alignment P9 would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P9 was advanced for further evaluation in Section 5.2.**

4.2.13 Alignment P10-A

Alignment P10-A proposes a bored tunnel under the Los Peñasquitos Lagoon and the San Dieguito Lagoon to Del Mar. Alignment P10-A would meet four of the six project objectives but would result in impacts to the Coastal Rail Trail, Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. However, Alignment P10-A would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P10-A was advanced for further evaluation in Section 5.2.**

4.2.14 Alignment P10-B

Alignment P10-B proposes a bored tunnel under the Los Peñasquitos Lagoon and the San Dieguito Lagoon to Del Mar. Similar to Alignment P10-A, Alignment P10-B would meet four of the six project objectives. Alignment P10-B would result in impacts to the Coastal Rail Trail,

Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. The alignment would also result in additional impacts to businesses in Sorrento Valley. However, Alignment P10-B would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P10-B was advanced for further evaluation in Section 5.2.**

4.2.15 Summary

Based on the evaluation of project objectives and engineering feasibility, as summarized in Table 4-1, **Alignments P7-A, P7-B, P9, P10-A, and P10-B were advanced for further evaluation** in Section 5.2. The remaining stakeholder and outreach alignments were removed from consideration. Alignments P7-A, P7-B, P9, P10-A, and P10-B as depicted by stakeholders and the public were modified as each alignment was further developed, as illustrated in Figure 4-2.

Table 4-1. Project Objectives and Engineering Feasibility – Stakeholder and Outreach Alignments

Stakeholder and Outreach Alignment Number		North Portal	South Portal	Meets Project Objectives						Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction	Meets Engineering Feasibility	Advanced for Further Evaluation
				Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar	Maintain passenger rail service to the existing train stations serving Sorrento Valley and accommodate direct rail access to 22nd District Agricultural Association (Del Mar Fairgrounds)	Minimize impacts in the surrounding communities during and after construction	Avoid and/or minimize impacts on biological, cultural, and recreational resources	Help meet the goals of the 2021 Regional Plan and the 2018 California State Rail Plan by increasing passenger and freight train capacity, further reducing travel times, improving reliability, and accommodating additional rail service				
P1-A	Not Identified	Knoll Near I-5		Yes	No	Unknown ¹	Unknown	Unknown	Unknown	Unknown	Unknown	No
P1-B	Not Identified	Sorrento Valley		Yes	No	No	Unknown	Unknown	Unknown	Unknown	Unknown	No
P2	N/A	N/A		No	Yes	No	No	No	No	No	Yes	No
P3	Solana Beach	Marsh Trail		Yes	No	No	No	Yes	Yes	Yes	No	No
P4	Camino Del Mar	Torrey Pines Road		Yes	Yes	Yes	Yes	No	No	Yes	Yes	No
P5	South Cedros Avenue	Pump Station 65		Yes	No	No	No	No	No	Yes	Yes	No
P6-A	Fairgrounds	Knoll Near I-5		Yes	Yes	No	No	No	No	Yes	Yes	No
P6-B	Fairgrounds	Sorrento Valley		Yes	Yes	No	No	No	No	Yes	Yes	No
P7-A	Fairgrounds	Knoll Near I-5		Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes
P7-B	Fairgrounds	Sorrento Valley		Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes
P8	Old Railroad Wye ²	South Los Peñasquitos Lagoon		Yes	Yes	Yes	No	No	No	Yes	No	No
P9	Fairgrounds	Portofino Drive		Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes
P10-A	Fairgrounds	Knoll Near I-5		Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes
P10-B	Fairgrounds	Sorrento Valley		Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes

Notes: ¹As depicted by stakeholders and the public, there is insufficient information to evaluate the alignment against the project objective and/or engineering feasibility.

²A wye is a triangular-shaped junction of three rail lines that converge with each other.

N/A = not applicable—the alignment was proposed as a bridge and does not include underground portions that would require portals.

Not identified = a specific location for a northern portal was not noted.

Figure 4-2. Stakeholder and Outreach Alignments Advanced



5 Evaluation of Environmental and Other Considerations

5.1 Conceptual Alignments

This section summarizes the evaluation of Alignments 1, 3, 5, 7, 9, and 11. Table 5-1 provides a comparison of the type and approximate length of the various alignment components for each of these alignments, including the length of the tunnel under public right-of-way or property and private property. The alignment components are considered throughout the evaluation of environmental and other considerations in the sections that follow.

Table 5-1. Conceptual Alignments – Summary of Alignments and Components

Conceptual Alignment Number	Bored Tunnel (feet)	U-Structure (feet)	Cut-and-Cover Tunnel (feet)	Bridge (feet)	Floodwall (feet)	Graded ¹ (feet)	Total Alignment Length (feet)	Percent of Tunnel under Public ROW (%)	Percent of Tunnel under Private ROW (%)
1	13,800	900	700	1,500	800	7,600	25,300	41	59
3	9,800	900	600	6,100	800	7,800	25,900	6	94
5	16,600	2,400	900	100	1,900	6,200	28,000	44	56
7	13,900	1,100	900	1,500	800	7,200	25,300	49	51
9	9,500	1,200	500	6,100	800	7,800	26,000	27	73
11	16,600	2,200	1,200	100	1,900	6,300	28,300	46	54

Notes: ¹The graded length includes the berm.
ROW = right-of-way

5.1.1 Potential Environmental Considerations

This section compares the area of sensitive vegetation communities and the existing land uses within and adjacent to (within 10 feet from) the footprint of each conceptual alignment. The section also provides an evaluation of the potential disruption to adjacent communities during construction at TBM launch and retrieval sites, including potential acquisitions and noise and dust. The section also considers physical impacts to roadways and the number of truck trips associated with construction material disposal from excavation of the bored tunnels, cut-and-cover tunnel, and the U-structure. Table 5-2 summarizes the acreages of the sensitive vegetation communities and the existing land use designations within and adjacent to the project footprint for each alignment. Table 5-3 presents an estimate of truck trips required for construction material disposal. The sections that follow present the evaluation of these considerations by conceptual alignment.

Table 5-2. Sensitive Vegetation Communities and Existing Land Uses (Permanent)

Conceptual Alignment Number	Biological Resources Sensitive Vegetation Communities (acres)		Land Use (acres)							
	Wetlands	Uplands	Residential	Recreation/Open Space	Transportation	Public Institution	Industrial	Hotel	Undeveloped	Commercial
1	20	2	<1	20	13	1	<1	0	0	0
3	13	3	1	3	27	1	<1	0	0	0
5	15	0	<1	12	12	1	<1	0	0	0
7	17	2	<1	17	22	1	<1	<1	0	0
9	13	3	1	3	37	1	<1	<1	0	0
11	15	0	<1	<1	22	1	<1	<1	0	0

Source: SanGIS 2022, AECOM 2023 biological resource surveys

Table 5-3. Approximate Volume of Excavated Material and Truck Trips for Disposal of Construction Material

Conceptual Alignment Number	Total Excavation Volumes (Cubic Yards)	Estimated Truck Trips for Construction Material Disposal ¹
1	1,716,000	171,600
3	1,273,000	127,300
5	2,294,000	229,400
7	1,819,000	181,900
9	1,220,000	122,000
11	2,351,000	235,100

Note: ¹Only accounts for one-way traffic for disposal of construction materials associated with the bored tunnels, cut-and-cover tunnel, and the U-structure.

5.1.1.1 Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)

Biological Resources and Land Use: The Alignment 1 footprint could affect 22 acres of sensitive vegetation communities, which would be more than any other conceptual alignment. This alignment could also have the second smallest area of existing transportation land uses (13 acres) and the largest area of recreation/open space land uses (20 acres). As a result of the larger area of non-transportation land uses, the alignment would be generally less compatible with existing land uses compared to the other conceptual alignments.

Community Effects: Construction at the north portal (Under Jimmy Durante Boulevard) would require the acquisition of private property for the cut-and-cover and U-structure portion of the alignment. This portal location would also be adjacent to residential properties, and noise and dust abatement measures would be implemented during construction. The existing roadway profile for Jimmy Durante Boulevard would be raised to pass over the cut-and-cover tunnel where the proposed track alignment would intersect with the existing roadway alignment. The proposed roadway design would maintain the existing width of the roadway and access to residential properties. Temporary access to residential properties during construction would be provided to support construction phasing, if necessary.

The Alignment 1 south portal at Portofino Drive would be located on privately owned land but is not expected to displace buildings. Residential properties are located to the west and on the eastern edge of the proposed launch site. Noise and dust abatement measures would be implemented during construction. The existing roadway alignment and profile of Carmel Valley Road would not be permanently affected by the bridge for the proposed rail alignment and would remain intact. Vertical clearance from the track overcrossing would be sufficient. However, bridge construction would result in temporary closures and detours on Carmel Valley Road and Portofino Drive. This portal location would result in more roadway impacts than Alignments 5 and 11 but fewer than Alignments 3 and 9. The majority of construction-related traffic is anticipated to use Carmel Valley Road and Portofino Drive, as these roads would provide the most direct access to the project site. However, Alignment 1 would result in less excavated material and fewer truck trips for material disposal than Alignment 5, 7, and 11.

5.1.1.2 Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)

Biological Resources and Land Use: The Alignment 3 footprint could affect 16 acres of sensitive vegetation communities. Alignment 3 could also affect 1 acre of residential land use within and adjacent to the footprint, which could require conversion to a transportation land

use. The area of existing recreation/open space land uses could be among the smallest (3 acres) compared to the other conceptual alignments and there could be approximately 27 acres of existing transportation land uses within and adjacent to the footprint, larger than Alignments 1, 5, 7 and 11, thus indicating this alignment could be more compatible with existing land uses.

Community Effects: Construction of the north portal (Under Jimmy Durante Boulevard) would require the acquisition of private property for the cut-and-cover tunnel and U-structure portion of the alignment. This portal location would also be adjacent to residential properties, and noise and dust abatement measures would be implemented during construction. The existing roadway profile for Jimmy Durante Boulevard would be raised to pass over the cut-and-cover tunnel where the proposed track alignment would intersect with the existing roadway alignment. The proposed roadway design would maintain the existing width of the roadway and permanent access to residential properties. Temporary access to residential properties during construction would be provided to support construction phasing, if necessary.

Private property acquisition would also be required to facilitate construction of the south portal site at Torrey Pines Road for Alignment 3, and noise and dust abatement measures would be implemented during construction. The cut-and-cover tunnel of the alignment near the south portal would intersect with Carmel Valley Road, which would need to be decked over, with this decking maintained during portal and tunneling construction. The existing roadway alignment and profile would be maintained. After construction of the cut-and-cover tunnel, the roadway would be restored as a grade-separated crossing over the cut-and-cover tunnel. Temporary access to residential properties during construction would be provided to support construction phasing. Construction of this south portal would be the most impactful to the local road network compared to the Portofino Drive (Alignments 1 and 7) and Knoll Near I-5 (Alignments 5 and 9) south portals. The majority of construction-related traffic is anticipated to use Carmel Valley Road and North Torrey Pines Road, as these roads would provide the most direct access to the project site. Compared to Alignment 3, only Alignment 9 would result in less excavated material and fewer truck trips.

5.1.1.3 Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)

Biological Resources and Land Use: The Alignment 5 footprint could affect 15 acres of sensitive vegetation communities, which would be less than any other conceptual alignment. There could be approximately 12 acres of existing transportation land uses within and adjacent to the footprint, smaller than all conceptual alignments except for Alignment 1. In addition, Alignment 5 could have less than 1 acre of residential land use requiring conversion to a transportation land use, and the area of existing recreation/open space land uses is also smaller (12 acres) than that of Alignments 1 and 7. As a result, the alignment would be generally more compatible with existing land uses compared to the other conceptual alignments.

Community Effects: Construction of the north portal (Under Jimmy Durante Boulevard) would require the acquisition of private property for the cut-and-cover tunnel and U-structure portion of the alignment. This portal location would also be adjacent to residential properties, and noise and dust abatement measures would be implemented during construction. The existing roadway profile for Jimmy Durante Boulevard would be raised to pass over the cut-and-cover tunnel where the proposed track alignment would intersect with the existing roadway alignment. The proposed roadway design would maintain the existing width of the roadway and permanent access to residential properties. Temporary access to residential properties during construction would be provided to support construction phasing, if necessary.

The Alignment 5 south portal (Knoll Near I-5) would be located on privately owned land within and adjacent to the Los Peñasquitos Lagoon but is not expected to displace buildings. The portal site does not have residential properties in the immediate vicinity; however, noise and dust abatement measures may be required during construction to protect resources within the lagoon. Old Sorrento Valley Road and the associated bike trail facilities would be affected by the cut-and-cover tunnel for the proposed alignment and would require temporary relocation. Access to residential properties would not be affected during construction. Access to the pump station would be temporarily limited from the south. This south portal would be the least impactful to local roads during construction compared to the other conceptual alignments. The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, with limited traffic using Carmel Valley Road, as these roads would provide the most direct access to the project site. Compared to the other conceptual alignments, Alignment 5 would result in the second-highest amount of excavated material and truck trips for material disposal, with only Alignment 11 requiring higher volumes and trips.

5.1.1.4 Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)

Biological Resources and Land Use: The Alignment 7 footprint could affect 19 acres of sensitive vegetation communities, which is the second-largest area compared to all conceptual alignments. There could be approximately 22 acres of existing transportation land uses within and adjacent to the footprint, which could be smaller than Alignments 3 and 9 but larger than Alignments 1 and 5. Alignment 7 could have less than 1 acre of residential land uses; however, the alignment could have the second-largest area of recreation/open space land uses within and adjacent to the footprint. For these reasons, Alignment 7 would generally be less compatible with existing land uses.

Community Effects: Construction at the north portal site (Within Camino Del Mar) would require acquisition of commercial property. Residential land uses would be located to the east, and noise and dust abatement measures would be implemented during construction. Alignment 7 would require reconstruction of the existing Camino Del Mar Bridge and construction of a temporary bridge to divert traffic across the railroad and to accommodate portal and track shoofly construction. Access to private properties along Grand Avenue would be affected by construction activities. Additionally, Jimmy Durante Boulevard and Camino Del Mar would be reconstructed. Compared to the north portal (Under Jimmy Durante Boulevard), this north portal location would be the most impactful to the local roadway network.

The Alignment 7 south portal (Portofino Drive) would be located on privately owned land but is not expected to displace buildings. Residential properties are located to the west and on the eastern edge of the proposed launch site. Noise and dust abatement measures would be implemented during construction. The existing roadway alignment and profile of Carmel Valley Road would not be permanently affected by the bridge for the proposed rail alignment and would remain intact. Vertical clearance from the track overcrossing would be sufficient. However, bridge construction would result in temporary closures and detours on Carmel Valley Road and Portofino Drive. The majority of construction traffic is anticipated to use Carmel Valley Road and Portofino Drive, as these roads would provide the most direct access to the project site. This portal location would result in more roadway impacts than Alignments 5 and 11 but fewer than Alignments 3 and 9. Alignment 7 would result in a smaller amount of excavated material and require fewer truck trips for material disposal than Alignments 5 and 11 but would result in a larger amount of excavated material and truck trips compared to Alignments 1, 3, and 9.

5.1.1.5 Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)

Biological Resources and Land Use: The Alignment 9 footprint could include 16 acres of sensitive vegetation communities, similar to Alignment 3. This alignment would also have the largest area of existing transportation land uses within and adjacent to the footprint, at 37 acres. Alignment 9 could affect approximately 1 acre of residential land use within and adjacent to the footprint, and the area of existing recreation/open space land uses (3 acres) would be among the smallest compared to the other alignments. As a result, the alignment would be generally more compatible with existing land uses compared to the other conceptual alignments.

Community Effects: Construction at the north portal site (Within Camino Del Mar) would require acquisition of commercial property. Residential land uses would be located to the east, and noise and dust abatement measures would be implemented during construction. Alignment 9 would require reconstruction of the existing Camino Del Mar Bridge and construction of a temporary bridge to divert traffic across the railroad and to accommodate portal and track shoofly construction. Access to private properties along Grand Avenue would be affected by construction activities. Additionally, Jimmy Durante Boulevard and Camino Del Mar would be reconstructed. Compared to the north portal (Under Jimmy Durante Boulevard), this north portal location would be the most impactful to the local roadway network.

Private property acquisition would also be required to facilitate construction of the south portal site at Torrey Pines Road for Alignment 9, and noise and dust abatement measures would be implemented during construction. The cut-and-cover section of the alignment near the south portal would intersect with Carmel Valley Road, which would need to be decked over, with this decking maintained during portal and tunneling construction. The existing roadway alignment and profile would be maintained. After construction of the cut-and-cover tunnel, the roadway would be restored as a grade-separated crossing over the cut-and-cover tunnel. Temporary access to residential properties during construction would be provided to support construction phasing. Construction of this south portal would be the most impactful to the local road network compared to the Portofino Drive (Alignments 1 and 7) and Knoll Near I-5 (Alignments 5 and 9) south portals. The majority of construction-related traffic is anticipated to use Carmel Valley Road and North Torrey Pines Road, as these roads would provide the most direct access to the project site. Compared to the other conceptual alignments, Alignment 9 would result in the least amount of excavated material and require the fewest number of truck trips for material disposal.

5.1.1.6 Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)

Biological Resources and Land Use: The Alignment 11 footprint could include 15 acres of sensitive vegetation communities, similar to Alignment 5. There could be approximately 22 acres of existing transportation land uses within and adjacent to the footprint, which could be smaller than Alignments 3 and 9. However, Alignment 11 could have less than 1 acre of residential land uses requiring conversion to a transportation land use and the area of recreation/open space is smaller than that of Alignments 3 and 9. For these reasons, Alignment 11 would generally be compatible with existing land uses.

Community Effects: Construction at the north portal site (Within Camino Del Mar) would require acquisition of commercial property. Residential land uses would be located to the east, and noise and dust abatement measures would be implemented during construction. Alignment 11 would require reconstruction of the existing Camino Del Mar Bridge and construction of a temporary bridge to divert traffic across the railroad and to accommodate

portal and track shoofly construction. Access to private properties along Grand Avenue would be affected by construction activities. Additionally, Jimmy Durante and Camino Del Mar would be reconstructed. Compared to the north portal (Under Jimmy Durante Boulevard), this north portal location would be the most impactful to the local roadway network.

The Alignment 11 south portal (Knoll Near I-5) would be located on privately owned land within and adjacent to the Los Peñasquitos Lagoon but is not expected to displace buildings. The portal site does not have residential properties in the immediate vicinity; however, noise and dust abatement measures may be required during construction to protect resources within the lagoon. Old Sorrento Valley Road and the associated bike trail facilities would be affected by the cut-and-cover tunnel for the proposed alignment and would require temporary relocation. Access to residential properties would not be affected during construction. Access to the pump station would be temporarily limited from the south. This south portal would be the least impactful to local roads during construction compared to the other conceptual alignments. The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, with limited traffic using Carmel Valley Road, as these roads would provide the most direct access to the project site. Alignment 11 would result in the highest amount of excavated material and require the greatest number of truck trips for material disposal compared to the other conceptual alignments.

5.1.2 Constructability and Construction Effects

5.1.2.1 Constructability of Alignment Components

The evaluation in this section considered construction effects associated with the conceptual alignments, including the tunnel, portals, and other infrastructure and structures required to support the alignment, as applicable.

Three potential south portals have been identified. It is assumed that the TBM would be launched from the south portal; therefore, the identification of potential portal locations also considered the footprint and access to and from the site. The portals are as follows:

- **Portofino Drive:** Near the intersection of Carmel Valley Road and Portofino Drive
- **Torrey Pines Road:** Near the intersection of Carmel Valley Road and Camino Del Mar/ N Torrey Pines Road
- **Knoll Near I-5:** At the knoll adjacent to I-5

Two potential north portals have been identified. It is assumed that the TBM would be retrieved from the north portal. The portals are as follows:

- **Under Jimmy Durante Boulevard:** Partially within the hillside just north of the intersection of Jimmy Durante Boulevard and Camino Del Mar
- **Within Camino Del Mar:** Within Camino Del Mar just north of the intersection of Jimmy Durante Boulevard and Camino Del Mar

Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)

Alignment 1 would include a total bored tunnel length of approximately 13,800 feet. Although the bored tunnel length for Alignment 1 is longer than Alignments 3 and 9, Alignment 1 may require fewer subsurface easements from private properties than Alignment 3 as a larger percentage of the tunnel (approximately 41 percent) is located under public right-of-way or property.

The Alignment 1 north portal (Under Jimmy Durante Boulevard) would be located just north of Jimmy Durante Boulevard and Camino Del Mar. This portal would be partially buried within the hillside, and the cut-and-cover tunnel would extend across Jimmy Durante Boulevard. The site is partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Locating the construction staging site above anticipated flood levels
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

The south portal for Alignment 1 (Portofino Drive) would be located at the intersection of Portofino Drive and Carmel Valley Road. Two sites have been identified to support the TBM launch: the main site would be 9 acres and located north of Carmel Valley Road, and a satellite site of 2 acres would be located south of Carmel Valley Road. The main site would need significant excavation and regrading to create a usable space for the construction laydown area, and multiple retaining structures would be required to allow for TBM operation. The main site is largely above the 100-year floodplain and is not expected to require abatement measures to prevent flooding. Additionally, due to the elevated structures associated with the alignment near the south portal, there is no significant infrastructure that would need to be protected from flooding and/or sea-level rise during future operation.

Alignment 1 would also require approximately 1,500 feet of bridge within the limits of Los Peñasquitos Lagoon, which is substantially less than the bridge required for Alignments 3 and 9, as summarized in Table 5-1. Alignment 1 would require approximately 7,000 feet of new berm within the lagoon to support the alignment. This length is slightly less than that required for Alignments 3 and 9; however, these alignments only require raising and widening the existing berm. Additionally, under Alignment 1, the existing track embankment in Los Peñasquitos Lagoon would no longer be required for rail operations creating the possibility that approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for wetland restoration and/or expanded recreational use.

Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)

Alignment 3 would include a total bored tunnel length of approximately 9,800 feet. Although the bored tunnel length for Alignment 3 is shorter than all conceptual alignments other than Alignment 9, Alignment 3 may require more subsurface easements from private properties as approximately 94 percent of the alignment is located under private property.

The Alignment 3 north portal (Under Jimmy Durante Boulevard) would be located just north of Jimmy Durante Boulevard and Camino Del Mar. This portal would be partially buried within the hillside, and the cut-and-cover tunnel would extend across Jimmy Durante Boulevard. The site is partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to

minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Locating the construction staging site above anticipated flood levels
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

The south portal for Alignment 3 (Torrey Pines Road) would be located at the knoll near the intersection of Carmel Valley Road and South Camino Del Mar. Similar to Alignment 1, the site would require significant excavation and regrading to create a usable space. Additionally, a retaining wall approximately 60 feet high would be required to allow the site to be used as a construction laydown area and support construction of the cut-and-cover tunnel. The site, although at less risk to flooding than the Knoll Near I-5 portal, would also be partially below the 100-year floodplain and would require an assessment of weather trends and potentially the implementation of abatement measures during construction, depending on the outcome of the assessment. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Alignment 3, along with Alignment 9, would require the longest length of bridge within the limits of the Los Peñasquitos Lagoon, at 6,100 feet. The bridge would be constructed adjacent to the existing railroad track. The berm segments for Alignment 3, along with Alignment 9, within Los Peñasquitos Lagoon would be approximately 7,200 feet and would be placed adjacent to the existing track alignment and would require a raised elevation to stay above flood levels. This would require a phased approach to maintain rail operations during construction. As such, Alignment 3, along with Alignment 9, would have more complex construction phasing, a potentially larger footprint within the lagoon, and more bridge to be maintained during operation than the other conceptual alignments.

Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)

Alignment 5, along with Alignment 11, would include the longest total bored tunnel length, at approximately 16,600 feet. Although 44 percent of the tunnel would be located under public right-of-way or property, which is greater than the length of Alignments 1, 3, and 9, given the length of the tunnel, Alignment 5 may require more subsurface easements from private properties than the other conceptual alignments.

The Alignment 5 north portal (Under Jimmy Durante Boulevard) would be located just north of Jimmy Durante Boulevard and Camino Del Mar. This portal would be partially buried within the hillside, and the cut-and-cover tunnel would extend across Jimmy Durante Boulevard. The

site is partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Locating the construction staging site above anticipated flood levels
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

The south portal for Alignment 5 (Knoll Near I-5) would be located approximately 2,000 feet south of the California Department of Transportation (Caltrans) park-and-ride lot on Carmel Valley Road. Construction at the south portal site would require coordination with Caltrans. Although it is not expected that construction of the cut-and-cover and bored tunnels would have a significant effect on the performance of the I-5 structures, an assessment of the Caltrans structures would be required during later phases of the design.

The site would require excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation. The majority of the construction site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

Alignment 5, along with Alignment 11, would require the shortest length of bridge within the limits of the Los Peñasquitos Lagoon, with a total length of 100 feet and approximately 5,500 feet of berm to support the alignment within the lagoon, shorter than Alignments 1, 3, 7, and 9. As such, Alignment 5, along with Alignment 11, would have less complex construction phasing and substantially less bridge to be maintained during operation than all other conceptual alignments. Additionally, under Alignment 5, the existing track embankment in Los Peñasquitos Lagoon would no longer be required for rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce impacts within the lagoon under Alignment 5 compared to Alignments 3 and 9.

Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)

Alignment 7 would include a total bored tunnel length of approximately 13,900 feet. Although the bored tunnel length for Alignment 7 is longer compared to other conceptual alignments, Alignment 7 may require fewer subsurface easements from private properties as a larger percentage of the tunnel (approximately 49 percent) would be located under public right-of-way or property.

The north portal for Alignment 7 (Within Camino Del Mar) would be located just north of Jimmy Durante Boulevard and would be fully within Camino Del Mar. The site would be partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The temporary shoofly would also require construction of a new track bed, which would affect existing parallel drainage features.

The Alignment 7 south portal (Portofino Drive) would be located at the intersection of Portofino Drive and Carmel Valley Road. Two sites have been identified to support the TBM launch: the main site would be 9 acres and located north of Carmel Valley Road, and a satellite site of 2 acres would be located south of Carmel Valley Road. The main site would need significant excavation and regrading to create a usable space for the construction laydown area, and multiple retaining structures would be required to allow for TBM operation. The main site is largely above the 100-year floodplain and is not expected to require abatement measures to prevent against flooding. Additionally, due to the elevated structures associated with the alignment near the north portal, there is no significant infrastructure that would need to be protected from flooding and/or sea-level rise during future operation.

As with Alignment 1, Alignment 7 would also require approximately 1,500 feet of bridge within the limits of Los Peñasquitos Lagoon. Alignment 7 would also require approximately 7,000 feet of berm to support the alignment within the lagoon, which is slightly less than that required for Alignments 3 and 9; however, these alignments only require raising and widening the existing berm. Additionally, under Alignment 7, the existing track embankment in Los Peñasquitos Lagoon would no longer be required for rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce impacts within the lagoon under Alignment 7 compared to Alignments 3 and 9.

Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)

Alignment 9 would include the shortest total bored tunnel length, at approximately 9,500 feet, and may require fewer subsurface easements from private properties than the other conceptual alignments. The north portal for Alignment 9 (Within Camino Del Mar) would be located just north of Jimmy Durante Boulevard and would be fully within Camino Del Mar. The

site would be partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The temporary shoofly would also require construction of a new track bed, which would affect existing parallel drainage features.

The south portal for Alignment 9 (Torrey Pines Road) would be located at the knoll near the intersection of Carmel Valley Road and South Camino Del Mar. Similar to Alignment 1, the site would require significant excavation and regrading to create a usable space. Additionally, a retaining wall approximately 60 feet high would be required to allow the site to be used as a construction laydown area and support construction of the cut-and-cover tunnel. The site, although at less risk to flooding than the Knoll Near I-5 portal, would also be partially below the 100-year floodplain and would require an assessment of weather trends and potentially the implementation of abatement measures during construction, depending on the outcome of the assessment. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Alignment 9, along with Alignment 3, would require the longest length of bridge within the limits of the Los Peñasquitos Lagoon, at 6,100 feet. The bridge would be constructed adjacent to the existing railroad track. The berm segments for Alignment 9, similar to Alignment 3, within Los Peñasquitos Lagoon would be approximately 7,200 feet and would be placed adjacent to the existing track alignment and would require a raised elevation to stay above flood levels. This would require a phased approach to maintain rail operations during construction. As such, Alignment 9, along with Alignment 3, would have more complex construction phasing, a potentially larger footprint within the lagoon, and would have more bridge to be maintained during operation than the other conceptual alignments.

Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)

Alignment 11, along with Alignment 5, would include the longest total bored tunnel length of the conceptual alignments, at approximately 16,600 feet. Approximately 46 percent of the tunnel length would be located under public right-of-way or property, more than all alignments other than Alignment 7, which could decrease the number of subsurface easements required from private properties.

The Alignment 11 north portal (Within Camino Del Mar) would be located just north of Jimmy Durante Boulevard and would be fully within Camino Del Mar. The site would be partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The temporary shoofly would also require construction of a new track bed, which would affect existing parallel drainage features.

The Alignment 11 south portal (Knoll Near I-5) would be located approximately 2,000 feet south of the Caltrans park-and-ride lot on Carmel Valley Road. Construction at the south portal site would require coordination with Caltrans. Although it is not expected that construction of the cut-and-cover and bored tunnels would have a significant effect on the performance of the I-5 structures, an assessment of the Caltrans structures would be required during later phases of the design.

The site would require excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation. The majority of the construction site would be below the 100-year floodplain and would also require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

Alignment 11, along with Alignment 5, would require the shortest length of bridge within the limits of the Los Peñasquitos Lagoon, with a total length of 100 feet and approximately 5,500 feet of berm to support the alignment within the lagoon. As such, Alignment 11, along with Alignment 5, would have less complex construction phasing and substantially less bridge to be maintained during operation than all other conceptual alignments. Additionally, under Alignment 11, the existing track embankment in Los Peñasquitos Lagoon would no longer be required for rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce impacts within the lagoon under Alignment 11 compared to Alignments 3 and 9.

5.1.2.2 Railroad Operational Impacts During Construction

This section provides an overview of the construction activities required to maintain railroad operations during construction to the extent feasible. The summary for each alignment focuses on where the new alignment would tie in with the existing railroad tracks and the measures that may be required to minimize impacts. It is assumed that any shutdown of existing rail service would occur during scheduled “absolute work windows.” An absolute work window is a period of 48 hours during which passenger and rail freight do not operate. The period usually begins after the last scheduled passenger train passes through the construction limits during late Friday evening/early Saturday morning and continues until Sunday evening/early Monday morning.

Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)

North Portal Under Jimmy Durante Boulevard

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed within the existing railroad right-of-way to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds³ along the shoofly would be approximately 50 mph for passenger trains and 45 mph for freight, similar to current design speeds at this location.
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

South Portal Portofino Drive

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).
- Bridge 247.7 would require phased reconstruction to maintain rail service.

³ An operating speed reflects the speed at which a train travels along a segment of track. In comparison, the design speed is used to determine aspects of a segment of an alignment, such as curves, while design of the alignment is underway. The design speed may be higher than the operating speed. Design speeds are compared for purposes of this evaluation, as operating speeds may vary depending on circumstances.

Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)

North Portal Under Jimmy Durante Boulevard

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed within the existing railroad right-of-way to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 50 mph for passenger trains and 45 mph for freight, similar to current design speeds at this location.
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

South Portal Torrey Pines Road

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- It is assumed that each track for the new alignment would be constructed in separate phases. The existing rail service would use the first new track when construction of that track is completed while construction continues on the second new track.
- A temporary control point would be required near the Sorrento Valley Station.
- Construction would be phased to limit impacts to Phase 1 of the Los Peñasquitos Lagoon restoration, which would occur west of the existing rail alignment. As such, impacts during construction would be limited to the east side of the existing track alignment.
- Alternatively, a long shoofly track with new embankment could be constructed within the restored lagoon footprint for the length of the alignment within Los Peñasquitos Lagoon.
- Phased construction would be required for two bridges, with a total length of approximately 6,100 feet within Los Peñasquitos Lagoon.
- Bridge 247.7 would require phased reconstruction to maintain rail service.

If construction proceeds as described, the alignment near the south portal would not require a shoofly to maintain existing rail service. However, if construction is not phased as described, a shoofly would be required.

Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)

North Portal Under Jimmy Durante Boulevard

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed within the existing railroad right-of-way to support construction of the new alignment,

which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.

- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 50 mph for passenger trains and 45 mph for freight, similar to the current design speeds at this location.
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

South Portal Knoll Near I-5

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shooflies may be required during construction to support phased construction.
- Alternatively, the temporary shoofly could be located farther west in Los Peñasquitos Lagoon to provide an adequate construction footprint.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively), although accommodating these design speeds may require a more restrictive shoofly.
- A temporary shoofly would also be required to support construction of the proposed floodwalls, which would impact the existing track.
- Bridge 247.7 may require phased reconstruction to maintain rail service.

As currently designed, the southern portion of Alignment 5 would cross over the existing tracks. If this alignment advances into the environmental process, other designs should be explored that would eliminate this crossing in order to minimize impacts to existing railroad operation during construction.

Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)

North Portal Within Camino Del Mar

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support shoofly operations.
- Design speeds along the shoofly would be approximately 30 mph for passenger trains and 25 mph for freight (compared to design speeds of 55 mph and 45 mph for existing passenger and freight trains, respectively).

- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

South Portal Portofino Drive

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).
- Bridge 247.7 would require phased reconstruction to maintain rail service.

Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)

North Portal Within Camino Del Mar

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support shoofly operations.
- Design speeds along the shoofly would be approximately 30 mph for passenger trains and 25 mph for freight (compared to design speeds of 55 mph and 45 mph for existing passenger and freight trains, respectively).
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

South Portal Torrey Pines Road

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- It is assumed that each track for the new alignment would be constructed in separate phases. The existing rail service would use the first new track when construction of that track is completed while construction continues on the second new track.
- A temporary control point would be required near the Sorrento Valley Station.
- Construction would be phased to limit impacts to Phase 1 of the Los Peñasquitos Lagoon restoration, which would occur west of the existing rail alignment. As such, impacts during construction would be limited to the east side of the existing track alignment.
- Alternatively, a long shoofly track with new embankment could be constructed within the restored lagoon footprint for the length of the alignment within Los Peñasquitos Lagoon.

- Phased construction would be required for two bridges, with a total length of approximately 6,100 feet, within Los Peñasquitos Lagoon.
- Bridge 247.7 would require phased reconstruction to maintain rail service.

If construction proceeds as described, the alignment near the south portal would not require a shoofly to maintain existing rail service. However, if construction is not phased as described, a shoofly would be required.

Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)

North Portal Within Camino Del Mar

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support shoofly operations.
- Design speeds along the shoofly would be approximately 30 mph for passenger trains and 25 mph for freight (compared to design speeds of 55 mph and 45 mph for existing passenger and freight trains, respectively).
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to the existing service at the end of the future bridge.

South Portal Knoll Near I-5

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shooflies may be required during construction to support phased construction.
- Alternatively, the temporary shoofly could be located farther west in Los Peñasquitos Lagoon to provide an adequate construction footprint.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively), although accommodating these design speeds may require a more restrictive shoofly.
- A temporary shoofly would also be required to support construction of the proposed floodwalls, which would impact the existing track.
- Bridge 247.7 may require phased reconstruction to maintain rail service.

As currently designed, the southern portion of Alignment 11 would cross over the existing tracks. If this alignment advances into the environmental process, other designs should be explored that would eliminate this crossing in order to minimize impacts to existing railroad operation during construction.

5.1.2.3 Utility Conflicts

Each conceptual alignment was reviewed and evaluated for potential conflicts with existing major wet utilities (i.e., water and sewer facilities). Table 5-4 provides a summary of the potential major utility conflicts identified for each alignment. The ability to protect the utility in place or relocate would be determined during later stages of design. However, the information that follows provides context for the activities that could be required during construction.

Table 5-4. Potential Utility Conflicts

Conceptual Alignment Number	Water Facilities	Sewer Facilities	Total
1	3	1	4
3	3	0	3
5	4	1	5
7	3	1	4
9	3	0	3
11	4	1	5

Source: SanGIS 2022

Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)

Alignment 1 could result in potential conflicts with three major water facilities and one major sewer facility. It is expected that potential conflicts with the utilities could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment 1.

Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)

Alignment 3 could result in potential conflicts with three major water facilities but no major sewer facilities. It is expected that potential conflicts with the utilities could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment 3.

Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)

Alignment 5 could result in potential conflicts with four major water facilities and one major sewer facility. Overall, it is expected that the majority of the potential conflicts could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a trunk sewer and water main at the south portal location at the Knoll Near I-5. Specifically, the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main, both owned by the City of San Diego, are located south of Carmel Valley Road, west of Sorrento Valley Road in Los Peñasquitos Lagoon, and could conflict with the south portal location. The cut-and-cover tunnel of Alignment 5 would result in potential horizontal and vertical effects on these facilities. Extensive coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict. Relocation of the trunk sewer and/or water main would be a major undertaking and would add cost and risk to the overall project.

Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)

Alignment 7 could result in potential conflicts with three major water facilities and one major sewer facility. It is expected that potential conflicts with the utilities could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment 7.

Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)

Alignment 9 could result in potential conflicts with three major water facilities but no major sewer facilities. It is expected that potential conflicts with the utilities identified could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment 9.

Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)

Alignment 11 could result in potential conflicts with four major water facilities and one major sewer facility. As with Alignment 5, it is expected that the majority of the potential conflicts could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a trunk sewer and water main at the south portal location at the Knoll Near I-5. Specifically, the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main, both owned by the City of San Diego, are located south of Carmel Valley Road, west of Sorrento Valley Road in Los Peñasquitos Lagoon, and could conflict with the south portal location. The cut-and-cover tunnel of Alignment 11 would result in potential horizontal and vertical effects on these facilities. Extensive coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict. Relocation of the trunk sewer and/or water main would be a major undertaking and would add cost and risk to the overall project.

5.2 Stakeholder and Outreach Alignments

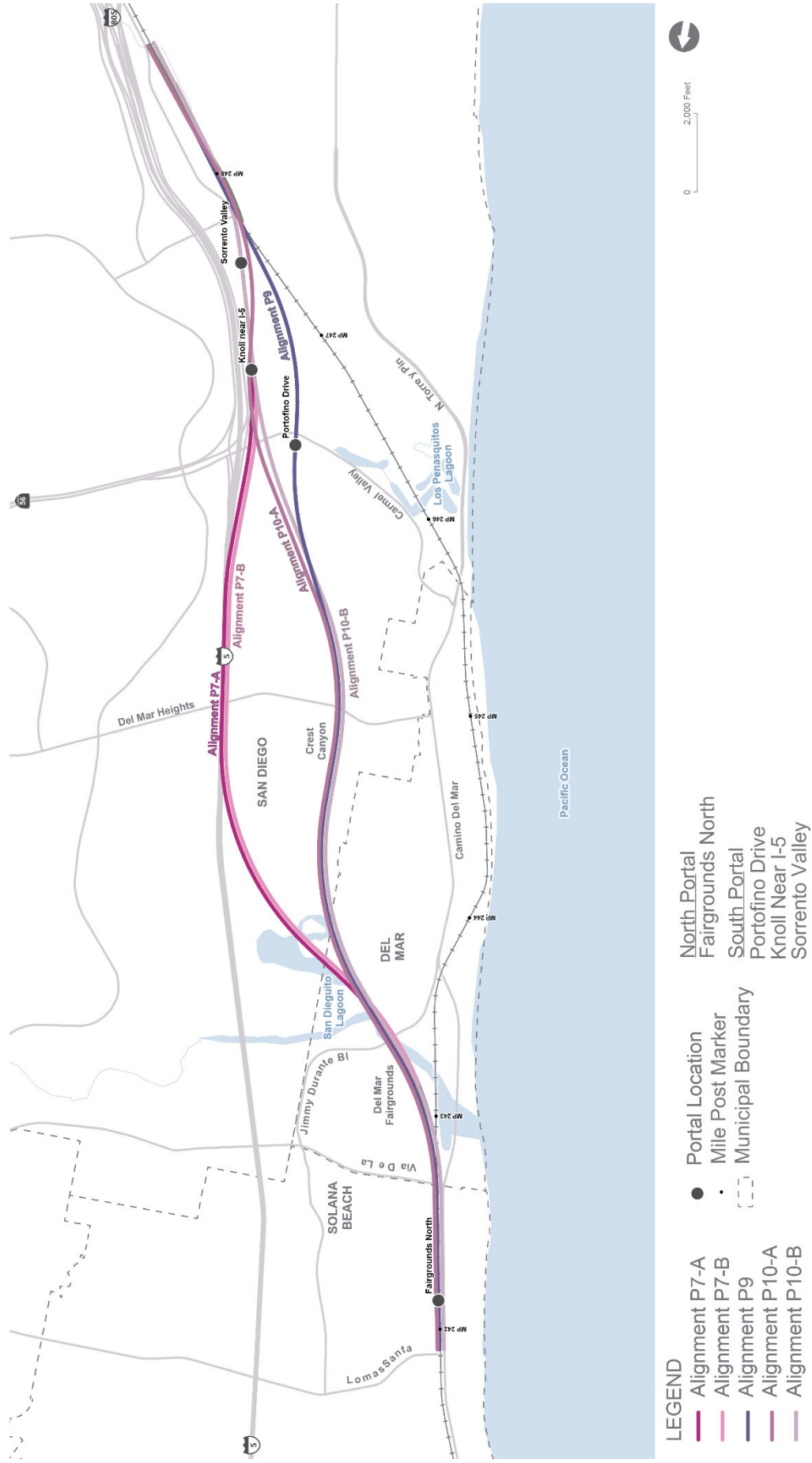
Following the evaluation in Section 4.2, Alignments P7-A, P7-B, P-9, P10-A, and P10-B were advanced for continued evaluation in this report. The alignments as depicted by stakeholders and the public were modified as each alignment was further developed, as illustrated in Figure 5-1. This section summarizes the evaluation of each of these stakeholder and outreach alignments in terms of environmental and other considerations. Table 5-5 provides a comparison of the type and length of the various components for each alignment and the percentage of the tunnel under public right-of-way or property or private property. The alignment components are considered throughout the evaluation of environmental and other considerations in the sections that follow.

Table 5-5. Stakeholder and Outreach Alignments – Summary of Alignments and Components

Stakeholder and Outreach Alignment Number	Bored Tunnel (feet)	U-Structure (feet)	Cut-and-Cover Tunnel (feet)	Bridge (feet)	Floodwall (feet)	Graded ¹ (feet)	Total Alignment Length (feet)	Percent of Tunnel under Public ROW or Property	Percent of Tunnel under Private Property
P7-A	20,000	2,700	6,500	100	900	6,400	35,900	95	5
P7-B	23,400	2,700	6,600	0	200	2,200	35,000	90	10
P-9	16,700	1,300	6,000	1,500	0	7,300	32,800	91	9
P10-A	19,400	3,100	5,900	100	1,100	6,300	35,900	84	16
P10-B	22,600	3,000	6,900	0	400	3,000	35,900	80	20

Notes: ¹The graded length includes the berm.
ROW = right-of-way

Figure 5-1. Stakeholder and Outreach Alignments Advanced



5.2.1 Potential Environmental Considerations

This section compares the area of sensitive vegetation communities and the existing land uses within and adjacent to (within 10 feet from) the footprint of each stakeholder and outreach alignment. The section also provides an evaluation of the potential disruption to adjacent communities during construction at launch and retrieval sites, including effects to local roadways, potential acquisitions, noise and dust, and the number of truck trips associated with construction material disposal from excavation of the bored tunnels, cut-and-cover tunnels, and the U-structure. Table 5-6 summarizes the acreages of the sensitive vegetation communities and the existing land use designations within and adjacent to the project footprint for each alignment. Table 5-7 shows an estimate of truck trips required for construction material disposal. The sections that follow present the evaluation of these considerations by stakeholder and outreach alignment.

Table 5-6. Sensitive Vegetation Communities and Existing Land Uses (Permanent)

Stakeholder and Outreach Alignment Number	Biological Resources Sensitive Vegetation Communities (acres)		Land Use (acres)							
	Wetlands	Uplands	Residential	Recreation/Open Space	Transportation	Public Institution	Industrial	Hotel	Undeveloped	Commercial
P7-A	15	1	<1	17	16	<1	<1	0	0	0
P7-B	1	1	<1	5	19	0	2	0	0	<1
P9	16	3	<1	19	17	0	<1	0	0	0
P10-A	15	1	<1	17	16	<1	<1	0	0	0
P10-B	1	1	<1	5	19	0	2	0	0	<1

Source: SanGIS 2022, AECOM 2023 biological resource surveys

Table 5-7. Approximate Volume of Excavated Material and Truck Trips for Disposal of Construction Material

Stakeholder and Outreach Alignment Number	Total Excavation Volumes (Cubic Yard)	Estimated Truck Trips for Construction Material Disposal ¹
P7-A	5,472,000	547,200
P7-B	5,946,000	594,600
P9	5,342,000	534,200
P10-A	6,190,000	619,000
P10-B	5,360,000	536,000

Note: ¹Only accounts for one-way traffic for disposal of construction material associated with the bored tunnels, cut-and-cover tunnel, and the U-structure.

Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)

Biological Resources and Land Use: The Alignment P7-A footprint could affect 16 acres of sensitive vegetation communities, similar to Alignment P10-A. This area is smaller than that of Alignment P9 but larger than the area for Alignments P7-B and P10-B. There could be approximately 16 acres of existing transportation land uses within and adjacent to the footprint, similar to the other stakeholder and outreach alignments. However, the area of existing recreation/open space land uses is larger (17 acres) than that of Alignments P7-B and P10-B. As a result, the alignment could be generally less compatible with existing land uses compared to Alignments P7-B and P10-B.

Community Effects: The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could affect adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle, as those roadways would be used to provide construction access to the fairgrounds platform site.

The south portal for Alignment P7-A would be located at the Knoll Near I-5, on privately owned land within and adjacent to the Los Peñasquitos Lagoon but is not expected to displace buildings. Residential properties are not located in the immediate vicinity; however, noise and dust abatement measures may be required during construction to protect resources within the lagoon. Old Sorrento Valley Road and associated bike trail facilities would require temporary relocation due to the cut-and-cover tunnel of the alignment. Access to residential properties would not be affected during construction. Access to the pump station would be temporarily limited from the south. Roadway impacts at this location would be minimal compared to the south portal for the other stakeholder and outreach alignments (i.e., Sorrento Valley and Portofino Drive). The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, with limited traffic using Carmel Valley Road, as these roads would provide the most direct access to the project site. Alignment P7-A would result in a smaller volume of excavated materials and fewer truck trips for disposal than Alignments P7-B and P10-A, but a larger volume and greater number of truck trips compared to Alignments P9 and P10-B.

Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)

Biological Resources and Land Use: The Alignment P7-B footprint could affect 2 acres of sensitive vegetation communities. Similar to Alignment P10-B, this area is smaller than that of all other stakeholder and outreach alignments. There could be approximately 19 acres of existing transportation land uses within and adjacent to the footprint, similar to the other stakeholder and outreach alignments. The area of existing recreation/open space land uses is smaller (5 acres) than that of Alignments P7-A, P9, and P10-A. As a result, the alignment could be generally more compatible with existing land uses compared to the stakeholder and outreach alignments.

Community Effects: The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could affect adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to effect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle.

The south portal for Alignment P7-B (Sorrento Valley) would be located on privately owned land and public right-of-way within a commercial district. However, the launch site would not be located near residential properties, and it is expected that tunnel and portal construction would be able to continue without substantial noise and dust abatement measures. Tunneling from this site would involve the acquisition of private properties.

The existing roadway alignment and profile of both Sorrento Valley Road and Carmel Mountain Road would be affected by the portal and would require temporary and permanent realignment, both of which would require private property acquisitions. Access to Sorrento Valley Road to the north would also be temporarily removed. As a result, access to the pump station would be from the north only during construction. This south portal location would result in the greatest impact to the local roadway network. The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, as these roads would provide the most direct access to the project site. Compared to the other stakeholder and outreach alignments, Alignment P7-B would result in the second-largest quantity of excavated materials and number of truck trips for disposal, with only Alignment P10-A requiring a larger quantity of excavated material and number of truck trips.

Alignment P9 (Portals: Fairgrounds North and Portofino Drive)

Biological Resources and Land Use: The Alignment 9 footprint could include 19 acres of sensitive vegetation communities, the largest area compared to the other stakeholder and outreach alignments. This alignment would have a slightly larger area of transportation land uses (17 acres) compared to Alignments P7-A and P1-A but would also have the largest area of recreation/open space land uses (19 acres). As a result, the alignment would generally be less compatible with existing land uses.

Community Effects: The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could impact adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle.

The Alignment P9 south portal (Portofino Drive) would be located on privately owned land but is not expected to displace buildings. Residential properties are located to the west and on the eastern edge of the proposed launch site. Noise and dust abatement measures would be implemented during construction. The existing roadway alignment and profile for Carmel Valley Road would not be permanently affected by the bridge for the proposed rail alignment and would remain intact. Vertical clearance from the track overcrossing would be sufficient. However, bridge construction would result in temporary closures and detours on Carmel Valley Road and Portofino Drive. The majority of construction traffic is anticipated to use Carmel Valley Road and Portofino Drive, as these roads would provide the most direct access to the project site. This south portal would be more impactful to the roadway network than the south portal proposed for Alignments P7-A and P10-A, but less impactful than the south portal for Alignments P7-B and P10-B. Compared to the other stakeholder and outreach alignments, Alignment P9 would result in the smallest amount of excavated material and would require the fewest number of truck trips for material disposal.

Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)

Biological Resources and Land Use: The Alignment P10-A footprint could affect 16 acres of sensitive vegetation communities. This area is smaller than that of Alignment 9 but larger than the area for Alignments P7-B and P10-B. There could be approximately 16 acres of existing transportation land uses within and adjacent to the footprint, similar to the other stakeholder and outreach alignments. However, the area of existing recreation/open space land uses is larger (17 acres) than that of Alignments P7-B and P10-B. As a result, the alignment could be generally less compatible with existing land uses compared to Alignments P7-B and P10-B.

Community Effects: The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could impact adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle.

The south portal for Alignment P10-A (Knoll Near I-5) would be on land within and adjacent to the Los Peñasquitos Lagoon. Construction at this site would not require acquisition of private property. Residential properties are not located in the immediate vicinity; however, noise and dust abatement measures may be required during construction to protect resources within

the lagoon. Similar to Alignment P7-A, Old Sorrento Valley Road and associated bike trail facilities would require temporary relocation due to the cut-and-cover section of the alignment. Access to residential properties would not be affected during construction. Access to the pump station would be temporarily limited from the south. Roadway impacts at this location would be minimal compared to the south portal for the other stakeholder and outreach alignments (i.e., Sorrento Valley and Portofino Drive). The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, with limited traffic using Carmel Valley Road, as these roads would provide the most direct access to the project site. Compared to the other stakeholder and outreach alignments, Alignment P10-A would result in the largest amount of excavated material and would require the most truck trips for material disposal.

Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)

Biological Resources and Land Use: The Alignment P10-B footprint could affect 2 acres of sensitive vegetation communities. Similar to Alignment P7-B, this area is smaller than that of all other stakeholder and outreach alignments. There could be approximately 19 acres of existing transportation land uses within and adjacent to the footprint, similar to the other stakeholder and outreach alignments. However, the area of existing recreation/open space land uses is smaller (5 acres) than that of Alignments P7-A, P9, and P10-A. As a result, the alignment could be generally more compatible with existing land uses compared to the other stakeholder and outreach alignments.

Community Effects: The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground special events platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could impact adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle.

The south portal for Alignment P10-B (Sorrento Valley) would be located on privately owned land and public right-of-way within a commercial district. However, the launch site would not be located near residential properties, and it is expected that tunnel and portal construction would be able to continue without substantial noise and dust abatement measures. Tunneling from this site would involve the acquisition of private properties.

The existing roadway alignment and profile of both Sorrento Valley Road and Carmel Mountain Road would be affected by the portal structures of the proposed alignment and would require temporary and permanent realignment, both of which would require private property acquisitions. Access to Sorrento Valley Road to the north would also be temporarily removed. As a result, access to the pump station would be from the north only during construction. This south portal location would result in the greatest impact to the local roadway network. The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, as these roads would provide the most direct access to the project site. Alignment P10-B would result in fewer excavated materials and truck trips for disposal than Alignments P7-A, P7-B, and P10-A but more than Alignment P9.

5.2.2 Constructability and Construction Effects

5.2.2.1 Constructability of Alignment Components

Three south portals have been identified for the stakeholder and outreach alignments, with the assumption that the TBM would be launched from the south portal:

- **Portofino Drive:** Near the intersection of Carmel Valley Road and Portofino Drive
- **Knoll Near I-5:** At the knoll adjacent to I-5
- **Sorrento Valley:** Near the intersection of Sorrento Valley Road and Carmel Mountain Road

One potential north portal location has been identified for the stakeholder and outreach alignments; however, it is assumed the TBM would be retrieved from the Del Mar Fairgrounds rather than at the portal:

- **Fairgrounds North:** Within the trench for the existing railroad alignment, north of the state-owned fairgrounds property

Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)

Alignment P7-A would include a total bored tunnel length of approximately 20,000 feet. Although the bored tunnel length is longer than Alignments P9 and P10-A, Alignment P7-A may require fewer subsurface easements from private properties as 95 percent of the alignment would be located under public right-of-way or property.

The Alignment P7-A north portal would be located within the existing railroad alignment trench north of the state-owned fairgrounds property. The alignment would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.

The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The south portal for Alignment P7-A (Knoll Near I-5) would be located approximately 2,000 feet south of the Caltrans park-and-ride lot on Carmel Valley Road. Construction at the south portal site would require coordination with Caltrans. Although it is not expected that construction of the cut-and-cover and bored tunnels would have a significant effect on the performance of the I-5 structures, an assessment of the Caltrans structures would be required during later phases of the design.

The site would require excavation and regrading to create a usable space for the construction laydown area to allow TBM operation. The majority of the construction site would be below the 100-year floodplain and would also require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The length of flood walls anticipated is approximately 200 feet, which is comparable to Alignments P7-B and P10-B, but less than Alignment P10-A.

Alignment P7-A would require approximately 100 feet of bridge within the limits of Los Peñasquitos Lagoon, less than that required for Alignment P9. Alignment P7-A would also require approximately 5,200 feet of berm to support the alignment within the lagoon. Additionally, the existing track embankment in Los Peñasquitos Lagoon would no longer be required to facilitate rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce the lagoon impact for Alignment P7-A compared to Alignment P9.

This alignment would require demolition or reuse of the future San Dieguito Bridge as the new alignment would not connect to the future bridge. The alignment would require demolition of the planned special events platform at the fairgrounds.

Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)

Alignment P7-B would include a total bored tunnel length of approximately 23,400 feet. Although the required tunnel length is longer than the other stakeholder and outreach alignments, it may require fewer subsurface easements from private properties as 90 percent of the alignment would be located under public right-of-way or property.

The Alignment P7-B north portal at the fairgrounds would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.

The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The south portal for Alignment P7-B (Sorrento Valley) would be located at the intersection of Sorrento Valley Road and Carmel Mountain Road. The site would need excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation. The portal location would impact existing drainage in an area with known flooding issues and would require consideration of options to convey drainage under or around the proposed alignment. Additionally, the alignment would travel through the existing intersection of Sorrento Valley Road and Carmel Mountain Road, both of which would require reconstruction. The site is largely above the 100-year floodplain; however, flood-abatement measures may be required when reconstructing the roadway. Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The length of flood walls is anticipated to be approximately 200 feet, which is comparable to Alignments P7-A and P10-B, but less than Alignment P10-A.

Alignment P7-B would not require any bridge in Los Peñasquitos Lagoon. The alignment would also include approximately 1,400 feet of berm to support the alignment within the lagoon. These impacts are comparable to Alignment P10-B and less than Alignments P7-A, P9, and P10-A. Additionally, the existing track embankment in Los Peñasquitos Lagoon would no longer be required to facilitate rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use.

Alignment P9 (Portals: Fairgrounds North and Portofino Drive)

Alignment P9 would include a total bored tunnel length of approximately 16,700 feet. The tunnel length for Alignment P9 would be shorter than all other stakeholder and outreach alignments. The alignment may also require fewer subsurface easements from private properties as 91 percent of the alignment would be located under public right-of-way or property.

The Alignment P9 north portal at the fairgrounds would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.

The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The Alignment P9 south portal (Portofino Drive) would be located at the intersection of Portofino Drive and Carmel Valley Road. Two sites have been identified to support the TBM launch: the main site would be 9 acres and located north of Carmel Valley Road, and a satellite site of 2 acres would be located south of Carmel Valley Road. The main site would need significant excavation and regrading to create a usable space for the construction laydown area, and multiple retaining structures would be required to allow for TBM operation. The main site is largely above the 100-year floodplain and is not expected to require abatement measures to prevent against flooding. Additionally, due to the elevated structures associated with the alignment near the north portal, there is no significant infrastructure that would need to be protected from flooding and/or sea-level rise during future operation.

Alignment P9 would also require approximately 1,500 feet of bridge within the limits of Los Peñasquitos Lagoon. This bridge length would be greater than all other stakeholder and outreach alignments. Additionally, the alignment would include approximately 6,600 feet of berm to support the alignment within the lagoon. As such, Alignment P9 would require more complex construction phasing and a larger footprint within the lagoon compared to Alignments P7-A, P7-B, P10-A, and P10-B.

Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)

Alignment P10-A would include a total bored tunnel length of approximately 19,400 feet. This tunnel length is shorter than all stakeholder and outreach alignments other than Alignment P9; however, the alignment would have a smaller percentage of alignment under public right-of-way or property (84 percent) than all stakeholder and outreach alignments.

The Alignment P10-A north portal at the fairgrounds would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.

The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The south portal for Alignment P10-A (Knoll Near I-5) would be located approximately 2,000 feet south of the Caltrans park-and-ride lot on Carmel Valley Road. Construction at the south portal site would require coordination with Caltrans. Although it is not expected that construction of the cut-and-cover and bored tunnels would have a significant effect on the performance of the I-5 structures, an assessment of the Caltrans structures would be required during later phases of the design.

The site would require excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation.

The majority of the construction site would be below the 100-year floodplain and would also require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The length of flood walls is anticipated to be approximately 1,000 feet, which is longer than all other stakeholder and outreach alignments.

Alignment P10-A would require approximately 100 feet of bridge within the limits of Los Peñasquitos Lagoon. This alignment would also include approximately 5,500 feet of berm to support the alignment within the lagoon. Similar to Alignment P7-A, the length of bridge would be less than that required for Alignment P9. Additionally, the existing track embankment in Los Peñasquitos Lagoon would no longer be required to facilitate rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce the lagoon impact for Alignment P10-A compared to Alignment P9.

Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)

Alignment P10-B would include a total bored tunnel length of approximately 22,600 feet. Compared to the stakeholder and outreach alignments, this tunnel length is the second longest, and has the smallest percentage of the tunnel located under public right-of-way or property (80 percent). As such, Alignment P10-B may require more subsurface easements from private properties.

The Alignment P10-B north portal at the fairgrounds would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.

The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The south portal for Alignment P10-B (Sorrento Valley) would be located at the intersection of Sorrento Valley Road and Carmel Mountain Road. The site would need excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation. The portal location would impact an existing drainage in an area with known flooding issues and would require consideration of options to convey drainage under or around the proposed alignment. Additionally, the alignment would travel through the existing intersection of Sorrento Valley Road and Carmel Mountain Road, both of which would require reconstruction. The site is largely above the 100-year floodplain; however, flood-abatement measures may be required when reconstructing the roadway. Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The length of flood walls is anticipated to be approximately 400 feet, which is comparable to Alignments P7-A and P7-B, but less than Alignment P10-A.

Alignment P10-B would not require any bridge in Los Peñasquitos Lagoon. The alignment would also have limited impacts within the lagoon that would include approximately 2,200 feet of berm to support the alignment. These impacts are comparable to Alignment P7-B and less than Alignments P7-A, P9, and P10-A. Additionally, the existing track embankment in Los Peñasquitos Lagoon would no longer be required to facilitate rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use.

5.2.2.2 Railroad Operational Impacts during Construction

Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)

North Portal Fairgrounds North

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.

- Design speeds⁴ along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to Control Point (CP) Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

South Portal Knoll Near I-5

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shooflies may be required during construction to support phased construction.
- Alternatively, the temporary shoofly could be located farther west in Los Peñasquitos Lagoon to provide an adequate construction footprint.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively), although accommodating these design speeds may require a more restrictive shoofly.
- A temporary shoofly would be required to support construction of the proposed floodwalls, which would impact the existing track.
- Bridge 247.7 may require phased reconstruction to maintain rail service.

⁴ An operating speed reflects the speed at which a train travels along a segment of track. In comparison, the design speed is used to determine aspects of a segment of an alignment, such as curves, while design of the alignment is underway. The design speed may be higher than the operating speed. Design speeds are compared for purposes of this evaluation as operating speeds may vary depending on circumstances.

Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)

North Portal Fairgrounds North

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.
- Design speeds along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may also be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to CP Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

South Portal Sorrento Valley

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- A temporary control point would be constructed.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).

Alignment P9 (Portals: Fairgrounds North and Portofino Drive)

North Portal Fairgrounds North

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.
- Design speeds along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may also be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to CP Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

South Portal Portofino

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).
- Bridge 247.7 would require phased reconstruction to maintain rail service.

Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)

North Portal Fairgrounds North

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.
- Design speeds along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may also be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to CP Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

South Portal Knoll Near I-5

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shooflies may be required during construction to support phased construction.
- Alternatively, the temporary shoofly could be located farther west in Los Peñasquitos Lagoon to provide an adequate construction footprint.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively), although accommodating these design speeds may require a more restrictive shoofly.

- A temporary shoofly would also be required to support construction of the proposed floodwalls, which would impact the existing track.
- Bridge 247.7 may require phased reconstruction to maintain rail service.

Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)

North Portal Fairgrounds North

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.
- Design speeds along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for existing passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may also be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to CP Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

South Portal Sorrento Valley

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- A temporary control point would be constructed.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).

5.2.2.3 Utility Conflicts

Each stakeholder and outreach alignment was reviewed and evaluated for potential conflicts with existing major wet utilities. Table 5-8 provides a summary of potential major utility conflicts identified for each alignment. The ability to protect the utility in place or relocate would be determined during later stages of design. However, the information that follows provides context for the activities that could be required during construction.

Table 5-8. Potential Utility Conflicts

Stakeholder and Outreach Alignment Number	Water Facilities	Sewer Facilities	Total
P7-A	3	2	5
P7-B	5	3	8
P9	3	2	5
P10-A	3	2	5
P10-B	5	3	8

Source: SanGIS 2022

Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)

Alignment P7-A could result in potential conflicts with three major water facilities and two major sewer facilities. Overall, it is expected that the majority of the potential conflicts could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a trunk sewer and water main at the south portal location at the Knoll Near I-5. Specifically, the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main, both owned by the City of San Diego, are located south of Carmel Valley Road, west of Sorrento Valley Road in Los Peñasquitos Lagoon, and could conflict with the south portal location. The cut-and-cover tunnel of Alignment P7-A would result in potential horizontal and vertical effects on these facilities. Extensive coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict. Relocation of the trunk sewer and/or water main would be a major undertaking and would add cost and risk to the overall project.

Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)

Alignment P7-B could result in potential conflicts with five major water facilities and three major sewer facilities. It is expected that potential conflicts with the utilities identified could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment P7-B.

Alignment P9 (Portals: Fairgrounds North and Portofino Drive)

Alignment P9 could result in potential conflicts with three major water facilities and two major sewer facilities. It is expected that potential conflicts with the utilities identified could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment P9.

Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)

Alignment P10-A could result in potential conflicts with three major water facilities and two major sewer facilities. As with Alignment P7-A, it is expected that the majority of the potential conflicts identified could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a trunk sewer and water main at the south portal location at the Knoll Near I-5. Specifically, the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main, both owned by the City of San Diego, are located south of Carmel Valley Road, west of Sorrento Valley Road in Los Peñasquitos Lagoon, and could conflict with the south portal location. The cut-and-cover tunnel of Alignment P10-A would result in potential horizontal and vertical effects on these facilities. Extensive coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict. Relocation of the trunk sewer and/or water main would be a major undertaking and would add cost and risk to the overall project.

Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)

Alignment P10-B could result in potential conflicts with five major water facilities and three major sewer facilities. It is expected that potential conflicts with the utilities identified could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment P10-B.

6 Comparison of Alignments and Recommendations

Pursuant to CEQA Guidelines §15126.6, the SDLRR Draft EIR will consider a No Project Alternative and a reasonable range of project alternatives. This section summarizes the analysis of the 12 conceptual alignments and 14 stakeholder and outreach alignments considered for the identification of the project alternatives in the Draft EIR. Each conceptual alignment and stakeholder and outreach alignment was evaluated using the screening criteria discussed in Section 3 and the evaluations presented in Sections 4 and 5. This section provides an overview of the outcomes of the evaluation.

6.1 Project Objectives and Engineering Feasibility

The conceptual alignments and stakeholder and outreach alignments were assessed based on their ability to meet the project objectives and engineering feasibility described in Section 3.1. Each of the conceptual alignments was prepared for an alternatives analysis and was designed specifically to meet the project objectives and design feasibility criteria. Although all conceptual alignments met project objectives and engineering feasibility, **all single-bore alignments were removed from consideration**, as described in the introduction to Section 4. Specifically, in consideration of the increased complexity and community effects associated with the single-bore tunnel, Alignments 2, 4, 6, 8, 10, and 12 were removed from consideration in favor of the similar twin-bore alignments (Alignments 1, 3, 5, 7, 9, and 11). Similarly, single bore was not considered for any of the stakeholder and outreach alignments. Section 4.2 details the assessment of each stakeholder and outreach alignment’s ability to meet the project objectives and engineering feasibility. Based on this evaluation, and as summarized in Table 6-1, Alignments P7-A, P7-B, P9, P10-A, and P10-B were advanced for further evaluation. The remaining stakeholder and outreach alignments did not meet the majority of the project objectives or engineering feasibility and were removed from consideration.

Table 6-1. Project Objectives and Engineering Feasibility Summary

Alignment Number	Description of Ability to Meet Project Objectives and Engineering Feasibility	Advanced for Further Evaluation
Conceptual Alignments 1-12	All alignments would meet project objectives and engineering feasibility. The single-bore alignments (2, 4, 6, 8, 10, and 12) result in greater impacts and more difficult construction than their dual-bore counterparts and therefore were dropped from further consideration.	Yes Alignments (1, 3, 5, 7, 9, 11)
P1-A	The alignment would meet the project objective to relocate the tracks away from the bluffs but would not meet the objective to maintain passenger service to the Solana Beach Station and would not provide direct access to the Del Mar Fairgrounds. A north portal location was not identified, and sufficient information is not available to evaluate this alignment against the remaining project objectives and engineering feasibility.	No

Alignment Number	Description of Ability to Meet Project Objectives and Engineering Feasibility	Advanced for Further Evaluation
P1-B	The alignment would meet the project objective to relocate the tracks away from the bluffs but would not meet the project objectives to maintain passenger service or to minimize impacts to the surrounding community. A north portal location was not identified, and sufficient information is not available to evaluate this alignment against the remaining project objectives and engineering feasibility.	No
P2	The alignment would be feasible from an engineering standpoint but would only meet one of the six project objectives.	No
P3	The alignment would meet three of the six project objectives and would not meet the required engineering feasibility.	No
P4	The alignment would meet five of the six project objectives and would meet engineering feasibility. The project objective to reduce rail travel times would not be met. Despite meeting the majority of the project objectives and engineering feasibility, this alignment was removed from consideration because it is similar to conceptual Alignment 3, which would meet all of the project objectives and is evaluated in this report.	No
P5	The alignment would be feasible from an engineering standpoint but would only meet two of the six project objectives.	No
P6-A	The alignment would meet three of the six objectives and engineering feasibility. Alignment P6-A would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. As depicted by stakeholders and the public, the alignment would not reduce rail travel times. Alignment P6-A is similar to Alignment P7-A, which would meet the objective of reducing travel times and is evaluated in this report.	No
P6-B	The alignment would meet three of the six objectives and engineering feasibility. This alignment would not meet the project objectives to minimize impacts to the surrounding community; preserve biological, cultural, and recreational resources; and reduce rail travel times. Alignment P6-B is similar to Alignment P7-B, which would meet the objective of reducing travel times and is evaluated in this report.	No
P7-A	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	Yes
P7-B	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	Yes
P8	The alignment would meet four of the six project objectives but would not be feasible from an engineering standpoint.	No
P9	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	Yes
P10-A	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	Yes
P10-B	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	Yes

6.2 Environmental and Other Considerations

This section summarizes the evaluation of the following alignments that were advanced for further consideration based on the evaluation of project objectives and engineering feasibility:

- Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)
- Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)
- Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)
- Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)
- Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)
- Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)
- Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)
- Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)
- Alignment P9 (Portals: Fairgrounds North and Portofino Drive)
- Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)
- Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)

6.2.1 Potential Environmental Considerations

Biological Resources and Land Use: Potential permanent effects to biological resources and existing land uses are summarized in Table 6-2.

- Sensitive Vegetation Communities: Alignments 1, 7, and P9 with a south portal at Portofino Drive could affect the largest area of sensitive vegetation communities (19 acres for Alignments 7 and P9 and 22 acres for Alignment 1) compared to the other alignments. Alignments P7-B and P10-B could affect the smallest area of sensitive vegetation communities (2 acres).
- Non-Transportation Land Uses: Alignment 11 could affect the smallest area of existing non-transportation land uses (2 acres), followed by Alignments 3 and 9 (5 acres) with south portals at Torrey Pines Road. Alignment 1 could affect the largest area of existing non-transportation land uses (22 acres) and would be generally less compatible with existing land uses compared to the other alignments.
- Transportation Land Uses: The Alignment 9 footprint could affect the largest area of existing transportation land uses (37 acres) compared to the other alignments.
- Conclusion: As a result, Alignments 3, 9, and 11 with south portals at Torrey Pines Road or the Knoll Near I-5 would be generally more compatible with existing land uses compared to alignments with a south portal at Portofino Drive.

Table 6-2. Summary of Biological Resources and Existing Land Uses (Permanent)

Alignment Number	Sensitive Vegetation Communities (acres)	Transportation Land Uses (acres)	Non-Transportation Land uses ¹ (acres)
1	22	13	22
3	16	27	5
5	15	12	14
7	19	22	18
9	16	37	5
11	15	22	2
P7-A	16	16	17
P7-B	2	19	7
P9	19	17	19
P10-A	16	16	17
P10-B	2	19	7

Source: SanGIS 2022, AECOM 2023 biological resource surveys

Note: ¹Non-transportation land uses include residential, recreation/open space, transportation, public institution, industrial, hotel, undeveloped, and commercial land uses.

Community Effects

- **Acquisitions and Noise and Dust Abatement:** All alignments would require the acquisition of private property for construction of the alignment structures. Residential properties would be located adjacent to one or both portals associated with Alignments 1, 3, 5, 7, 9, 11, and P9; therefore, noise and dust abatement measures would be implemented during construction. While construction near the south portal for Alignments 5 and 9 would not occur near residential properties, noise and dust abatement measures may be implemented to protect resources within Los Peñasquitos Lagoon. Residential properties are not located adjacent to the south portal or the location where the TBM would be retrieved in the north for Alignments P7-A, P7-B, P10-A, and P10-B. Dust and noise abatement measures may be required during construction to protect resources within Los Peñasquitos Lagoon at the south portal and along the cut-and-cover tunnel near the north portal given proximity to residential properties. The trench associated with the existing railroad alignment would require widening to accommodate all stakeholder and outreach alignments, which could affect adjacent properties and the multi-use trail above the trench.
- **Physical Roadway Impacts:** The south portal site at the Knoll Near I-5 (Alignments 5, 11, and P7-A) would result in the smallest impacts to the local roadway network compared to the other south portals. The south portal site located in Sorrento Valley (Alignments P7-B and P10-B) would result in the greatest impacts to the local roadway network. Compared to the other north portal sites, the north portal Within Camino Del Mar (Alignments 7, 9, and 11) would be the most impactful to the local roadway network. The north portal Under Jimmy Durante Boulevard (Alignments 1, 3, 5, and 7) would be the least impactful north portal site to the local roadway network. The Fairgrounds North portal common to all stakeholder and outreach alignments would be less

impactful to the local roadway network than the north portal Within Camino Del Mar and more impactful than the Under Jimmy Durante Boulevard north portal.

- **Truck Trips for Disposal of Construction Material:** As shown in Table 6-3, the number of truck trips required to dispose of construction materials associated with the bored tunnel, cut-and-cover tunnel, U-structure, and portals would range from 122,000 (Alignment 9) to 619,000 (Alignment P10-A) one-way trips. The stakeholder and outreach alignments are longer than the conceptual alignments and would result in more than twice the number of truck trips to dispose of construction materials.
- **Conclusion:** 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 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. Additionally, properties and the multi-use trail adjacent to the existing railroad trench could be affected during construction, and construction access would affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue.

Table 6-3. Approximate Number of Truck Trips for Disposal of Construction Material

Alignment Number	Truck Trips ¹
1	171,600
3	127,300
5	229,400
7	181,900
9	122,000
11	235,100
P7-A	547,200
P7-B	594,600
P9	534,200
P10-A	619,000
P10-B	536,000

Note: ¹Only accounts for one-way traffic for disposal of construction material associated with the bored tunnels, cut-and-cover tunnel, and the U-structure.

6.2.2 Constructability and Construction Effects

The following is a summary of the constructability considerations.

6.2.2.1 Considerations Regarding Alignment Components

Table 6-4 summarizes information on the components of each alignment.

- Alignments 1 and 7 would require the shortest total alignment length at 25,300 feet, and Alignments P7-A, P10-A, and P10-B would require the longest total alignment length, at 35,900 feet.
- Alignment 9 would require the shortest bored tunnel length at 9,500 feet, and Alignment P7-B would require the longest bored tunnel length, at 23,400 feet.
- The percentage of the tunnel under public right-of-way or property would be the smallest for Alignment 3 at 6 percent and largest for Alignment P7-A at 95 percent. All five stakeholder and outreach alignments would have the greatest percentage of the tunnel portion of the alignment under public-right-of-way or property.
- Alignments P7-B and P10-B with a south portal at Sorrento Valley would not require bridges. Of the remaining alignments, Alignments 5, 11, P7-A, and P10-A with a south portal at the Knoll Near I-5 would require the shortest length of bridge at 100 feet, and Alignments 3 and 9 would require the longest length of bridge at 6,100 feet.
- Alignments 3 and 9 with a south portal at Torrey Pines Road would require the longest length of berm to support the alignment within Los Peñasquitos Lagoon at 7,200 feet, and Alignment P7-B would require the shortest length of berm at 1,400 feet.
- Alignments P7-A, P7-B, P9, P10-A, and P10-B would require demolition or reuse of the future San Dieguito Bridge as the new alignment would not connect to the future bridge.

Table 6-4. Summary of Alignment Components

Alignment Number	Bored Tunnel (feet)	U-Structure (feet)	Cut-and-Cover Tunnel (feet)	Bridge (feet)	Floodwall (feet)	Graded ¹ (feet)	Total Alignment Length (feet)	Percent of Tunnel under Public ROW or Property	Percent of Tunnel under Private Property
1	13,800	900	700	1,500	800	7,600	25,300	41	59
3	9,800	900	600	6,100	800	7,800	25,900	6	94
5	16,600	2,400	900	100	1,900	6,200	28,000	44	56
7	13,900	1,100	900	1,500	800	7,200	25,300	49	51
9	9,500	1,200	500	6,100	800	7,800	26,000	27	73
11	16,600	2,200	1,200	100	1,900	6,300	28,300	46	54
P7-A	20,000	2,700	6,500	100	900	6,400	35,900	95	5
P7-B	23,400	2,700	6,600	0	200	2,200	35,000	90	10
P-9	16,700	1,300	6,000	1,500	0	7,300	32,800	91	9
P10-A	19,400	3,100	5,900	100	1,100	6,300	35,900	84	16
P10-B	22,600	3,000	6,900	0	400	3,000	35,900	80	20

Notes: ¹The graded length includes the berm.
ROW = right-of-way

6.2.2.2 North Portal and Alignment Considerations

- Under Jimmy Durante Boulevard Portal (Alignments 1, 3, and 5) would result in the lowest degree of construction complexity at the north portal and the portion of the alignment north of the portal compared to other north portal sites. No significant existing infrastructure would need to be protected or reconstructed at this north portal site.
- Within Camino Del Mar Portal (Alignments 7, 9, and 11) would result in a larger degree of construction complexity at the north portal and alignment north of the portal than Alignments 1, 3, and 5 (north portal Under Jimmy Durante Boulevard). This north portal location would require reconstruction of the existing Camino Del Mar bridge to initiate the portal construction.
- Fairgrounds North Portal (Alignments P7-A, P7-B, P9, P10-A, P10-B) would have the greatest construction complexity of the north portal locations given the need to work within and widen the existing railroad alignment trench, the need to construct a new underground special events platform, coordination with current and future use at the fairgrounds, reconstruction of the Via De La Valle overcrossing, potential reconstruction of the Jimmy Durante Bridge, and drainage considerations at Stevens Creek.

6.2.2.3 South Portal and Alignment Considerations

- Portofino Drive Portal (Alignments 1, 7, and P9) would result in the lowest degree of construction complexity at the south portal and alignment south of the portal compared to the other south portal locations. The main portal site is largely above the 100-year floodplain and is not expected to require abatement measures to prevent flooding. There is no significant infrastructure that would need to be protected.
- Torrey Pines Road Portal (Alignments 3 and 9) would result in the highest degree of construction complexity at the south portal and alignment south of the portal compared to the other south portal locations. The bridge and berm segments within the Los Peñasquitos Lagoon would require a raised elevation to stay above flood levels and would require a phased approach to maintain rail operations during construction.
- Sorrento Valley Portal (Alignments P7-B and P10-B) would result in a higher degree of construction complexity at the south portal and alignment south of the portal than Alignments 5, 11, P7-A, and P7-B (Knoll Near I-5 south portal). The TBM launch site for this portal would impact existing drainage in an area with known flooding issues and would require implementing a means to convey drainage under or around the alignment. Reconstruction of Sorrento Valley Road and Carmel Mountain Road would also be required.

6.2.2.4 Utility Conflicts

Table 6-5 summarizes potential major utility conflicts for each alignment.

- Alignments 3 and 9 would result in the fewest potential conflicts with existing utilities, having potential conflicts with three major water facilities and no conflicts with major sewer facilities.
- Alignments P7-B and P10-B would result in the greatest number of potential utility conflicts, with five potential conflicts with major water facilities and three potential conflicts with major sewer facilities.

- Overall, it is expected that the majority of the potential conflicts could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a 54-inch trunk sewer and a 36-inch water main at the south portal location at the Knoll Near I-5 (Alignments 5, P7-A, and P10-A). Coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict.

Table 6-5. Summary of Potential Utility Conflicts

Alignment Number	Total	Discussion
1	4	Addressed via relocation or protect-in-place construction methods.
3	3	Addressed via relocation or protect-in-place construction methods.
5	5	Potential conflicts with the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main would require extensive coordination with the City of San Diego Public Utilities Department.
7	4	Addressed via relocation or protect-in-place construction methods.
9	3	Addressed via relocation or protect-in-place construction methods.
11	5	Addressed via relocation or protect-in-place construction methods.
P7-A	5	Potential conflicts with the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main would require extensive coordination with the City of San Diego Public Utilities Department.
P7-B	8	Addressed via relocation or protect-in-place construction methods.
P9	5	Addressed via relocation or protect-in-place construction methods.
P10-A	5	Potential conflicts with the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main would require extensive coordination with the City of San Diego Public Utilities Department.
P10-B	8	Addressed via relocation or protect-in-place construction methods.

Source: SanGIS 2022

6.2.2.5 Railroad Operational Impacts during Construction

Table 6-6 summarizes the railroad operational impacts during construction for each alignment.

North Portal

- The alignments at all of the north portals would require a shoofly to maintain existing rail service.
 - Alignments 1, 3, 5, 7, 9, and 11 (Under Jimmy Durante Boulevard and Within Camino Del Mar portals) would require a temporary single-track shoofly of approximately 3,000 feet.
 - Alignments P7-A, P7-B, P9, P10-A, and P10-B (Fairgrounds North portal) would require a temporary single-track shoofly of approximately 6,000 feet. These alignments would require the longest shoofly and single-track operation to support construction when compared to the other alignments near the north portal sites.
 - For all alignments, the temporary shoofly would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.

- Design speeds⁵ for passenger and freight trains operating along the shoofly would differ from current or planned design speeds.
 - Design speeds along the shoofly for Alignments P7-A, P7-B, P9, P10-A, and P10-B (Fairgrounds North portal) would be approximately 60 mph for passenger trains and 40 mph for freight, which is slower than planned design speeds of 90 mph and 60 mph for existing passenger and freight trains, respectively. This shoofly would result in the greatest reduction in design speeds for passenger and freight trains compared to design speeds along the shoofly at the other north portal locations.
 - Design speeds along the shoofly for Alignments 1, 3, and 5 (Under Jimmy Durante Boulevard portal) would be approximately 50 mph for passenger trains and 45 mph for freight, similar to current design speeds at this location.
 - Design speeds along the shoofly for Alignments 7, 9, and 11 (Within Camino Del Mar portal) would be the slowest compared to the other north portal locations, at 30 mph for passenger trains and 25 mph for freight, compared to current design speeds of 55 mph and 45 mph for existing passenger and freight trains, respectively.

South Portal

- Shoofly:
 - If construction proceeds as described in Section 5.2.2, Alignments 3 and 9 (south portal at Torrey Pines Road) would not require a shoofly to maintain existing rail service.
 - Alignments P7-B and P10-B (Sorrento Valley portal) would require a temporary shoofly of approximately 3,000 feet.
 - Alignments 1, 5, 7, 11, P7-A, P9, and P10-A (Knoll Near I-5 or Portofino Drive portal) would require a temporary shoofly of approximately 4,000 feet.
- Design speed along the shoofly:
 - For those alignments that require the shoofly, design speeds would be approximately 55 mph for passenger trains and 45 mph for freight, compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively.

⁵ An operating speed reflects the speed at which a train travels along a segment of track. In comparison, the design speed is used to determine aspects of a segment of an alignment, such as curves, while design of the alignment is underway. The design speed may be higher than the operating speed. Design speeds are compared for purposes of evaluation as operating speeds may vary depending on circumstances.

Table 6-6. Summary of Railroad Operational Impacts during Construction

Alignment Number	North Portal Shoofly Length (ft)	Restrictive Speed During Construction (mph) (Passenger/Freight)	Southern Portal Shoofly Length (ft)	Restrictive Speed During Construction (mph) (Passenger/Freight)
1	3,000	50/45	4,000	55/45
3	3,000	50/45	N/A	N/A
5	3,000	50/45	4,000	55/45
7	3,000	30/25	4,000	55/45
9	3,000	30/45	N/A	N/A
11	3,000	30/45	4,000	55/45
P7-A	6,000	60/40	4,000	55/45
P7-B	6,000	60/40	3,000	55/45
P9	6,000	60/40	4,000	55/45
P10-A	6,000	60/40	4,000	55/45
P10-B	6,000	60/40	3,000	55/45

6.2.3 Construction Cost Estimates

Rough order of magnitude construction cost estimates were developed for each alignment and are provided for context, but were not used as part of the screening process. The rough order of magnitude cost estimates consider the alignment component (e.g., tunnel, bridge, graded), track and signal infrastructure, temporary and permanent roadway modifications, environmental remediation, and temporary supporting infrastructure. The unit costs developed in the Alternatives Analysis Report are used to make it easier to compare current and previous estimates using 2022 dollars. These rough order of magnitude construction cost estimates do not include right-of-way costs, soft costs, or other costs not noted, nor do the costs consider inflation to reflect the year of expenditure during the construction period. Detailed capital cost estimates will be developed during environmental review.

Table 6-7 summarizes the rough order of magnitude construction cost estimates for each alignment. Construction cost estimates range from \$1.79 billion (Alignment 1) to \$4.39 billion (Alignment P10-B).

Table 6-7. Construction Rough Order of Magnitude Cost Estimate

Alignment Number	Construction Rough Order of Magnitude Cost Estimate (2022 \$billion)
1	\$1.79
3	\$1.85
5	\$2.28
7	\$1.86
9	\$1.85
11	\$2.29
P7-A	\$4.14
P7-B	\$4.29
P9	\$3.76
P10-A	\$4.06
P10-B	\$4.39

Note: Rough order of magnitude construction cost estimates are based on 2022 dollars. Changes from previously published estimates are due to project refinements and implementation of standard cost categories.

6.3 Summary of Outcomes

Based on the evaluation provided in this report, the following recommendations have been developed in support of identifying the range of alternatives to advance to CEQA scoping:

- **Alignment 1 is not recommended** for further consideration. While this alignment would have the third-fewest number of truck trips and the lowest construction complexities, this alignment with the south portal at Portofino Drive could permanently affect the largest area of sensitive vegetation communities and non-transportation land uses of the alignments. Additionally, significant opposition to the south portal site at Portofino Drive has been expressed by the public during outreach conducted to date, and an alternative southern portal location with less opposition has been identified to advance to CEQA scoping.
- **Alignment 3 is recommended** for further consideration. This alignment could result in fewer permanent impacts to sensitive vegetation communities, require the second-fewest number of truck trips, and would generally be compatible with existing land uses. The north portal site associated with Alignment 3 (Under Jimmy Durante Boulevard) would result in fewer roadway impacts compared to the north portal site associated with Alignments 7, 9, and 11 (Within Camino Del Mar) and Alignments P7-A, P7-B, P9, P10-A, and P10-B (Fairgrounds North) portal locations. Alignment 3 would result in the lowest degree of construction complexity at the north portal and alignment north of the portal compared to the other north portal locations.
- **Alignment 5 is recommended** for further consideration. The south portal for this alignment (Knoll Near I-5) would be located away from residential properties and has received general support from the public. Potential permanent impacts to sensitive vegetation communities would be comparable to Alignment 3, and less than Alignments 1, 7, 9, P7-A, P9, and P10-A. The south portal site would also result in fewer roadway impacts compared to the various south portal locations. Alignment 5 would

also result in less construction complexity at the north portal site (Under Jimmy Durante Boulevard) and alignment north of the portal than Alignments 7, 9, and 11.

- **Alignment 7 is not recommended** for further consideration. The alignment, with a south portal at Portofino Drive, could result in one of the largest impacts on sensitive vegetation communities and non-transportation land uses. Compared to the other north portal sites, the north portal site associated with this alignment (Within Camino Del Mar) would be the most impactful to the local roadway network. This alignment would also have higher complexity at the north portal site and alignment north of the portal than Alignments 1, 3, and 5 (north portal site Under Jimmy Durante Boulevard). Additionally, strong opposition for the south portal site at Portofino Drive has been expressed by the public during outreach conducted to date.
- **Alignment 9 is not recommended** for further consideration. This alignment is similar to Alignment 3 with a north portal Within Camino Del Mar and a slight difference in the location of the bored tunnel alignment. Compared to the other north portal sites, the north portal site associated with this alignment would be the most impactful to the local roadway network. This alignment would also result in the highest degree of construction complexity at the south portal site (Torrey Pines Road) and alignment south of the portal, and a higher degree of construction complexity at the north portal site and alignment north of the portal than Alignments 1, 3, and 5 (north portal Under Jimmy Durante Boulevard).
- **Alignment 11 is not recommended** for further consideration. Compared to the other north portal sites, the north portal site associated with this alignment (Within Camino Del Mar) would be the most impactful to the local roadway network. This alignment would also have higher degree of construction complexity at the north portal site and alignment north of the portal than Alignments 1, 3, and 5 (north portal Under Jimmy Durante Boulevard). Alignment 11 would result in a higher degree of construction complexity at the south portal (Knoll Near I-5) and alignment south of the portal than Alignments 7 and P9 (Portofino Drive portal). Alignment 11 would also result in more potential major utility conflicts than Alignments 1, 3, 7, and 9.
- **Alignment P7-A is recommended** for further consideration. This alignment would be the most similar to what the public supported in terms of a tunnel alignment that would be parallel to I-5 rather than under residential properties. This alignment would have a north portal within the existing railroad alignment trench located north of the state-owned fairgrounds property. This north portal site, which is common among the five stakeholder and outreach alignments, would have the greatest construction complexity of the various north portal locations. This alignment would also require construction of a new special events platform at the Del Mar Fairgrounds and would require demolition or reuse of the future San Dieguito Bridge. However, potential permanent impacts to sensitive vegetation communities for Alignment P7-A would be comparable to Alignments 3 and 5, which are also recommended for further consideration. Alignment P7-A would also result in fewer potential major utility conflicts than Alignments P7-B, P9, P10-A, and P10-B.
- **Alignment P7-B is not recommended** for further consideration. This alignment would result in greater community effects compared to other alignments. The Sorrento Valley south portal site would result in the largest impact to the surrounding local roadway network of the various south portal locations.
- **Alignment P9 is not recommended** for further consideration. The area within and adjacent to the alignment footprint, with a south portal at Portofino Drive, contains the

second-largest area of sensitive vegetation communities and non-transportation land uses. Additionally, significant opposition to the south portal site at Portofino Drive has been expressed by the public during outreach conducted to date, and an alternative southern portal location with less opposition has been identified.

- **Alignment P10-A is not recommended** for further consideration. This alignment would be similar to Alignment P7-A; however, Alignment P7-A is more responsive to comments received from the public during the outreach and engagement processes to date.
- **Alignment P10-B is not recommended** for further consideration. The alignment would result in more community effects compared to the other alignments. The alignment would result in the largest quantity of excavated materials and truck trips for disposal. The Sorrento Valley south portal site would result in the largest impact to the surrounding local roadway network of the various south portal locations.

Alignments 3, 5, and 7A are recommended to advance to CEQA scoping. The alternatives are illustrated in Figure 6-1 and will be referred to as Alternative A: I-5 Alignment, Alternative B: Crest Canyon Alignment, and Alternative C: Camino Del Mar Alignment in the Notice of Preparation.

- Alternative A: I-5 Alignment will reflect Alignment P7-A in this report.
- Alternative B: Crest Canyon Alignment will reflect Alignment 5 in this report.
- Alternative C: Camino Del Mar Alignment will reflect Alignment 3 in this report.

Figure 6-1. CEQA Scoping Alternatives



Fairgrounds voices concern over rail realignment option that would impact operations

DEL MAR, Calif. (FOX 5/KUSI) – The controversial plan to move the train off the bluffs in Del Mar by building a tunnel is picking up steam.

With the San Diego County Fair in full swing, officials there are raising concerns about how one of the project options would affect operations at the Del Mar Fairgrounds.

“How do we sell events in terms of, come have an event next to this giant hole in the ground,” said Tristan Hallman, chief communications officer for fairgrounds.

After countless meetings and community input, the San Diego Association Of Governments has presented three possible alignments.

“Option A” goes from the bluffs to the I-5 freeway. A portion of the alignment would run under the fairgrounds.

“That’s where the midway is, that’s where the carnival is,” Hallman said.

[Median income family in San Diego would need ‘nearly impossible’ down payment to afford mortgage](#)

Hallman says the fairgrounds acknowledges the train must move off the bluffs, but officials there have serious concerns about how the project would affect not only the fair, but also events all year around.

“We have a \$680 million economic impact annually. This fair alone is \$237 million of that,” Hallman said.

The I-5 alignment would begin in Solana Beach. It is the longest route and the most expensive.

“We thought this was an option that had already been ruled out. It does impact us, but obviously it’s still in the running,” Hallman said.

The option has also drawn criticism from the mayor of Solana Beach, but support from many residents who want to avoid the other two options, which have more of a direct impact on homes and businesses in the heart of Del Mar.

SANDAG declined to interview Friday, but continues to welcome public feedback on each step of the project.

SANDAG is preparing to begin the environmental impact report for the realignment project, studying all three options. The goal is for that to be complete by 2026 and construction could begin as early as 2028.

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Solana Beach clashes with Del Mar over train tunnel route

Neighboring cities differ on whether railroad should be moved to proposed alternative along Interstate 5



A Coaster commuter train travels through Del Mar near the San Diego County Fair on Wednesday, June 19, 2024. (K.C. Alfred / The San Diego Union-Tribune)



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Del Mar doesn't want a train tunnel beneath its homes. Neither does its neighbor Solana Beach.

The two small beach cities are at odds over a decades-old proposal to reroute the railroad tracks off Del Mar's crumbling coastal bluffs and into an inland tunnel.

After years of studies, community meetings and preliminary planning, this month the San Diego Association of Governments announced three potential routes for the tunnel in its official "notice of preparation" for the project's environmental impact report.

One of the proposed routes affects Solana Beach more than the others. Surprised by its inclusion, the city's mayor, Lesa Heebner, issued what she said is "a call to action" for residents to oppose it.

"Alternative A was recently proposed by a group of Del Mar residents who do not want a tunnel in their city," Heebner said in a public letter to residents. "So they removed it from Del Mar and placed it in Solana Beach."

Alternative A is the only proposal with the northern portal, where trains enter and leave the tunnel, in Solana Beach.

The route would avoid most of Del Mar by tunneling under the San Dieguito Lagoon and the Del Mar Fairgrounds, then following along the western side of Interstate 5 to end at a southern portal outside Del Mar in San Diego.

Alternatives B and C both would have a northern portal in Del Mar, then go under the city to a southern portal in nearby San Diego.

Alternative B would go from a northern portal at Jimmy Durante Boulevard, under Crest Canyon to the same southern portal at Alternative A near Interstate 5. Alternative C also would use the Jimmy Durante portal, but would go along Camino Del Mar to a south portal at Torrey Pines Road.

Solana Beach Councilmember Jewel Edson represents the city as chair of the North County Transit District board and is on the board of the LOSSAN rail corridor agency. She said Tuesday that all three agencies were surprised to learn that SANDAG plans to study Alternative A further.

“It shouldn’t be in there,” Edson said. Alternative A is “ludicrous,” she said, and it should never have been included in the notice of preparation.

SANDAG officials have said Alternative A would be twice as expensive as the other two routes and could take twice as long to build.

It also would require the removal of a new railroad bridge, which has been approved and funded but not yet built, to replace a century-old wooden trestle across the San Dieguito River, said Danny Veeh, SANDAG’s rail planning program manager.



The Coaster picks up passengers at the Solana Beach Station heading southbound on Wednesday, June 12, 2024. (Carlos Rico / The San Diego Union-Tribune)

Because of the lengthy process required to plan, design, approve and fund rail projects, the bridge will be built long before any tunnel construction begins.

Also at risk is a long-anticipated train platform at the fairgrounds, which would allow train passengers to disembark there for special events such as the annual horse races and the San Diego County Fair. It would have to be hundreds of feet below ground for Alternative A, Veeh said.

Del Mar City Council members said Heebner’s letter is inaccurate, without addressing the details, and that they need to work with Solana Beach on the issues it raises.

“There is a lot of misinformation in it, for sure,” said Del Mar Councilmember Tracy Martinez. “The best way to go about it is to start a dialogue with Solana Beach.”

Heebner's letter also points out that Alternative A would stop most activities at the fairgrounds, including the horse races and the county fair, for five to 10 years during construction. Both events are huge moneymakers for the fairgrounds and neighboring communities.

Heebner defended the letter Tuesday. Everything in it came directly from conversations she and Edson have had with SANDAG staffers, she said in an email.

Solana Beach has been largely left out of SANDAG's tunnel planning and outreach efforts so far, Heebner said. Until SANDAG released its notice, the council and most residents thought any tunnel construction in Solana Beach to be unlikely.

Any of the tunnel routes would involve two types of construction. One is called "cut-and-cover," used near the portals, where shallower sections of the tunnel are dug from above and covered when finished. Deeper sections will be bored from the sides using specialized equipment.

"SANDAG staff told us that the fair would not be able to operate for seven-plus years because their staging area and where the two tunnel types meet up in Alternate A would be right at the location of all the rides, and the construction impacts would not be conducive to a safe environment," Heebner said.

"The races, we were told, would most likely not be able to operate due to the noise, dust and vibration from construction, which would unsettle the horses," she said. "The overall construction of Alternatives B and C, we were told, would take seven years. But Alternative A would take up to twice that."

Fairgrounds CEO Carlene Moore said Wednesday that, in addition to stopping or limiting fair activities, the Alternative A route could interfere with Del Mar's plans to build its state-mandated affordable housing on the fairgrounds.

Earlier this year, the city signed an exclusive negotiating agreement with the 22nd District Agricultural Association, the fairgrounds operator, to consider the housing proposal.

"We utilize all that (fairgrounds) space," Moore said, and any additional uses, whether for affordable homes or access to the train, will take a toll on fairgrounds activities.

Alternative A would take the trench lower than the other routes to get below the San Dieguito River and lagoon. It would require deepening the existing trench that takes trains below street level in Solana Beach and lowering parts of the Solana Beach train station.

While the Del Mar council has not officially said which route it prefers, council members and residents have said they do not want the tunnel beneath their homes. They repeatedly urged SANDAG to include an I-5 route in the alternatives.

Their many concerns about the tunnel included noise, fumes, hazardous chemicals and vibrations, also the effects on property values, and the possibility of losing their homes to eminent domain.

“We can take a clear position” on some of these issues, Del Mar Councilmember Terry Gaasterland said at a recent meeting. “I would like to say we are opposed to any alignment that includes eminent domain of private property.”

Councilmember Dan Quirk said he supports none of the alternatives. Quirk rarely agrees with his fellow council members and they twice have sanctioned him for misrepresenting the council’s position on various issues.

“I do not believe any tunnel is justified,” Quirk said Monday, adding that he is “utterly amazed” that a cost-benefit analysis was not one of the first steps in the process.

“The cost-benefit analysis will help everyone see that this (rail corridor) is a dinosaur, and it should have been retired a long time ago,” Quirk said.

Quirk and his identical twin brother, Steve Quirk, formed a nonprofit called The Surf Line Trail that advocates abandoning the entire 65-mile rail segment between San Diego and San Clemente and turning it into a pedestrian and bicycle trail.

Not everyone in Del Mar opposes the tunnel.

“We need to do it yesterday,” said Alice “Ali” McNally, a long-time resident of Stratford Court.

The coastal cliffs erode at the average rate of six inches annually, placing about 1.7 miles of the railroad in Del Mar in greater danger of collapse every year. Sea-level rise adds to the erosion, and climate change is expected to bring powerful storms more frequently.

“We are in a climate crisis,” McNally said, and it’s imperative that the tracks be moved to a safer location.

McNally said she favors Alternative C because it would be the shortest, least expensive, and probably the fastest to build. She’s optimistic that the railroad’s planned switch from diesel to electric power will reduce noise, fumes and vibrations within the tunnel.

The coastal train tracks are San Diego's only rail connection to Orange County, Los Angeles and the rest of the United States. The San Diego segment is used by NCTD's Coaster commuter trains, Amtrak passenger trains, and BNSF freight trains. It's also part of the Defense Department's nationwide Strategic Rail Corridor Network, which consists of 38,800 miles of track serving 193 military installations.

Each of the possible routes is likely to need eminent domain to acquire private property near the portals.

Eminent domain "could be a nightmare for this city," said Del Mar Councilmember Tracy Martinez.

"I would never support eminent domain," Martinez said. "I don't support a tunnel in our bluff-sides ... stay away from homes."

All three proposed routes are only preliminary and could change as the environmental impact report is prepared and the project proceeds. No specific properties for the tunnel have been identified.

Should eminent domain be required, it would be used by SANDAG and not the cities that could be involved. Also, the action usually only comes into play after the agency has offered the property owner what an independent party has determined to be fair market value for the property.

The notice of preparation issued by SANDAG gives anyone interested 45 days to submit written comments on the proposed routes, which ends July 19.

Del Mar has asked to extend the comment period by 15 days, subject to SANDAG's approval. Council members said they need more time, in part, to employ consultants and to learn what comments other agencies are submitting so they can adjust their own comments, if necessary.

Completion of the draft environmental impact report, or EIR, is expected to take about one year and will include the staff's recommendation for a preferred route, SANDAG officials said. Responses to the comments submitted will be included.

The draft EIR will be subject to approval by the SANDAG board of directors, which includes mayors, city council members and county supervisors from each of the region's 19 local governments.

After that, the completion of the final EIR will take an additional four to six more months, and it also will need the SANDAG board's approval.

Certification of the final EIR is one of the last steps in getting the project “shovel ready,” which will help SANDAG and the other agencies involved obtain state and federal funding for construction.

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Officials: SANDAG rail project communication needs improvement

SOLANA BEACH — City leaders, the SANDAG board of directors, and several other agencies are urging the SANDAG rail realignment project team to improve their communication after unexpectedly advancing a route for further study that would run through Solana Beach and the Del Mar Fairgrounds.

Last month, SANDAG issued a notice of preparation (NOP) [identifying three realignments](#) for the Los Angeles-San Luis Obispo-San Diego rail corridor in Del Mar that would be advanced for environmental study. These include one beginning in Solana Beach and running along Interstate 5, and two options starting in Del Mar, one following Crest Canyon and another along Camino Del Mar.

The inclusion of the Solana Beach option, known as Alternative A, came as a [major shock](#) to residents of the small city just north of Del Mar. Soon after, it became clear that the route could devastate the Fairgrounds, the South Cedros Design District, the Coastal Rail Trail, and millions of dollars in other existing infrastructure.

During a presentation from SANDAG leaders to the City Council on June 26, city leaders noted that despite holding multiple meetings and office hours in Del Mar over the past year, SANDAG never reached out to provide information or gather input about the alignment.

“There are a lot of people here who want to learn about this, because it is such a shock to us to have this alternative being presented to us,” said Councilmember Jewel Edson, who noted that the North County Transit District, which she chairs, was also not informed about the alignment.

According to SANDAG staff, the proposed route would begin south of the Solana Beach train station in the existing trench and transition from a cut-and-cover to a bored tunnel at the site of the Fairgrounds midway. The tunnel would then continue east beneath the San Dieguito Lagoon and follow Interstate 5 before emerging from a grassy knoll along the highway south of Los Penasquitos Lagoon.

Alternative A is double the cost of the other two alignments, at an estimated \$4 billion. The route is also the longest, at 6.7 miles, and has the longest expected construction timeline of between seven and 12 years.

Alternatives B and C are expected to take a maximum of seven years.



The city of Solana Beach is pushing back against a proposed rail realignment that would replace the city's current rail trench running along Highway 101 and lead to a tunnel running beneath the Fairgrounds and San Dieguito Lagoon. Photo courtesy Boulderscape

Keith Greer, SANDAG Environmental Compliance Manager, confirmed that construction for this alignment would require using the entire width of the railroad right-of-way along Highway 101 and South Cedros Avenue. This would likely include extreme impacts to numerous businesses and homes in the immediate area as well as the Coastal Rail Trail.

Alternative A would also require the removal of the Via de la Valle bridge and the San Dieguito rail bridge, which is already planned to be renovated via nearly \$54 million in [committed state funding](#). The seasonal events rail platform, a planned rail stop at the Fairgrounds that is also covered by the funding would need to be placed hundreds of feet underground rather than at grade as previously planned.

When asked why Alternative A was included, SANDAG officials cited feedback from Del Mar residents arguing for using public land instead of private property for construction. It also incorporated the long-discussed possibility of relocating the rail along I-5.

However, following strong local pushback, SANDAG leaders have recognized the need for better communication. [SANDAG CEO Mario Orso](#) assured Solana Beach leaders there will be more contact going forward, including office hours with staff where residents can come to find out more information about the project.

“We will make a robust effort of communication with all the cities, all the agencies. There’s always room for improvement, and we will improve,” Orso said.

Other agencies, including the San Elijo JPA, the Santa Fe Irrigation District, and the Port of San Diego, were also reportedly not made aware that this alignment was being considered.

Andrew Menshek, director of Santa Fe Irrigation District Division 5, said he did not have faith that SANDAG staff would be transparent with the public or the SANDAG Board of Directors, especially considering the agency's recent [toll road scandal](#).

"I don't have a lot of faith in SANDAG when the actual management, upper management, hides information from board members," Menshek said. "This is a complete, abject failure of communications 101."

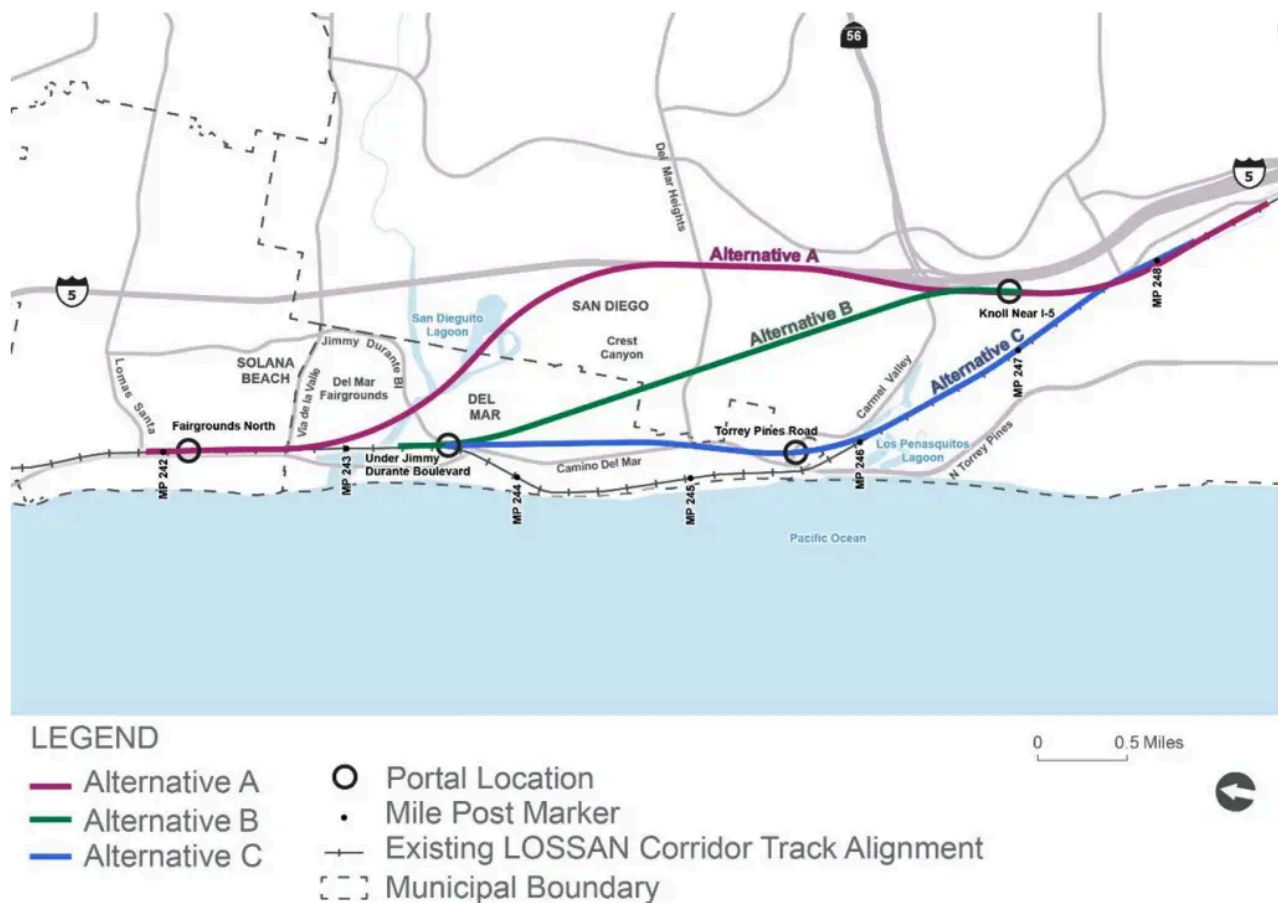
SANDAG board discusses realignment

The unexpected inclusion of Alternative A also caught the attention of the SANDAG board of directors, which will ultimately determine which rail realignment moves forward in the coming years. At the board's June 28 meeting, the NOP was added as a last-minute discussion topic.

Several board members were not pleased with the surprises within the NOP, with Board Chair Nora Vargas saying that staff appeared to "get ahead of the board" in this instance. She said she has instructed Orso and other executive management to do better.

"I don't think there's any ill intent, but I do believe we have to do better at bringing that information back to this board," Vargas said.

Figure 3. Three Project Alternatives



SANDAG has advanced three final rail realignment options for the Del Mar track tunneling project along Interstate 5, Crest Canyon, and Camino Del Mar. Courtesy SANDAG

At the meeting, Solana Beach Mayor and board member Lesa Heebner shared numerous concerns about Alternative A and clarified that she would like to see it dismissed.

She emphasized regional impacts of the alignment, including the severe reduction, if not total shutdown, of events at the Fairgrounds for multiple years, which would cause the region to lose out on hundreds of millions of dollars in local spending per year.’

“Some very critical decisions were made that we, the board, had no input on, which put this project on a pathway that the board may not know about,” Heebner said.

However, Del Mar Councilmember and board member Terry Gaasterland resisted removing Alternative A at this point and emphasized the importance of following the California Environmental Quality Act by continuing to gather feedback on all alignments.

SANDAG has emphasized that alternatives can be changed, added or removed based on feedback gathered during the current scoping period. All this feedback will ultimately inform the environmental impact report, with a draft planned to be completed next year and finalized by 2026.

Simultaneously, the regional agency is working to identify a lead federal agency that will work with them on a separate National Environmental Policy Act (NEPA) study, which must be completed before the project can progress and a final alternative can be chosen.

“It’s just really surprising that we would drop Alternative A on the public in the way that we did. [It’s] quite disappointing, frankly,” said Encinitas Mayor Tony Kranz.

City discussion

At the June 25 Solana Beach City Council meeting, city officials and residents pulled no punches in their criticism of Alignment A and SANDAG’s lack of prior communication.

Heebner pointed out that per the NOP, the route only met four of the outlined project objectives, while alternatives B and C met all six. She also challenged the assertion that it met the objective of “minimizing public impacts” and questioned how rail service could be maintained during the project — another outlined objective.

Residents recalled the disruption of the railroad trenching project in 1999, noting that Alternative A would not only destroy all of that infrastructure but force residents to undergo a similar process that would be even longer and more extreme.

“I was a Cedros business owner when the train tracks were lowered. The effect that it had on all of us was tremendous,” said Tina Zucker. “There were no reparations, there was no money, there was no ‘gee, sorry, your customers can’t park here.’”

Greer confirmed that alternatives B and C have undergone about 10% engineering analysis, while Alternative A has been studied less than 1%. This perplexed city leaders, who said additional money would need to be spent on studying all alternatives equally.

“It doesn’t appear to be a journey that’s starting on equal footing, at least from the perspective of what we know,” said Councilmember Zito.

Feedback about the NOP is being accepted until July 19. Comments can be sent to SANDAG at 401 B Street, Suite 800, San Diego, CA 92101, with attention to Tim Pesce; via email with the subject line “SDLRR Project NOP” to LOSSANcorridor@sandag.org; or online at [SANDAG.org/railrealignment](https://sandag.org/railrealignment).

EDITOR’S NOTE: This story has been updated to correct the deadline for public feedback on SANDAG’s notice of preparation. The deadline is July 19.

Cities hire outside legal help for response to proposed Del Mar train tunnel

Del Mar and Solana Beach prepare comments on SANDAG's three suggested routes

Del Mar and Solana Beach will hire outside attorneys to help prepare their official comments on the three routes proposed for a tunnel to take train traffic off the eroding coastal bluffs.

Both cities have grave concerns about the effects the railroad realignment could have on property values, public safety and the local economy, particularly the disruption during construction likely to last up to 10 years.

The San Diego Association of Governments, the county's regional planning agency, announced three possible routes for the tunnel in its notice of preparation (NOP) issued in June for the project's environmental impact report. Anyone interested has until July 19 to submit their comments, which will be included with the agency's responses in the report.

Initially Del Mar asked SANDAG to extend the comment period by 15 days, but the request was dropped. More than 800 comments had been received through Tuesday.

"During the last SANDAG board meeting, I agreed to continue the NOP comment period with the current three alignments, but to not extend it," Solana Beach Mayor and SANDAG Vice Chair Lesa Heebner said in an email Tuesday. "This was agreed to by Del Mar."

The two cities also agreed to form a "values analysis team" with representatives of San Diego, the Del Mar Fairgrounds and North County Transit District, all of whom have interests in the realignment.

The team will explore possible modifications to the three routes proposed in the notice and will encourage SANDAG to consider an entirely different route, Heebner said. Any significant modifications, changes or additions could require the agency to issue a new notice of preparation, starting the process over.

She and others support a suggestion by Encinitas Mayor Tony Kranz that a much larger segment of the railroad, from Oceanside to San Diego, be moved inland to a route along the Interstate 5 corridor.

Solana Beach was mostly absent from the realignment conversation until last month. Residents there were surprised to learn that one of the three possible routes, Alternative A, would require a northern portal in Solana Beach.

Alternative A, much favored by Del Mar, avoids most if not all of Del Mar by going from Solana Beach under the fairgrounds and along I-5 to a southern portal just inside San Diego. The other two alternatives, B and C, would have northern portals in Del Mar and would take trains beneath the city's homes.

Alternative A is the longest of the three routes. It would be twice as expensive as the other two and could take twice as long to build, SANDAG officials said.

“Alternative A was recently proposed by a group of Del Mar residents who do not want a tunnel in their city,” Heebner said last month in a public letter asking residents to oppose the route. “So they removed it from Del Mar and placed it in Solana Beach.”

Del Mar also plans to hire outside planning, engineering and communications consultants to help lay out the city’s position on the environmental review, design and construction of any realignment.

City Attorney Leslie Devaney said Monday the Del Mar council has not discussed the initiation of any litigation related to the project.

Many of Del Mar’s less than 4,000 residents strongly oppose a tunnel.

“All of us agree we don’t want a tunnel under Del Mar, we don’t want freight trains and no eminent domain,” Angelina Neglia of the local advocacy group Coalition for Safer Trains said at a City Council meeting Monday.

A tunnel portal in Del Mar could require the use of eminent domain to acquire as many as 30 private homes, Neglia said. She asked the City Council to approve a resolution opposing the tunnel and any use of eminent domain.

Del Mar’s City Council has scheduled a special meeting for 2 p.m. July 16 to approve its official comments on SANDAG’s notice of preparation. The council also could discuss a resolution at the meeting.

SANDAG is in the midst of a fifth phase of bluff stabilization work that began more than 20 years ago to protect about 1.7 miles of track on the eroding Del Mar bluffs.

The coastal train tracks are San Diego’s only rail connection to Orange County, Los Angeles and the rest of the United States.

The San Diego segment is used by NCTD’s Coaster commuter trains, Amtrak passenger trains, and BNSF freight trains. It’s also part of the Defense Department’s nationwide Strategic Rail Corridor Network, which consists of 38,800 miles of track serving 193 military installations.

From: [Director Chamber SB](#)
To: [Donna O'Leary](#); [Michael Gelfand \(SDFair\)](#); [Don Mosier \(SDFair\)](#); [Frederick Schenk \(SDFair\)](#); [Phil Blair \(SDFair\)](#); [Sam Nejabat \(SDFair\)](#); [Joyce Rowland \(SDFair\)](#); [Kmeade@sdfair.com](#); [Lisa Barkett \(SDFair\)](#); [Mark Arabo \(Sdfair\)](#); [Carlene Moore](#)
Subject: LINE ITEM 5A: Solana Beach Chamber of Commerce Support in Opposing SANDAG's Alternative A
Date: Monday, July 08, 2024 2:34:50 PM
Attachments: [Outlook-Solana Bea.png](#)
[Outlook-4dazmpt5](#)
[Outlook-y1s3khym](#)
[Outlook-v4u5jceX](#)
[Outlook-5rm12ksp](#)
[Outlook-fxoknzfu](#)
[Outlook-cpsh3ivk.png](#)
[Outlook-emailbug](#)
[SB Chamber SANDAG Letter7 3 24.docx](#)



Dear Del Mar Fairgrounds Board of Directors,

I hope this message finds you well. My name is Kimberly Jones, and I am the Executive Director of the Solana Beach Chamber of Commerce.

Attached to this email is the letter our Chamber sent to SANDAG, clearly stating our opposition to Alternative A. The Fairgrounds have been a vital part of the Solana Beach business community for decades, and we strongly oppose any rail realignment plan that threatens the Fairgrounds, particularly one that necessitates its closure.

Please know that you have our full backing and support in opposing Alternative A. Let us know how we can assist you in this effort.

Thank you for your time.

Best regards,

Kimberly Jones
Executive Director
Solana Beach Chamber of Commerce and Visitor Bureau
210 Plaza Street, Solana Beach, CA 92075
858-755-4775
Director@ChamberSB.Com

To learn more about becoming a member of the Solana Beach Chamber of Commerce visit www.SolanaBeachchamber.com





210 West Plaza Street Solana Beach CA 92075
858.755.4775
Director@ChamberSB.Com

July 3, 2024

Tim Pesce
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Subject: SDLRR Project NOP

The Solana Beach Chamber of Commerce adamantly opposes Alternative A.

Alternative A, with its numerous design and logic flaws, poses a significant threat to our community. The issues the Solana Beach City Council raised during SANDAG's June 26, 2024, highlighted a host of them. The potential for excessive and irresponsible spending and the risk of widespread business closures in Solana Beach and nearby communities are alarming. In essence, Alternative A introduces more problems than it can solve, making it unsuitable to the Del Mar train tracks problem.

Further, what appears to be a very last-minute introduction of Alternative A has engendered an unnecessary conflict between Solana Beach and Del Mar.

All of this naturally leads to the question: How could Alternative A have become part of the current Notice of Preparation? The NOP is a first step to preparing an Environmental Impact Report (EIR). Since an EIR is a highly detailed and analytical document, the NOP, which feeds into the EIR, should only propose Alternatives that have first met some reasonable, if general, level of "all-factors viability." In other words, any alternative considered for inclusion in a NOP should have passed a basic "concept stress test" (acknowledging that an evaluation for NOP purposes would not require the extensive analysis and detail that an EIR does). The lack of such a basic analysis prior to the inclusion of Alternative A is apparent.

During the recent presentation before the Solana Beach City Council, it became evident that Alternative A had not undergone a basic 'reality analysis' before its inclusion in the NOP. This was highlighted by SANDAG's responses on June 26 to the following questions by Solana Beach Councilmembers:

1. The Council asked if discretionary permits are required for the document. SANDAG answered that they did not seek them for the NOP.
2. When the Council inquired about the decision process used by SANDAG to choose Alternatives, they responded that six objectives were to be met for an Alternative to be included in the NOP - B & C met all of them. Alternative A met only four. However, when asked which four criteria Alternative A met, THEY COULD NOT RECALL. When asked if any other routes met only four criteria, THEY COULD NOT RECALL.
3. Based on the engineering feasibility (and cost) of the Alternatives, SANDAG said they had done about 10% of the scoping work for Alternatives B & C but only 1% for Alternative A. When asked what

property would have to be acquired for Alternative A based on this analysis, their reply was - THEY DIDN'T KNOW YET.

4. When asked about cost, SANDAG said Alternative A was by far the most expensive and might be as much as double that for Alternatives B and C because of factors they did not include in their current estimate.
5. SANDAG knew that Del Mar had expressed concern about the impact on residences, yet at their June 26 presentation there was no mention of the effects of construction in Solana Beach on the residences alongside and east of Cedros and on 101 because - THEY DIDN'T KNOW YET. Further, because of the railroad right of way on both sides of the Solana Beach tracks, when asked about harm to the Cedros businesses, the affordable housing units, residences to the east of the tracks, and the Rail Trail, the answer was - THEY DIDN'T KNOW YET.
6. SANDAG was asked where the construction material and equipment would be staged. The answer: THEY DIDN'T KNOW YET.
7. They were asked about the actual construction impacts of noise, dust, pollution, and traffic on the homes and businesses on Cedros, 101, and nearby areas, and the answer was – THEY DIDN'T KNOW YET.
8. When asked about venting from the tunnels, they admitted that Alternative A's longest of all contemplated tunnels would vent more concentrated diesel and other pollutants at either end because vents along the way were unnecessary. As to the impacts of this venting of pollutants on homes and businesses on Cedros and 101 -THEY DIDN'T KNOW YET.
9. A platform at the Fairgrounds will be part of Alternative A. That platform would now be built 80 feet underground – a fact that SANDAG apparently did not realize until after Alternative A was included in the NOP. The construction of a passenger transit platform involves more than just a tunnel bore. When asked about, the cost and feasibility of getting hundreds of people to the surface from an eighty-foot underground platform - THEY DIDN'T KNOW YET.
10. Finally, their best surmise on the timetable to construct Alternative A was 12 years, but a more definitive answer - THEY DIDN'T KNOW YET. This steady stream of “WE DON'T KNOW YET” responses on some very fundamental points – after Alternative A had been shortlisted as one of only three alternatives in the NOP - is alarming.

Is it possible that the introduction of Alternative A occurred because, on the surface, it seemed to be a politically astute way to shift a burden? SANDAG made clear that Alternative A was 95% on public land and 5% on private land, which was an important criterion. Alternative A meant that it did not impact many private homes in Del Mar. However, concerning Alternative A, SANDAG didn't seem to have looked much beyond this “favorable” public/private land ratio percentage to decide to include Alternative A in the NOP. The realization that Alternative A would require going far into Solana Beach also seems not to have been apparent or thought about until after Alternative A had been included in the NOP. The notation on the map showing the location of the A, B, and C Alternatives presented during the June 26 briefings had Alternative A ending at a point labeled **“Fairground North.”** The label placed there, presumably by SANDAG engineers drawing the map, suggests this.

Unfortunately, even if shifting the rail realignment burden from Del Mar to Solana Beach was not an intended purpose of Alternative A, a second apparent SANDAG assumption – and an assumption that is unsupportable on its face – seems to have been that crossing under the San Dieguito Lagoon (because it is public land) was similar to crossing under any other lagoon. That is, the San Dieguito lagoon was treated as if it were simply a natural wetland and nothing more, rather than the very important double-use property that it is. The environmental insensitivity of the Alternative A assumption, among other issues, is the failure to recognize that the San Dieguito Lagoon is home to the San Diego County Fairgrounds. The Fairgrounds is a thriving business (\$80,000,000 in annual revenue), and it is a thriving business that has established a symbiotic economic relationship with the surrounding business communities.

Even if Alternative A did not transfer the major impacts of the railroad realignment from Del Mar to Solana Beach, the Solana Beach Chamber of Commerce would strongly oppose Alternative A because closing the Fairgrounds even for just a few years would devastate the downtown business community in Solana Beach and neighboring communities, and very likely close many business establishments. It would also spell the end of horse racing at the Fairgrounds, an important part of the Fairground's annual revenue base.

Rendering the Fairgrounds inoperative for years would have a broad and deleterious impact on our Solana Beach businesses, the City and the residents of Solana Beach, the Fair, the Del Mar racing season, and the many other events hosted at the Fairgrounds.

Alternative A should be withdrawn immediately. It undoubtedly will be after not too much more examination. Even if viewed as a stand-alone option, Alternative A is deficient in meeting the goals stated criteria, and it fails completely when compared to the all-criteria-met Alternatives B and C.

The Chamber of Commerce of Solana Beach categorically opposes Alternative A and suggests that taxpayer funds should not be wasted further by including it in the EIR/EIP review.

Sincerely,

Kimberly Jones
Executive Director
Solana Beach Chamber of Commerce
director@chambersb.com
858-755-4775

The LOSSAN corridor Option A--not a viable option from any perspective

Carla Echols-Hayes <[REDACTED]>

Sat 7/6/2024 3:12 PM

To: Donna O'Leary <doleary@sdfair.com>; Michael Gelfand (SDFair) <mgelfand@sdfair.com>; Carlene Moore <cmoore@sdfair.com>; Lisa Barkett (SDFair) <lbarkett@sdfair.com>; Kathlyn Mead (SDFair) <kmead@sdfair.com>; Frederick Schenk (SDFair) <fschenk@sdfair.com>; Don Mosier (SDFair) <dmosier@sdfair.com>; Sam Nejabat (SDFair) <snejabat@sdfair.com>; Joyce Rowland (SDFair) <jrowland@sdfair.com>; Mark Arabo (Sdfair) <marabo@sdfair.com>; Phil Blair (SDFair) <pblair@sdfair.com>

Hi Fairgrounds Board,

We heard about the Option A of running a train through the Del Mar Fairgrounds at the March, 2024 meeting, and the entire Board at that time voiced opposition to the Del Mar authored Option A.

However, much to the surprise of the City of Solana Beach, NCTD, the Santa Fe Water District, and other agencies, SANDAG included Option A as one of the three options chosen for further engineering study in the SANDAG NOP. SANDAG held over 10 presentations and workshops in Del Mar and none at Solana Beach City Council meetings until June 26, 2024.

Here's an accurate article regarding Option A and lack of communication with stakeholders:

[Officials: SANDAG rail project communication needs improvement \(thecoastnews.com\)](https://www.thecoastnews.com/news/sandag-rail-project-communication-needs-improvement/)

At the June 26, 2024 Solana City Council meeting, SANDAG acknowledged the following:

1. Fairgrounds events would be shut down for 5-10 years because the proposed cut-and-cover tunnel that starts in Solana Beach would meet the tunnel under the lagoon where the large Ferris Wheel is currently located, and SANDAG would require 8-10 acres construction staging next to that junction--currently the Midway up to the Grandstands, likely also shutting down racing as horses and heavy construction could not co-exist.
2. When a SANDAG representative said to Jewel Edson, City Council member, "well, couldn't they just move the Fair?", she replied "Excuse me, but they use every square inch of their property and already do not have enough parking as it is"...(not verbatim).
3. There is no funding available or contemplated for creating a "park" on the cut-and-cover tunnel in Solana Beach, no one really knows who would own the right-of-way, and the "cover" wouldn't be engineered or graded for any use on top such as a park or housing, and the impact to Fairgrounds roads remain unknown. *(That cut-and-cover tunnel would end up at a new events platform 7 stories below ground, served by an elevator--and train station elevators repeatedly break down, according to NCTD sources.)*
4. Cost for Option A is \$4.14B; in addition, the new \$257million Fairgrounds events platform and San Dieguito Bridge project funded and slated to start in 2026 would be "rendered obsolete" according to the SANDAG representative, meaning torn down and rebuilt.

This meeting is on public record and video available on the City of Solana Beach website.

Neighborhood impact to Solana Beach:

The proposed cut-and-cover tunnel that would start in Solana Beach and proceed at a downhill 2% grade, turning East at the Belly Up parking lot. This tunnel would require a very wide trench that would take out 60 naturally occurring affordable housing units along the west side of S. Cedros, as well as demolish the Via de la Valle bridge at the intersection of VDLV and the 101. Those units are mostly rentals, and the renters would not be entitled to any mitigation from losing their homes under eminent domain.

The rail trail would also be demolished, as well as all of the double-track and trench already installed in 1999 for \$33million at that time, because the current trench is not engineered properly for a cut-and-cover tunnel, and the 101 would be shut down to one lane headed north, impacting all businesses in Solana Beach on the 101.

Financial impact to the region of Option A:

Project estimated cost over 10 years:	\$4.14B
Lost economic multipliers from Fairgrounds year-round events (est. \$683million/year per 2019 SDSU economic study) over 10 years:	6.83B
Sunk infrastructure cost (event platform, San Dieguito Bridge):	257M
Sunk double-track cost (in 1999 dollars):	33M
TOTAL--IF project on-time/on-budget	\$11.26B

Unknown financial impact to the 22nd DAA--race track bond depends on revenue from horse racing, and stopping racing would likely be an event of default. Who repays the bond holders if the 22nd DAA has no events, no revenue, and no ability to repay?

Other Impacts to the entire county:

Option A would have a devastating effect on the regional economy because of the Fairgrounds no longer providing the economic multipliers to small and large businesses--people who rent their houses seasonally without direct beach access, the small restaurants, the hotels in the entire region, and other service industries. Some of those evicted renters in Solana Beach may not be able to find housing at comparable rents and experience homelessness.

And then there's the Fair that generations have enjoyed yearly, as well as other popular events such as KABOO and concerts and winter horse shows and the track season. Those are perhaps the greatest losses that would occur as a consequence of Option A that benefits only the few in Del Mar.

Thank you for continuing your staunch opposition to Option A.

Best regards, Carla Hayes
Solana Beach

A black rectangular redaction box covering the signature area.

From: [Brian](#)
To: [Donna O'Leary](#); [Michael Gelfand \(SDFair\)](#); [Carlene Moore](#); [Lisa Barkett \(SDFair\)](#); [Kathlyn Mead \(SDFair\)](#); [Frederick Schenk \(SDFair\)](#); [Don Mosier \(SDFair\)](#); [Sam Nejabat \(SDFair\)](#); [Joyce Rowland \(SDFair\)](#); [Mark Arabo \(Sdfair\)](#); [Phil Blair \(SDFair\)](#)
Subject: Agenda Item 5A - SANDAG LOSSAN corridor
Date: Tuesday, July 9, 2024 1:18:44 PM



Hi Fairgrounds Board,

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And then there's the Fair that generations have enjoyed yearly, as well as other popular events such as KABOO and concerts and winter horse shows and the track season. Those are perhaps the greatest losses that would occur as a consequence of Option A that benefits only the few in Del Mar.

Thank you for continuing your staunch opposition to Option A.

Sincerely,
Brian [REDACTED]
Solana Beach Resident
[REDACTED]

From: [REDACTED]om
To: [Donna O'Leary](#); [Carlene Moore](#); [Michael Gelfand \(SDFair\)](#); [Don Mosier \(SDFair\)](#); [Frederick Schenk \(SDFair\)](#); [Phil Blair \(SDFair\)](#); [Sam Nejabat \(SDFair\)](#); [Joyce Rowland \(SDFair\)](#); [Kmeade@sdfair.com](#); [Lisa Barkett \(SDFair\)](#); [Mark Arabo \(Sdfair\)](#)
Subject: Item 5A - SANDAG NOP Alternatives
Date: Tuesday, July 09, 2024 9:29:41 AM



I support the Fairground's opposition to Alternative A. Below is the message I sent to SANDAG.

I'm responding to the notice for public input of potential routes for the train relocation. I understand there are tough decisions to be made.

The sweet spot should be a combination of the least impact to residential and commercial interests and total cost. It is then easy to eliminate Option A from the three options presented.

Option A has a huge impact on the operations of the Fairgrounds as well as commercial and residential interests in Solana Beach. The city of Del Mar generates a large percentage of its revenues from sales taxes at the Fairgrounds. Option A would likely have a devastating impact on the city's revenues and ability to provide services to its residents. It is easy to see that the overall impact of Option A is significantly greater than Options B or C. Plus, as the longest tunnel, it would obviously be the most expensive option. Assuming similar cost overrun multipliers for each option, the financial difference between Option A and Options B or C is that much greater.

I understand no option is perfect. But of the three options, Options B and C are unquestionably better options than Option A.

Regards,

Jeff [REDACTED]
[REDACTED]

FW: Item 5A - SANDAG NOP Alternatives

Donna O'Leary <doleary@sdfair.com>

Thu 7/11/2024 12:35 PM

To: Molly Arnold <marnold@sdfair.com>

 1 attachments (31 KB)

Letter to SANDAG - 9 Jul 24.docx;

Donna M. O'Leary

Office Manager

doleary@sdfair.com | p: 858. 755-1161 ext. 2200

Del Mar Fairgrounds/22nd District Agricultural Association

2260 Jimmy Durante Blvd. | Del Mar, CA 92014

www.delmarfairgrounds.com

www.sdfair.com

From: Dick Plush <[REDACTED]>

Sent: Thursday, July 11, 2024 12:32 PM

To: Donna O'Leary <doleary@sdfair.com>; Carlene Moore <cmoore@sdfair.com>; Michael Gelfand (SDFair) <mgelfand@sdfair.com>; Don Mosier (SDFair) <dmosier@sdfair.com>; Frederick Schenk (SDFair) <fschenk@sdfair.com>; Phil Blair (SDFair) <pblair@sdfair.com>; Sam Nejabat (SDFair) <snejabat@sdfair.com>; Joyce Rowland (SDFair) <jrowland@sdfair.com>; Kmeade@sdfair.com; Lisa Barkett (SDFair) <lbarkett@sdfair.com>; Mark Arabo (Sdfair) <marabo@sdfair.com>

Subject: Item 5A - SANDAG NOP Alternatives

Dear Fairgrounds-DAA officials,

I have submitted the following input to SANDAG in opposition to LOSSAN Alternative A, due to environmental and economic impacts to the Fairgrounds, Solana Beach and the region as a whole. I hope this is helpful to you as you move forward. Thank you for your solid stewardship of these treasured Fairgrounds.

Sincerely,

Richard Plush

(This letter is also attached as a MS Word document)

9 July 2024

SANDAG
Attn: Mr. Tim Pesce
401 B Street, San Diego, CA 92101

Dear SANDAG,

I have been a resident of Solana Beach, CA since 1983. I am a retired Naval Aviator and major airline pilot with an extensive background in operations analysis, risk management and best practices. I thrive on critical thinking, answering the question: "What if?," and using all available resources to develop long-term win-win solutions.

On 26 June 2024, I attended the SANDAG NOP – LOSSAN Rail Realignment Update session for two hours, at the Solana Beach City Hall. When I left the meeting, I was struck by the following two sentiments:

1. Appreciation for the Solana Beach City Council. With this being my first exposure to them in person, I found them to be fair-minded, clear communicators who displayed admirable focus and analytical ability. They were willing and able to listen to all viewpoints, ask appropriate questions based on solid homework, and exercise restraint.
2. A keen understanding of why distrust of government is so pervasive. The SANDAG representatives initially came across well, but as both the Council and community speakers began to ask questions and dig into substance, we all witnessed a hastily-prepared set of proposals, which clearly represented undue outside influence and a lack of basic, critical due diligence. As the meeting progressed, the absurdity of much of what was presented gave an initially serious meeting an air of comedic disbelief.

I believe I speak for most rational observers in requesting that SANDAG take a long, hard look at this situation as an opportunity to retool and to work on increasing credibility by performing believable cost-benefit analysis, independent of myopic, self-centered outside interests.

It is imperative that this realignment takes place, and it deserves to be performed with transparency, intelligence and foresight, able to withstand reasonable scrutiny. Any suggestions of abandoning the San Diego – San Clemente rail corridor and turning it into a pedestrian and bicycle trail are rendered moot by the fact that this is part of the Defense Department's nationwide Strategic Rail Corridor Network. In presenting the NOP, while there was a clear necessity to whittle down the large list of possible routes to a few choices, future SANDAG proposals must pass the tests of common sense, cost-effectiveness and information integrity.

In proposing Alternative A, the following provides at least a partial list of ways in which these basic requirements were not met:

- It is roughly twice as expensive as the alternatives, and it could take nearly twice as long to execute.
- It only met 4 of the 6 stated objectives of the proposal.
- It does not reasonably address the economic and quality-of-life impact on both Solana Beach and Del Mar of shutting down for 5-10 years the horse races, county fair and other Del Mar Racetrack activities, including proposed affordable housing.
- It would adversely affect or negate Cedros Avenue business traffic, parking, existing homes, and low-income apartments.
- It would negatively impact Solana Beach's only two existing hotels.
- 40% of Solana Beach business activity is located in the area impacted by this alternative.

- It would require the removal of the already-approved and funded San Dieguito railroad bridge.
- It would put the highly desirable fairgrounds train platform at risk, requiring deep undergrounding.
- It would hazard or eliminate the much-loved Coastal Rail Trail, adjacent to Highway 101 in Solana Beach.
- It did not adequately address the practical aspects of staging of required vehicles and equipment.
- It did not provide adequate venting, nor explanation of how diesel fumes generated in the double-length tunnel would be ameliorated.
- It employed misleading subterfuge in vocabulary by referring to the tunnel outlet near the Belly Up Tavern as "Fairgrounds North."
- It was clearly promoted surreptitiously by Del Mar, with minimal interaction with Solana Beach.

While this was thankfully a set of proposals, rather than inviolable mandates, I believe it serves as a wake-up call in a number of areas, centering around integrity and credibility. After years of reading about SANDAG, this was my (and likely many peoples') first direct interaction with the organization, and the impression that was left was abysmal ... but not unrecoverable. If we are to live up to the mantra of America's Finest City, we must do America's Finest Work.

Likewise, after forty-plus years of observing Del Mar disrespecting Solana Beach through its dismissive and heavy-handed actions, I submit that it likewise would be wise to engage in some serious soul-searching. Yes, the task is very complex and requires hard decisions, but attempting to pawn off a half-baked solution on your neighbors does not engender long-term cooperation and mutual respect. One gentleman from Del Mar spoke at the meeting, asking Solana Beach residents to have compassion for the difficulties posed to Del Mar by this corridor. My answer to him and to Del Mar is to elevate their behavior, moving away from the longstanding us-versus-them mentality towards a more collaborative relationship with their immediate neighbors.

I hope someone is listening. Just as at the national level ... We Can Do Better. The best way to achieve this is to act locally. Everyone is watching.

Respectfully,

Richard Plush
Solana Beach, CA

[REDACTED]