

APPENDIX H

Gavin Newsom
 Governor

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David S. Kim
 Secretary

**Los Angeles-San Diego-San Luis Obispo (LOSSAN)
 San Diego Regional Rail Corridor Working Group**
 Thursday April 23, 2020 from 9:00AM – 11:10AM
AGENDA

<u>Time</u>	<u>Agenda Item</u>	<u>Topic</u>	<u>Presenter</u>
9:00 AM	Item 1	Welcome and Introductory Remarks (10 Minutes)	Secretary Kim, CalSTA
9:10 AM	Item 2	Remarks by US Representative Mike Levin (5 Minutes)	US Representative Mike Levin
9:15 AM	Item 3	Report from the Sub Working Group to identify state transportation funding options for Del Mar Bluffs Phases 5 and 6. (20 Minutes)	John Haggerty, SANDAG; Kyle Grading, Caltrans; and Matthew Tucker, NCTD
9:35 AM	Item 4	California Natural Resources Agency Efforts and Programs to Address Sea-Level Rise (20 Minutes)	Mark Gold, Deputy Secretary for Ocean and Coastal Policy, California Natural Resources Agency
9:55 AM	Item 5	SANDAG and California Coastal Commission Coordination Efforts (5 Minutes)	Keith Greer, SANDAG
10:00 AM	Item 6	U.S. Army Corps of Engineers (USACE) - Storm Damage Reduction/Shoreline Protection Program (25 Minutes)	Eduardo T. De Mesa, USACE
10:25 AM		Break (10 Mins)	
10:35 AM	Item 7	Update on Long Term Realignment Study (15 Minutes)	Linda Culp, SANDAG

10:50 AM	Item 8	Key Questions and Objectives for the Sub Working Group to support alignment of state, regional, and local objectives for the LOSSAN Corridor long-term solution (10 Minutes)	Giles Giovinazzi, CalSTA
11:00 AM	Item 9	Closing Remarks (10 Minutes)	Secretary Kim, CalSTA
11:10 AM	Item 10	Adjourn	All Participants

LOSSAN San Diego Regional Rail Corridor Working Group

April 23, 2020

Meeting Notes

1. Welcome and Introductory Remarks: Secretary Kim, CalSTA

- a. In February, I traveled to Washington D.C. with Caltrans Director Toks Omishakin and CTC Chair Paul Van Konyenburg to discuss our efforts on Del Mar Bluffs with members of the California U.S. Congressional Delegation.
 - i. Several Congressional transportation leaders have expressed the need to develop programs aimed at making transportation infrastructure more resilient to climate change.
 - ii. We met with U.S. House Transportation & Infrastructure Committee Chairman Peter DeFazio, U.S. Senator Kamala Harris and several members of the California Congressional Delegation. We met with Del Mar's U.S. Representative - Mike Levin - who has been actively engaged with regional coastal restoration projects.
- b. This week, CalSTA reinforced the state's support for the Del Mar Bluffs project with a \$5 million TIRCP grant for Del Mar Bluffs Phase 5, the near-term effort to strengthen the bluffs.
- c. SANDAG applied to the U.S. DOT's *Infrastructure for Rebuilding America* (INFRA) program for Del Mar Bluffs Phase 5. Caltrans provided a letter of support.
- d. We are still awaiting a response from the Federal Railroad Administration regarding SANDAG's State of Good Repair Program application for Phase 5.
- e. I also reached out to the U.S. Transportation Command (TRANSCOM), which provided us with a letter emphasizing the strategic national security significance of the LOSSAN Corridor.
- f. The "Sub Working Group to identify state transportation funding options for Del Mar Bluffs Phases 5 and 6" has convened and reworked the project's state funding strategy. The group will provide an update today.
- g. SANDAG will update us about its early coordination efforts with the California Coastal Commission.

- h. We have not yet convened the Sub Working Group to support alignment of state, regional and local objectives for long-term realignment of LOSSAN Corridor. Since work on the “Five Big Moves” has been slightly delayed, we will start moving forward with the Sub Group on Long-Term Objectives work. We have disseminated a series of Key Questions for this Sub Group to consider.

2. Welcome and Introduction: Hasan Ikhata, SANDAG

3. Report from the Sub Working Group to identify state transportation funding options for Del Mar Bluffs Phases 5 and 6- John Haggerty, SANDAG; Donna DeMartino, OCTA; and Matthew Tucker, NCTD

- a. Del Mar Bluffs Phase 5 includes drainage and piling. Most work will be done at the top of the bluff within the railroad right-of-way, and very little at the beach level. Phase 6 includes toe protection. This work will be done at the toe of the bluff at the beach level to protect the bluffs from erosion.
- b. Construction has been tailored to funding, and we have prioritized and phased relative to funding.
- c. NCTD will be going to their board in a couple months to request funds for this project.

4. Remarks by US Representative Mike Levin

- a. With the economic hit from COVID-19, we need to do all we can to turn things around- keeping our vital corridor open and thinking about the future impacts.
- b. In the near-term, we need stabilization to prevent a disruption of service, but in the long-term we will need more due to sea-level rise.
- c. I have written in support for funding, and I will continue to do so.
- d. The corridor goes through Camp Pendleton, so we need a reliable rail network in terms of being military ready.
- e. The current crisis has created a bipartisan desire for a large infrastructure package. Shovel-ready and high-priority projects will be pushed for in an infrastructure package.

5. California Natural Resources Agency Efforts and Programs to Address Sea Level Rise- Mark Gold, Deputy Secretary for Ocean and Coastal Policy, California Natural Resources Agency

- a. In January, CNRA approved the Strategic Plan for Coast & Ocean for the State of CA. The goal of the plan is to create a more integrated approach.

- b. Targets in the Strategic Plan include: Ensure CA coast is resilient to 3.5-foot sea level rise by 2050; Update guidance every 5 years (2023); Coastal counties and regions develop and adopt coastal resilience plans by 2023; Identify and fund a variety of coastal resilience projects starting in 2021.
- c. Goal: Bold Statewide Principles for Aligned State Action
 - i. An action now saves up to 6 times the cost of an action later.
 - ii. 6 major principles, including: utilize the best available science, build coastal resilience partnerships; improve coastal resilience communication; support local leadership and address local conditions; strengthen alignment around coastal resilience; implement and learn from projects
- d. Next steps: potentially a climate resiliency bond; potentially SB 1100 (local and regional coastal resilience planning)
- e. Question from Secretary Kim on the meaning of using projects as examples.
 - i. Answer- Mark Gold: A project that could serve as an example for others. For example, a project in a port, natural area, etc. that could help people understand the potential benefits and possibilities of these projects.
 - ii. Hasan Ikhata, SANDAG: Del Mar Bluffs Phase 6 would be a good example project.

6. Remarks from California Assemblymember Tasha Boerner Horvath

- a. We are in uncertain times, so we don't know if a bond will be approved. This is a vital corridor that would make a potential recession worse if service stopped. There is still work on climate that needs to go forward no matter what. AB 2062 will not be moving this year, but we may still be able make a budget ask. If we can't do it this year, it doesn't mean we can't do it in future years.
- b. Assemblymember Boerner Horvath is part of the Climate Resiliency Bond Working Group.
- c. The Select Committee on Sea Level Rise and the California Economy hearing is not cancelled but postponed.
- d. Groundwater will rise with sea-level rise. This is new science that is emerging.

7. SANDAG and California Coastal Commission Coordination Efforts- Keith Greer, SANDAG

- a. We have been exploring the realm of possibilities to streamline the project while still protecting coastal resources. SANDAG and the Coastal Commission have a great cooperative relationship.
- b. We can use the existing North Coast Corridor PWP/TREP (Public Works Planning) framework as a model.
- c. We will align impacts and alternatives with a package of mitigation actions. Impacts include those to coastal resources, recreational access, and visual impacts.
- d. Kanani Leslie, Coastal Commission SD District Office: We have a great relationship; we meet monthly. We can use the existing PWP. We want to have a good sense of the project before it comes in for a permit application. This will hopefully expedite the permitting process.
- e. Giles Giovinazzi, CalSTA: The AB 1282 Task Force led by CalSTA and CNRA recently put out a report about streamlining project delivery via early coordination with permitting agencies. When this working group does its final report, we would like to document the extent we were able to realize time savings or benefits through this early coordination effort.
- f. Question from Councilmember Dwight Worden, Del Mar: Will there be an opportunity for communities like the City of Del Mar to participate in the process- via coastal hearings, EIS or EIR?
 - i. Answer: Kanani Leslie: We have the City of Del Mar's letter concerning the emergency work that was done. It is important for the City to be involved in this coordination process. The process of amending the PWP would have public meetings with locals before it goes to the Commission.
 - ii. Answer: Hasan Ikhata, SANDAG: We are going to move this project forward with consensus. The SANDAG staff will propose a solution based on expert input. We are going to work through public workshops and work with the Coastal Commission.

8. Update on the Long-Term Realignment Study- Linda Culp, SANDAG

- a. The previous 2017 study analyzed 5 potential re-alignments from a high-conceptual engineering level.
- b. The upcoming study will build off the 2017 study. It will result in alternative alignments, proposed improvements, and an analysis that will support future investments.

- c. Specific tasks planned include: coordinate with the Regional Plan, State Rail Plan, etc.; evaluate corridor wide improvements; look at operational feasibility; Del Mar & Miramar Hill feasibility; future connections and extensions; ongoing public involvement.
- d. Regarding public involvement, outreach events and meetings will be planned soon.
- e. The Del Mar & Miramar Hill Alternatives Task will include updating mapping, criteria, cost estimates, environmental approach, economic impact analysis, etc.
- f. Regarding funding, the SANDAG Board approved \$3 million last Fall for the study, and the Caltrans planning grant application is pending. AB 2062 may not be moving forward this year, but we will continue to look for other funding.
- g. Next Steps: consultant proposals are due today, we have a June 1 Notice to Proceed, and the study schedule is 18 months.
- h. Hasan Ikhata, SANDAG: This study will not be political, but it will analyze the best policy options moving forward.
- i. Assemblymember Tasha Boerner Horvath: We may still be able to make the budget ask for the study, but we won't know until the end of July.
- j. Question from Secretary Kim on the timing of the study.
 - i. Answer- Linda Culp, SANDAG: We want to be able to be responsive of the Working Group's schedule so we can report back on the Del Mar portion before the end of the year. The entire study, however, will take 18 months.
- k. Question from Councilmember Dwight Worden on the geographical scope of the study and engagement with stakeholders.
 - i. Answer- Linda Culp: It will look at the entire LOSSAN corridor. For example, there may be opportunities for reduced travel times if we look north of Del Mar. We want to work with other agencies and stakeholders. We want to have regular meetings with them, for example, working with the Coastal Staff.
 - ii. Hasan Ikhata, SANDAG: High Speed Rail Phase 2 is looking to connect San Diego to the Inland Empire to Las Vegas. We would like to ensure we are looking at all future opportunities

for the long-term. It is a top priority to include BNSF and all other partners.

- iii. Matt Tucker, NCTD: We have agreements with BNSF and Amtrak to support their operation on the corridor. It is critical to include them in the process. We must ensure the rights and obligations we have are reflected in any capital plan that comes forward.

9. Key Questions and Objectives for the Sub Working Group to support alignment of state, regional, and local objectives for the LOSSAN Corridor long-term solution- Giles Giovinazzi, CalSTA

- a. The expectation is for the group to meet quarterly for about a year, and then create a final report that outlines shared objectives for the corridor realignment. LOSSAN Corridor Realignment alternatives will not be decided by this group, but we would like to discuss various operational goals and objectives.
- b. Questions include: What are the key objectives we hope to achieve through long-term alignment? What purpose do we want the future of LOSSAN Rail service to serve in the San Diego region? (More questions on document sent out to the group)

10. U.S. Army Corps of Engineers (USACE) - Storm Damage

Reduction/Shoreline Protection Program- Eduardo T. De Mesa, USACE

- a. The feasibility study includes storm damage and beach erosion. High priority missions are flood and storm damage reduction, ecosystem restoration, and commercial navigation.
- b. A project has been authorized right above Del Mar- the shoreline restoration project for Solana Beach. There are also authorized projects in Encinitas and San Clemente.
- c. The Water Resources Development Act is a route of authority for the Corps to conduct a study.
- d. We must account for the coastal damages that we can prevent on public infrastructure, public services, and residential/commercial structures. In San Clemente, potential damages to the LOSSAN Rail Corridor was the largest justification.
- e. The SMART Feasibility Study Process is limited by Congress to be completed within 36 months. Once the study is done, it goes back to Congress for authorization. While waiting for authorization, we can move forward with pre-construction design. Construction can begin after authorization.

- f. Question from Secretary Kim: Could Del Mar be covered through the authorization of San Clemente, Solana Beach, Encinitas?
 - i. Answer- Eduardo T. De Mesa: The San Clemente authority could be used as a justification to request funding for a study of Del Mar. We would need a local sponsor for this.
- g. Comment from Jewel Edson, Mayor of Solana Beach: Thank you for the ongoing shoreline protection program of Solana Beach.
- h. Question from Dwight Worden, Del Mar: Toe protection is part of Phase 6. The Army Corps timeline is a lot longer than what we are hoping for Phase 6. What are the options in terms of time?
 - i. Answer- Eduardo T. De Mesa: If we were to start the process right now, it would be 3 years to complete a feasibility study.
 - ii. Answer- Hasan Ikhata, SANDAG: We will be communicating with the Army Corps of Engineers to make sure our timelines are aligned, and we are on the right schedule.
 - iii. Answer- Matt Tucker, NCTD: Projects 5 & 6 will be implemented in phases anyway, so we would have enough time to collaborate with the Army Corps of Engineers. This is doable in the absence of receiving enough money to fund everything at once.
- i. Question from Jim Linthicum, SANDAG: If things accelerate with the bluffs, do you have emergency provisions so things can be accelerated?
 - i. Answer- Eduardo De Mesa: We have a separate program for emergency response that is for immediate problems.

11. Closing Remarks, Secretary Kim

12. Follow-Up:

- a. If you have ideas for future agenda items, please reach out to Giles Giovinazzi (Giles.Giovinazzi@calsta.ca.gov).
- b. CalSTA will follow-up on seeking a presentation from the I-Bank.



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Coastal Rail Corridor

San Diego Segment

Los Angeles • San Diego • San Luis Obispo



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Del Mar Bluffs Stabilization Phase V & VI

April 23, 2020

KeepSanDiegoMoving.com

Del Mar Bluffs 5 & 6 Work Plan



- Threat: Erosion, Bluff Retreat, Sea Level Rise, Earthquake
- Components: Drainage, Piles, Toe Protection
- Location / Access / Environmental Setting:
 - Drainage: Top of Bluff and Beach
 - Piles: Top of Bluff
 - Toe Protection: Beach Level
- Project 5 - Drainage & Piling
- Project 6 - Toe Protection
- Construction Tailored to Funding
- Prioritized, Phased for Funding



Estimated Budget Need



Item	Bluffs 5	Bluffs 6
Drainage	\$8,588	-
Piles	\$18,387	-
Toe Protection	-	\$10,070
Contingency & Mobilization	\$9,442	\$4,532
Const Subtotal:	\$36,417	\$14,602
Env, Eng & Admin	\$19,340	\$9,948
Escalation	\$9,439	\$8,971
Total Estimate:	\$65,196	\$33,521

\$ in thousands



Funding Strategy



Item	Bluffs 5	Bluffs 6
Project Cost:	\$65,196	\$33,521
Existing	\$3,473	-
State: TIRCP	\$4,900	-
Remaining Need:	\$56,823	\$33,521
Pending - Federal: INFRA	\$11,600	
Pending - Federal: SOG	\$11,600	

\$ in thousands

- Local Contributions
- BUILD, CRISI
- SB 1: Trade Corridor Enhancement Program
- Infrastructure Recovery Package





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California's Current Efforts on Sea Level Rise and Coastal Resilience



Mark Gold D.Env., OPC Executive Director,
Deputy Secretary of Oceans and Coastal Policy

April 23, 2020

Goal 1 - SAFEGUARD COASTAL AND MARINE ECOSYSTEMS AND COMMUNITIES IN THE FACE OF CLIMATE CHANGE



Photo credit: NOAA SWFC



San Diego; photo Lori Brooks



Pacifica; photo credit Alan Grinberg



Arcata Wastewater Treatment Plant; photo jkalt

Goal 1 Targets – Sea Level Rise

- Ensure California coast is resilient to 3.5 foot sea level rise by 2050
- Develop a site specific infrastructure resiliency plan focused on state roads, wastewater treatment plants, water supply facilities, ports and power plants by 2023
- 10,000 new acres of coastal wetlands will be protected, restored or created by 2025. California coastal wetland acreage will increase by 20% by 2030 and 50% by 2040.
- Update California's scientific SLR Guidance with the best available science in 2023
- All coastal counties and regions should develop and adopt coastal resilience plans or elements by 2023.
- Identify and fund a variety of pilot coastal resilience projects starting in 2021.



Making California's Coast Resilient to Sea Level Rise: Principles for Aligned State Action

- Californians' safety, local and state economies, critical infrastructure, and natural resources face increasing threats from SLR. Every scientific assessment since California's 2009 Climate Adaptation Strategy has revealed that coastal impacts from climate change-caused sea level rise (SLR) will occur more quickly and be more severe than previously projected. **California's coast faces a significant risk of experiencing SLR of up to 1.0 feet by 2030 and 7.6 feet by 2100.**
- Warming temperatures and a higher frequency of extreme weather, in conjunction with high tide events, have already resulted in SLR impacts at Imperial Beach, Seal Beach, Del Mar, Pacifica, Arcata, areas along San Francisco Bay, and elsewhere.
- Projections of future SLR point to **significant impacts to California communities**, with considerable environmental justice implications, upwards of hundreds of billions of dollars in impacts to property and development, impacts to statewide and regional water supplies, as well as significant damage to and loss of many miles of beaches, tidepools, coastal rivers, estuaries, and wetlands.



Photo: Embarcadero, San Francisco, "King Tides," Mike Ellippoff

Goal

- As California has repeatedly demonstrated, **a bold, statewide climate agenda benefits our natural resources, health and safety, economy, critical infrastructure, and communities.** Our state has led global efforts on climate change mitigation and is poised to do so on climate change adaptation.
- These Principles will enable California to scale up its coastal resiliency efforts through aligned strategies that create consistent, efficient decision-making processes and actions coastwide and improve collaboration across state, local, tribal, and federal partners.
- Action now saves up to six times the cost of action later,** allows time for the state and communities to test and leverage needed solutions, and prevents untold impacts.
- By enhancing alignment and partnerships now, we will significantly improve the climate resiliency of our coast, bays, shorelines, and communities,** particularly frontline communities most vulnerable to the impacts of SLR.



Photo: Coastal Commission King Tides Project 2019

Principles

1. Develop and Utilize Best Available Science
2. Build Coastal Resilience Partnerships
3. Improve Coastal Resilience Communications
4. Support Local Leadership and Address Local Conditions
5. Strengthen Alignment Around Coastal Resilience
6. Implement and Learn from Coastal Resilience Projects



Endorsing and Participating Entities

Endorsing Entities

Wade Crowfoot, Secretary, California Natural Resources Agency (CNRA), and CNRA Agencies
Jared Blumenfeld, Secretary, California Environmental Protection Agency (CalEPA), and CalEPA Agencies
Betty Yee, State Controller

Participating Entities

CNRA	Department of Water Resources
CalEPA	Ocean Protection Council
SF Bay Conservation & Development Commission	Governor's Office of Planning and Research
California Coastal Commission	Office of Emergency Services
California Energy Commission	State Coastal Conservancy
California Department of Fish and Wildlife	State Lands Commission
Caltrans	State Parks
Delta Stewardship Council	State Water Resources Control Board
	Strategic Growth Council



Photo credit: Dana Murray



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Next steps:

Climate Resilience Bond – will a bond go forward in November?

SB 1100 – local and regional coastal resilience planning. Will it go forward?



Photo: Lincoln Chu



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Thank You

Contact: Mark.Gold@resources.ca.gov

STORM DAMAGE REDUCTION :

CIVIL WORKS PROJECT DELIVERY PROCESS

Ed T. De Mesa
Chief, Planning Division
21 April 2020

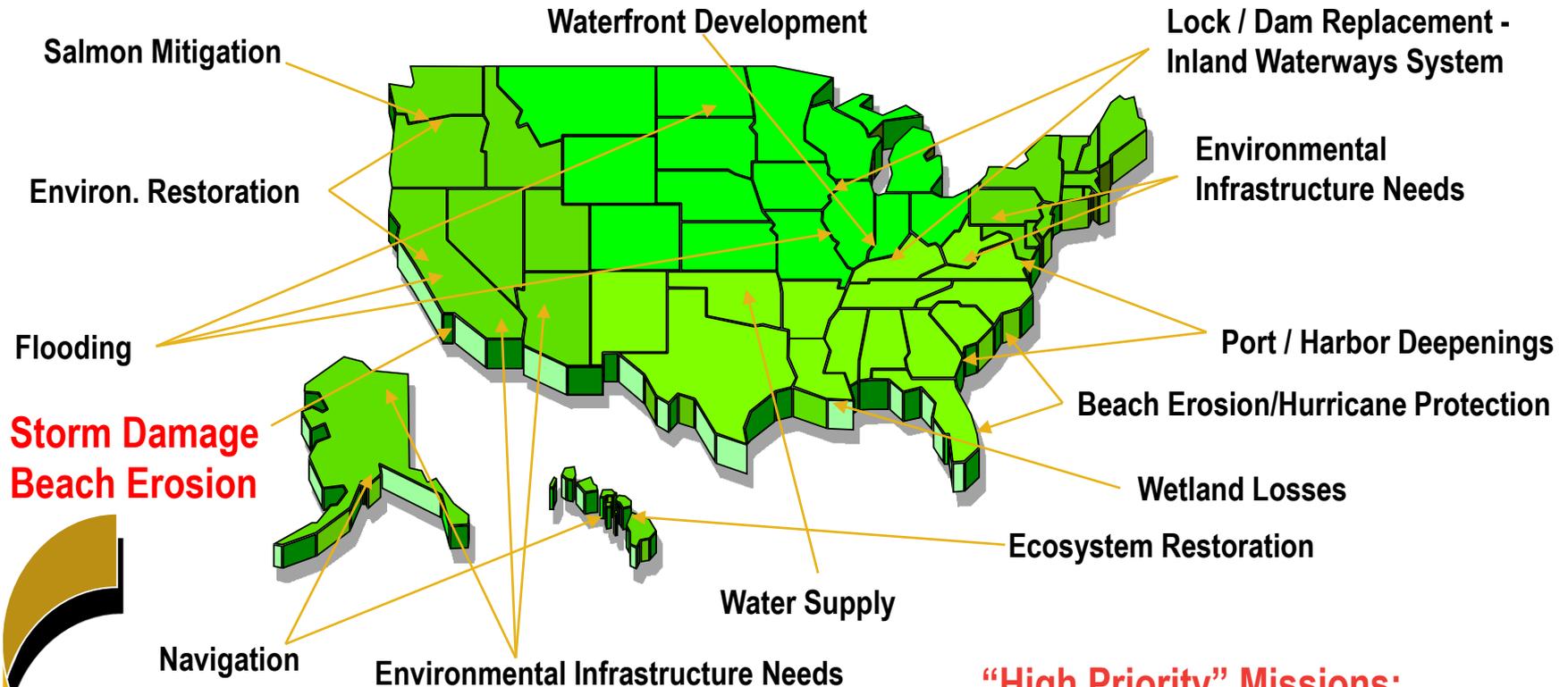
“The views, opinions and findings contained in this report are those of the authors(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation.”



**US Army Corps
of Engineers.**



Study Initiation



Letter of Intent to Corps

“High Priority” Missions:

- Flood & Storm Damage Reduction
- Ecosystem Restoration
- Commercial Navigation



US Army Corps
of Engineers.



Study Authorization / Resolution

WRDA Bill

Passage ~ 2-yr.
Intervals

Member

Authority - Congress!

- ☞ Study Resolutions
- ☞ WRDA Bills
- ☞ Standing Authorities
- ☞ *Appropriations Bills*



Have we
studied
the
problem
before?

Environment &
Public Works
Committee

Senate Resolution

OR

Transportation &
Infrastructure
Committee

House Resolution



US Army Corps
of Engineers.



WRDA 2018 Feasibility Study Authority

(2) the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9601 et seq.).

Subtitle B—Studies and Reports

SEC. 1201. AUTHORIZATION OF PROPOSED FEASIBILITY STUDIES.

The Secretary is authorized to conduct a feasibility study for the following projects for water resources development and conservation and other purposes, as identified in the reports titled “Report to Congress on Future Water Resources Development” submitted to Congress on March 17, 2017, and February 5, 2018, respectively, pursuant to section 7001 of the Water Resources Reform and Development Act of 2014 (33 U.S.C. 2282d) or otherwise reviewed by Congress:

(1) CAVE BUTTES DAM, ARIZONA.—Project for flood risk management, Phoenix, Arizona.

(2) SAN DIEGO RIVER, CALIFORNIA.—Project for flood risk management, navigation, and ecosystem restoration, San Diego, California.

(3) J. BENNETT JOHNSTON WATERWAY, LOUISIANA.—Project for navigation, J. Bennett Johnston Waterway, Louisiana.

(4) NORTHSHORE, LOUISIANA.—Project for flood risk management, St. Tammany Parish, Louisiana.

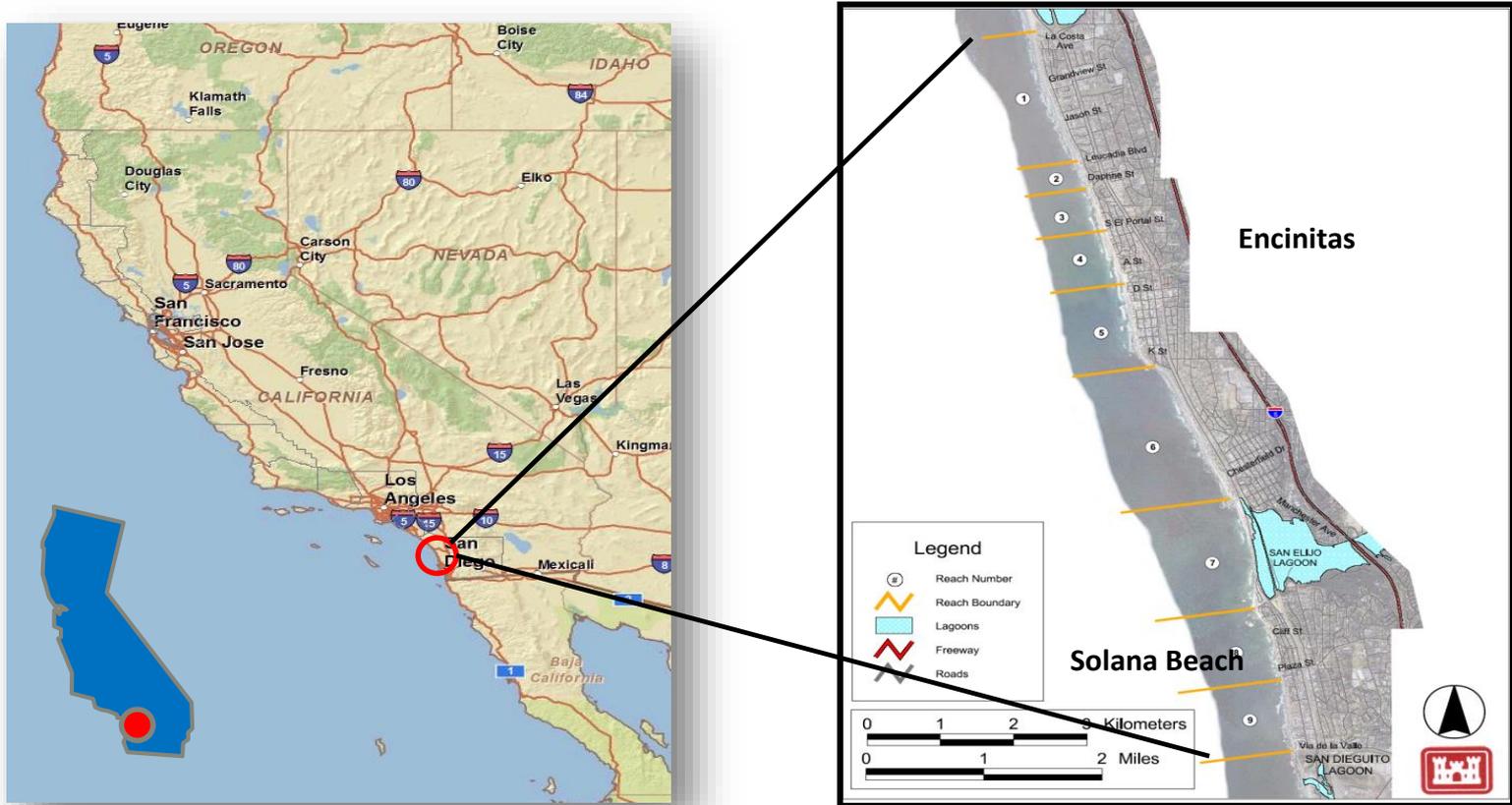
(5) QUACHITA-BLACK RIVERS, LOUISIANA.—Project for



US Army Corps
of Engineers.



Existing Study Authority



Resolution of the House Public Works and Transportation Committee (13 May 1993)

“Directed the U.S. Army Corps of Engineers to investigate the feasibility of providing shore protection improvements in and adjacent to the City of Encinitas, California, in the interest of storm damage reduction, beach erosion control, and related purposes.”

Resolution of the House Committee on Transportation and Infrastructure (22 April 1999)

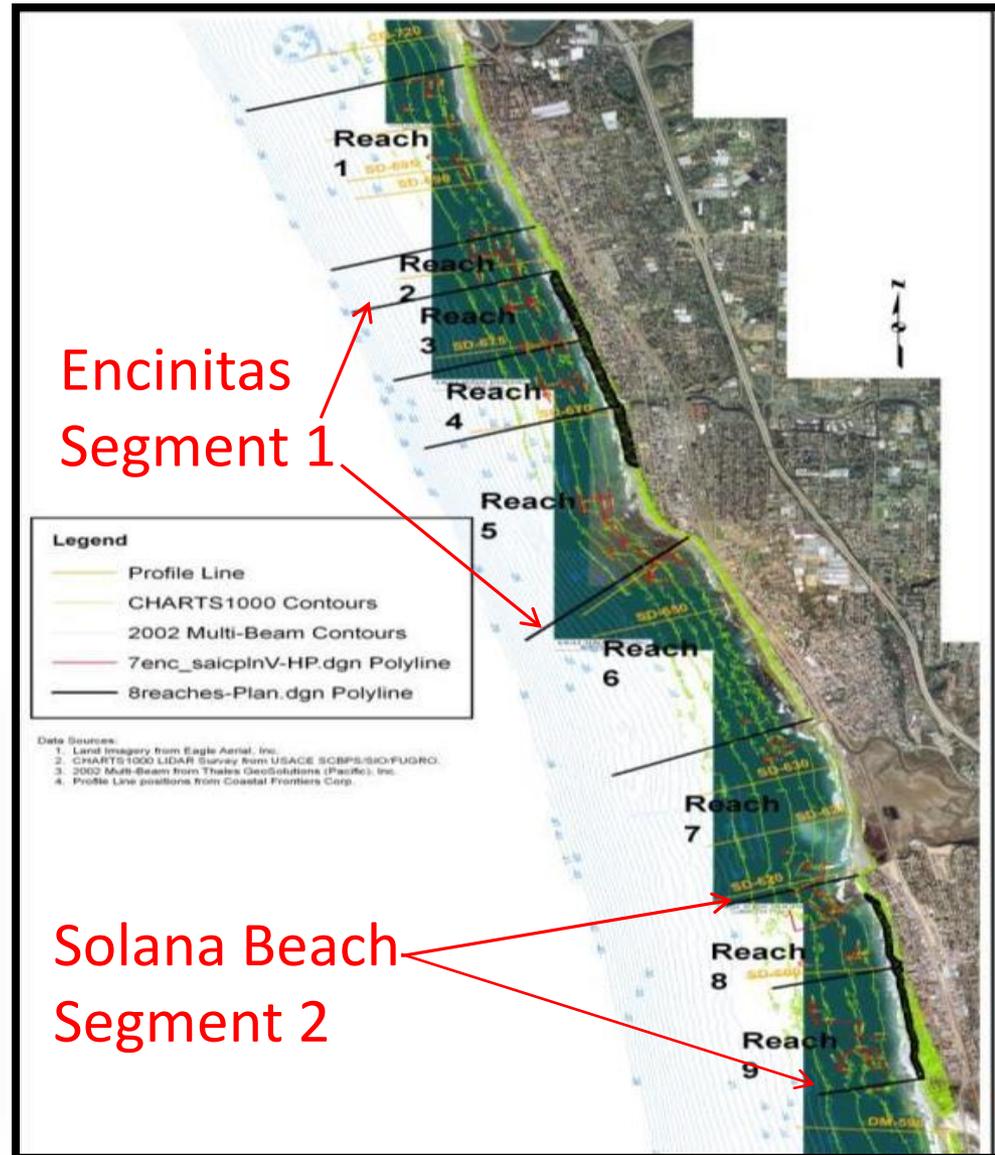
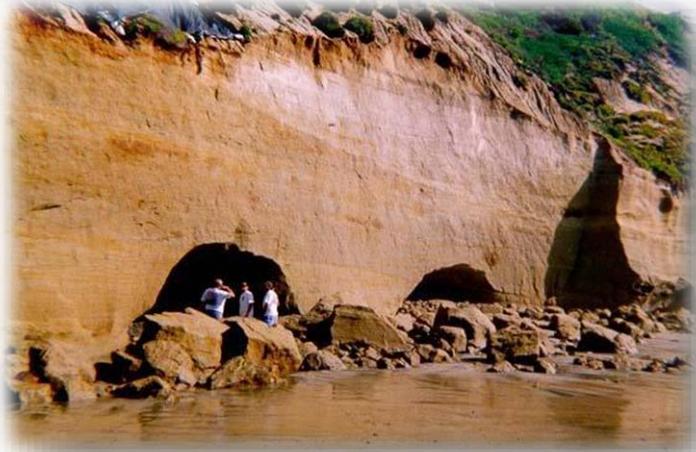
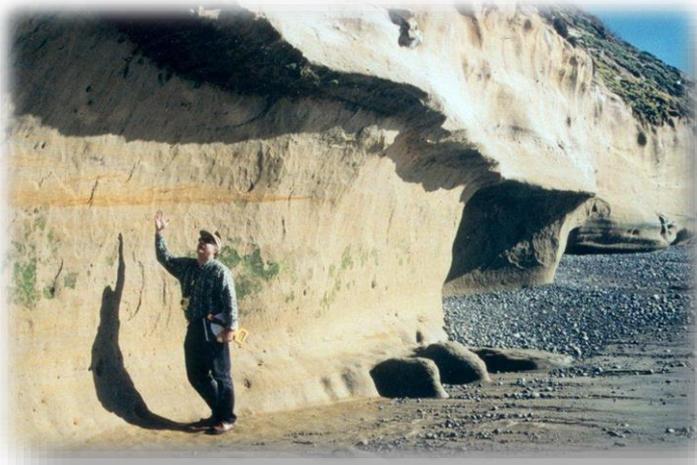
“Directed the U.S. Army Corps of Engineers to conduct a study of the shoreline along the City of Solana Beach, San Diego County, California, to determine the feasibility of providing shore protection improvements for storm damage reduction, environmental restoration and protection, and other related purposes.”



U.S. Army Corps of Engineers.



Study nearby



US Army Corps
of Engineers.



Coastal Damages

- Public Infrastructure
- Public Services
- Residential/commercial structures



Wave Overtopping on HWY 101



Road Inundation on HWY 101



Undermining of Bicycle Path



Wave attack against Protective revetment

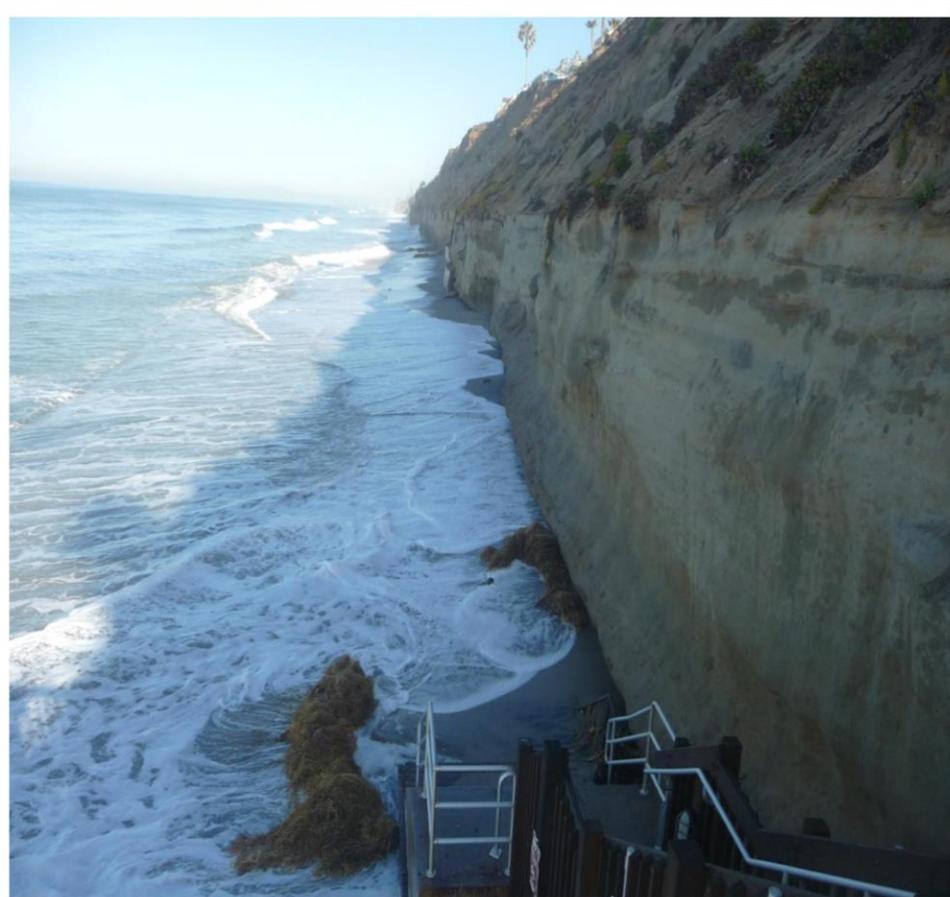


Street and Structure Inundation



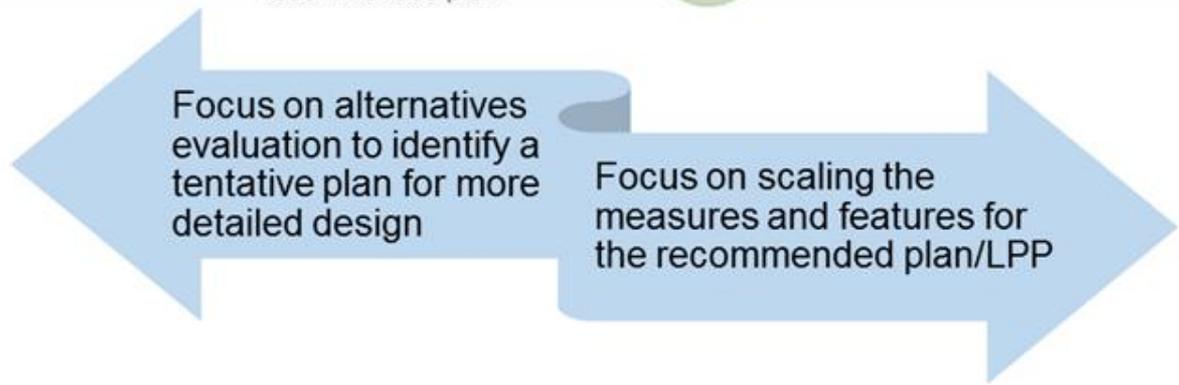
Flooding at South Cardiff State Beach

Wave attack vs Restored shoreline



Conduct Feasibility Study

SMART Feasibility Study Process Up to 36 months



Project Authorization

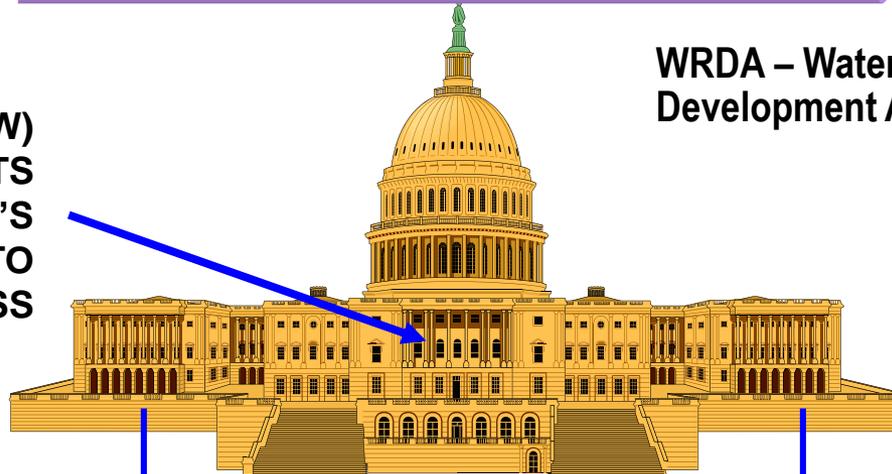
WRDA Bill

Every 2 years



ASA (CW)
SUBMITS
CHIEF'S
REPORT TO
CONGRESS

WRDA – Water Resources
Development Act



Environment &
Public Works
Committee

Senate Bill

Transportation &
Infrastructure
Committee

House Bill

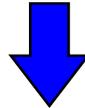


US Army Corps
of Engineers.

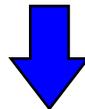


Civil Works Project Delivery Process

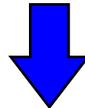
Study Initiation Phase (2+ years)



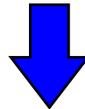
Feasibility Study (3+ years)



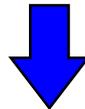
Project Authorization by Congress (WRDA)



Design, Plans, and Specifications (2 – 3 years)



Project Construction



Operations and Maintenance
(Non-Federal Sponsor)



US Army Corps
of Engineers.





LOSSAN

Coastal Rail Corridor

San Diego Segment

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Update on the Long-Term Realignment Study

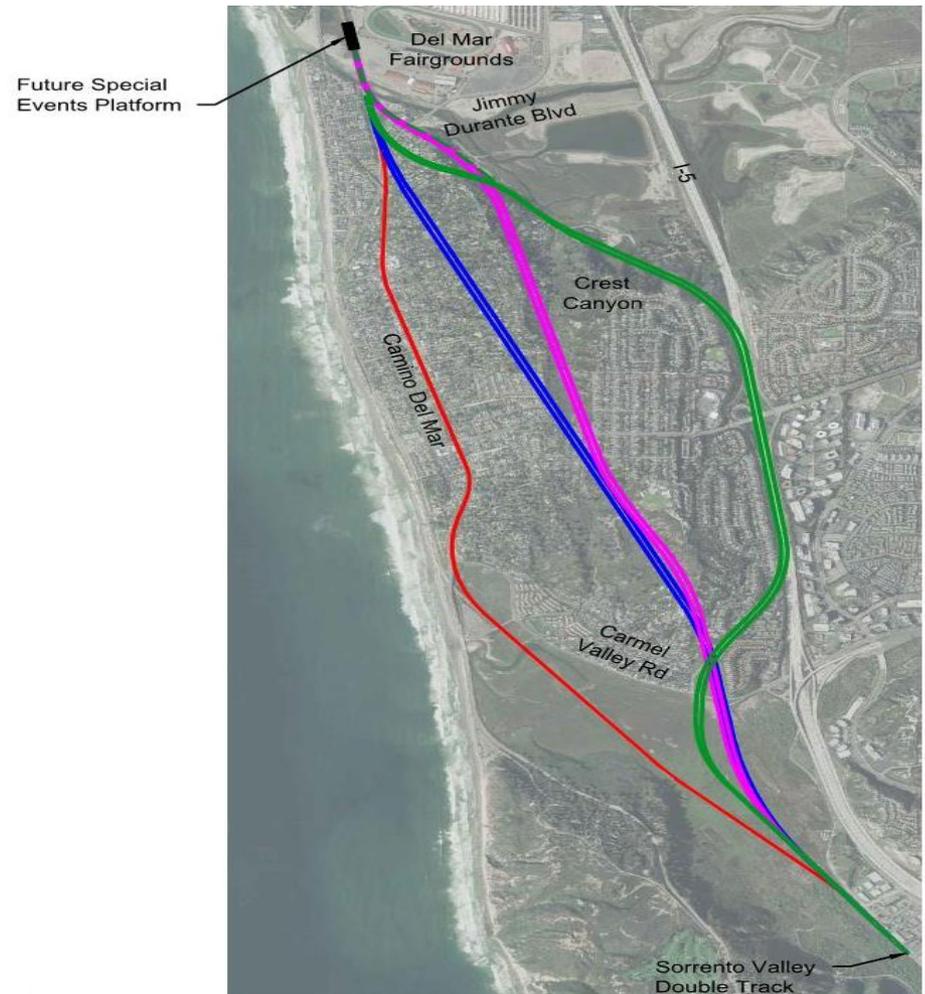
Item 7 | LOSSAN San Diego Regional Rail Corridor Working Group

April 23, 2020

KeepSanDiegoMoving.com

Previous Study - Del Mar Tunnel Alignment Alternatives

- Studied five alignments from Del Mar Fairgrounds to Sorrento Valley
- Conceptual Engineering and Environmental Constraints Report in 2017



Upcoming Study – Expected Results

- The study will result in:
 - alternative alignments,
 - proposed improvements, and
 - supporting analysis along the LOSSAN-San Diego Subdivision that will support future investments to reduce travel times, increase capacity, and enhance safety.
- Future connections and extensions will be addressed at a planning level.

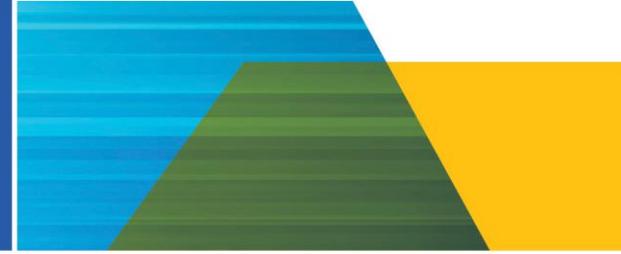


Upcoming Study - Specific Tasks

- Regional Plan/State Rail Plan/Relevant Studies Coordination
- Corridorwide Improvements and Evaluation
- Operational Feasibility
- **Del Mar and Miramar Hill Alternatives Analysis**
- Future Connections and Extensions
- Phasing and Implementation Plan
- Public Involvement



Del Mar and Miramar Hill Alternatives Analysis



- Updated mapping, utilities
- Updated communications, signals
- Updated evaluation criteria and alternatives analysis
- Preliminary drainage report
- Geotechnical
- Noise and Vibration
- Right of Way Requirements
- Rail Equipment Analysis
- Cost Estimates
- Visual Simulations
- Environmental Approach
- Economic Impact Analysis



Funding

- Board of Directors approved \$3 million in September 2019
- Caltrans planning grant for \$220,000 pending (expected decision by June)
- Continued efforts for additional funds for future work (e.g., AB 2062)



Next Steps

- Consultant Proposals: Today
- Notice to Proceed: June 1
- Study Schedule is 18 months
 - Concurrent tasks
 - Initial focus on Del Mar / Miramar Hill Alternatives



Update on the Long-Term Realignment Study



Q&A

Project Info: KeepSanDiegoMoving.com/LOSSAN

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