

# LOSSAN

## Coastal Rail Corridor

San Diego Segment

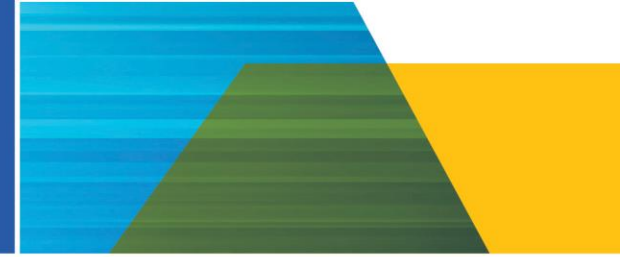
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## Sorrento to Miramar – 4(f) *De Minimis* Determination

# LOSSAN Overview – Bruce Smith PE SM2 Project Manager with SANDAG



## What is LOSSAN?

- A 351-mile coastal rail corridor
- Los Angeles–San Diego–San Luis Obispo
- Built in the 1880s
- Second busiest U.S. passenger corridor
- 60-mile San Diego segment maintained by North County Transit District (NCTD)
- 2013 Annual Ridership:
  - 1.7M on COASTER
  - 2.6M on Amtrak
- Freight service by BNSF



# Sorrento to Miramar, Phase 2

## Project Background

- Adds two miles of second main track along Miramar Grade to allow trains to pass
- Straightens curves in track to increase passenger train speeds from 25 to 40 mph
- Will reduce travel times, enhance reliability and improve efficiency
- Will assist in meeting projected future ridership and freight service needs





# Sorrento to Miramar, Phase 2

## Alternatives Analysis

- Alternative analysis in 2010
- Based on a variety of constraints, two primary alternative alignments were selected for further study
- The Federal Railroad Administration (FRA) is preparing a NEPA Environmental Assessment evaluating the two selected alternatives



# Sorrento to Miramar, Phase 2

## Project Alternatives

### *Alternative 1*

- Mostly within the existing railroad right-of-way along the south side of Soledad Canyon

### *Alternative 2*

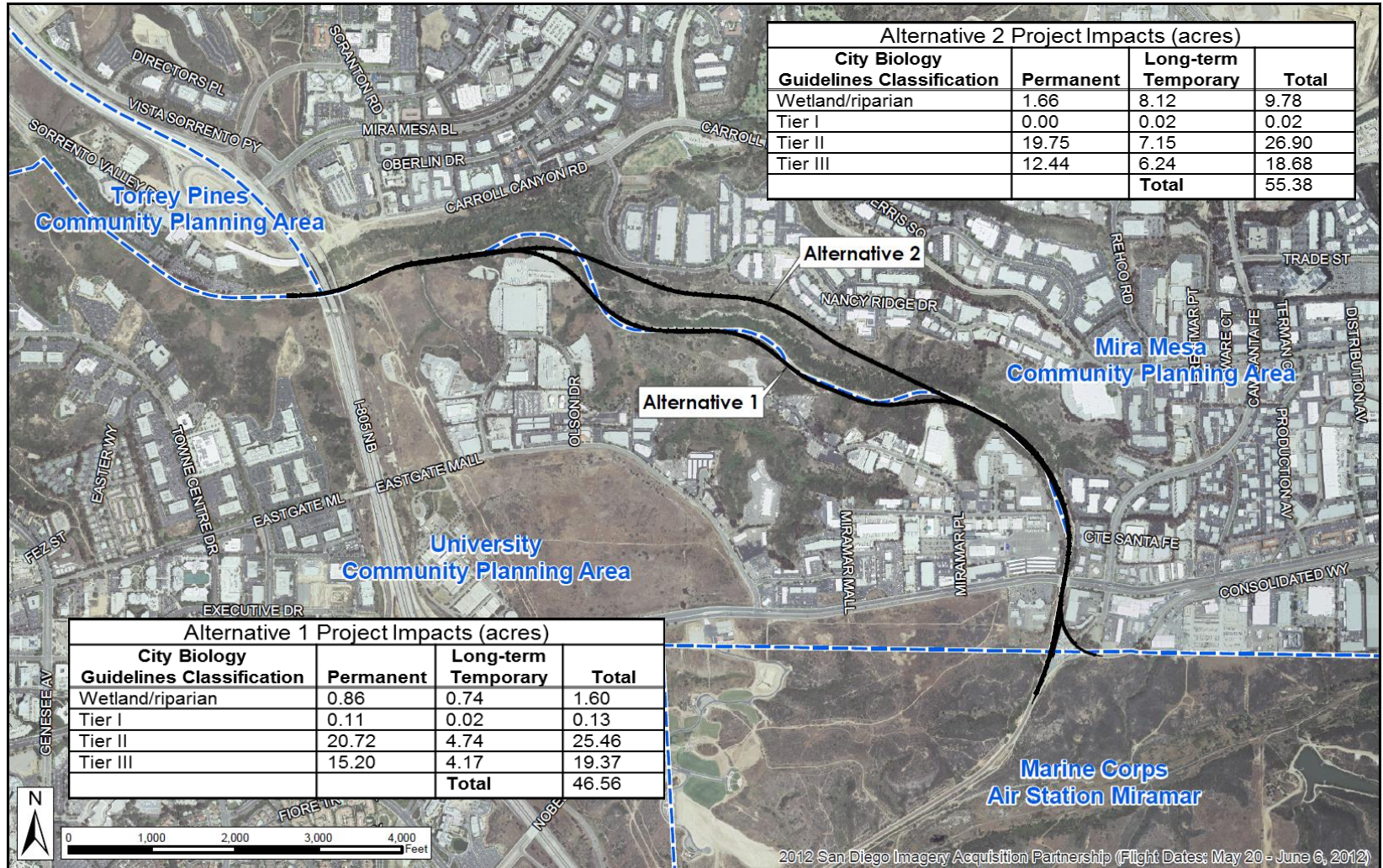
- Traverses a new right-of-way corridor along the north side of Soledad Canyon and includes two new railroad bridges





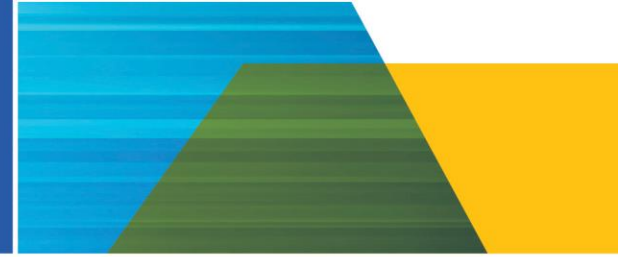
# Sorrento to Miramar, Phase 2

## Project Alternatives Map



# Sorrento to Miramar, Phase 2

## Regulatory Considerations – Erich Lathers



- This federal project falls under the Interstate Commerce Commission Termination Act, which preempts state and local regulation
- As a federal transportation project, it is subject to Section 4(f) of U.S. Department of Transportation (DOT) Act of 1966
- Studied alternatives to feasibly minimize 4(f) impacts







- Section 4(f) properties or resources include:
  - Publicly-owned parklands and recreational lands
  - ***Publicly-owned wildlife and waterfowl refuges***
  - Historic sites of national, state, or local significance
- City-owned Multi-Habitat Planning Area (MHPA) lands are considered to qualify as Section 4(f) resources under the wildlife and waterfowl refuges category





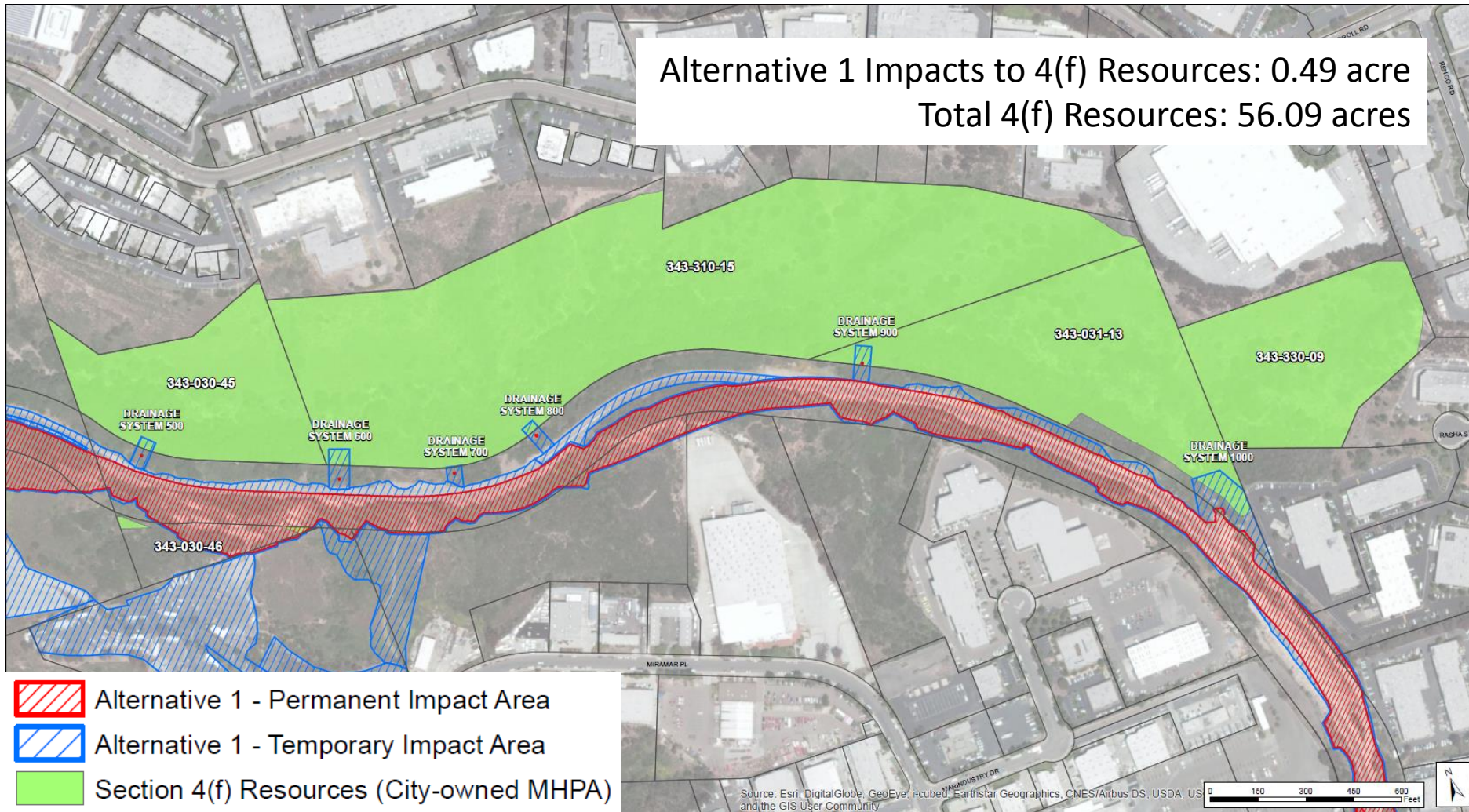
### ***What are MHPA lands?***




- The MHPA delineates core biological resources areas and corridors targeted for conservation to create a planned habitat preserve
- Considered an urban preserve which is constrained by existing or approved development, and is comprised of linkages connecting several large areas of habitat
- Developed by the city in cooperation with wildlife agencies, property owners, developers, and environmental groups

# Sorrento to Miramar, Phase 2

## Alternative 1 - Impacts to 4(f) resources

Alternative 1 Impacts to 4(f) Resources: 0.49 acre  
Total 4(f) Resources: 56.09 acres



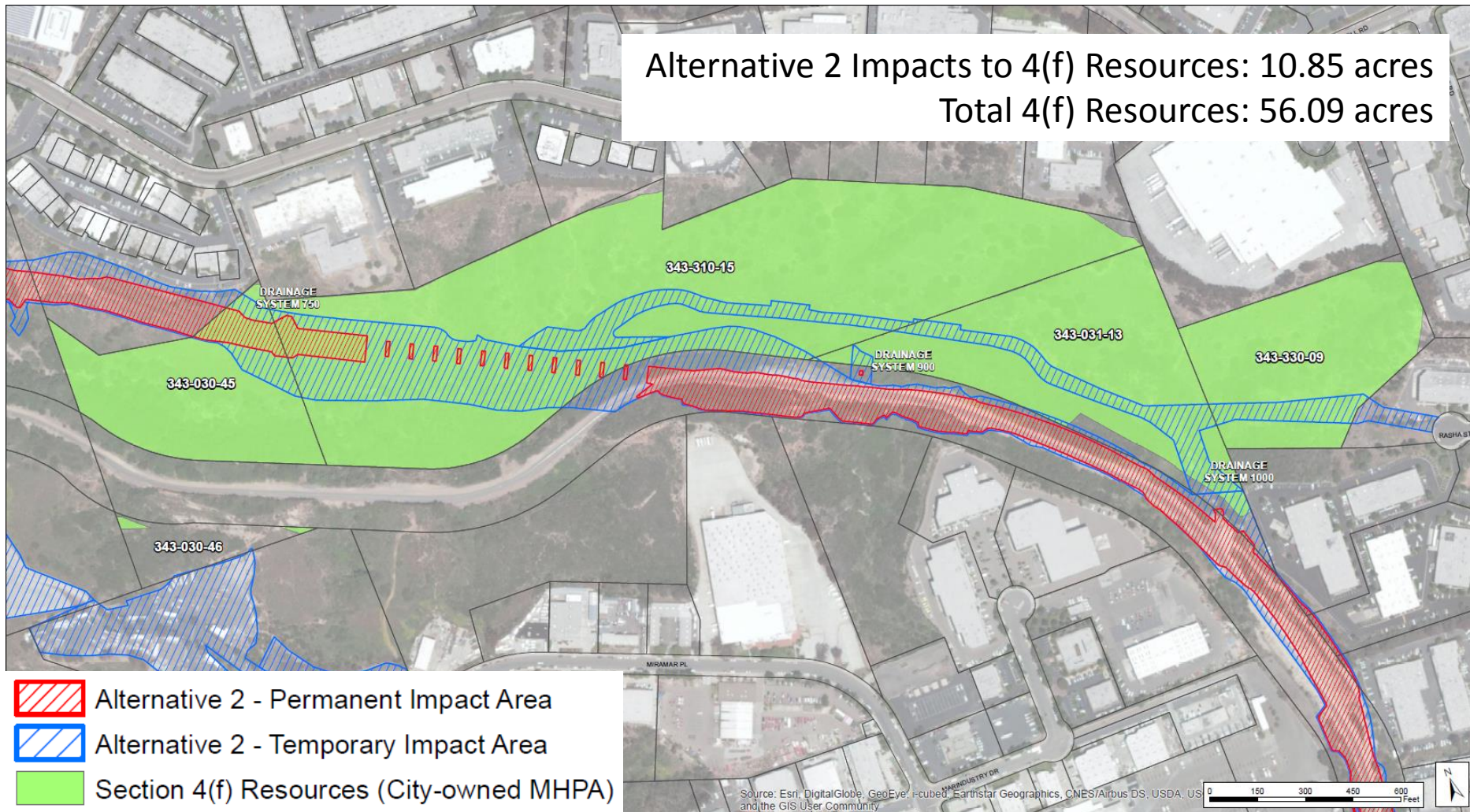
-  Alternative 1 - Permanent Impact Area
-  Alternative 1 - Temporary Impact Area
-  Section 4(f) Resources (City-owned MHPA)



# Sorrento to Miramar, Phase 2

## Alternative 2 - Impacts to 4(f) resources

Alternative 2 Impacts to 4(f) Resources: 10.85 acres  
Total 4(f) Resources: 56.09 acres



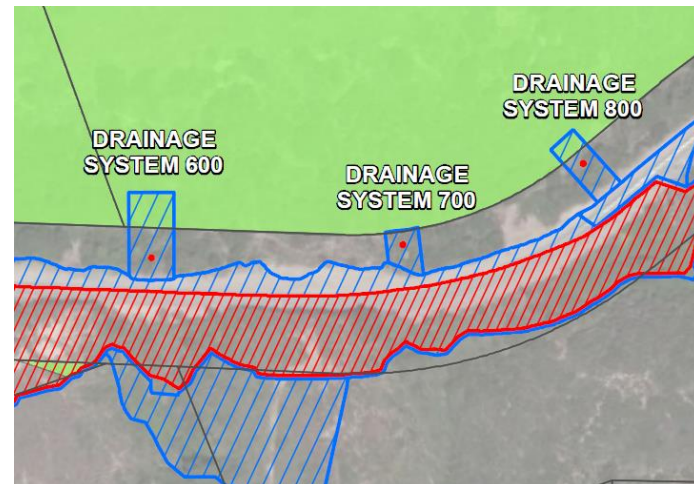


# Sorrento to Miramar, Phase 2

## Section 4(f) Impacts – Alternative 1

### **0.46 acres of impacts are for drainage systems;**

- Needed to convey storm water runoff underneath the railroad
- Involves construction of and planting of several gabion mattresses (rocks wrapped in a wire mesh) to prevent soil erosion at the drainage outlet
- Vegetation will need to be cleared in and around the gabion mattress sites which will be replanted



# Sorrento to Miramar, Phase 2

## Section 4(f) Impacts – Mitigation

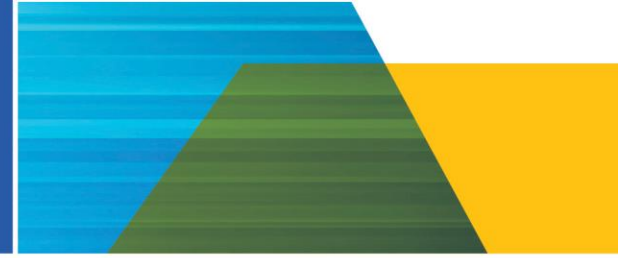


Photo of Gabions that have revegetated in Crest Canyon, Del Mar



Gabions installed some years ago across the valley to control erosion

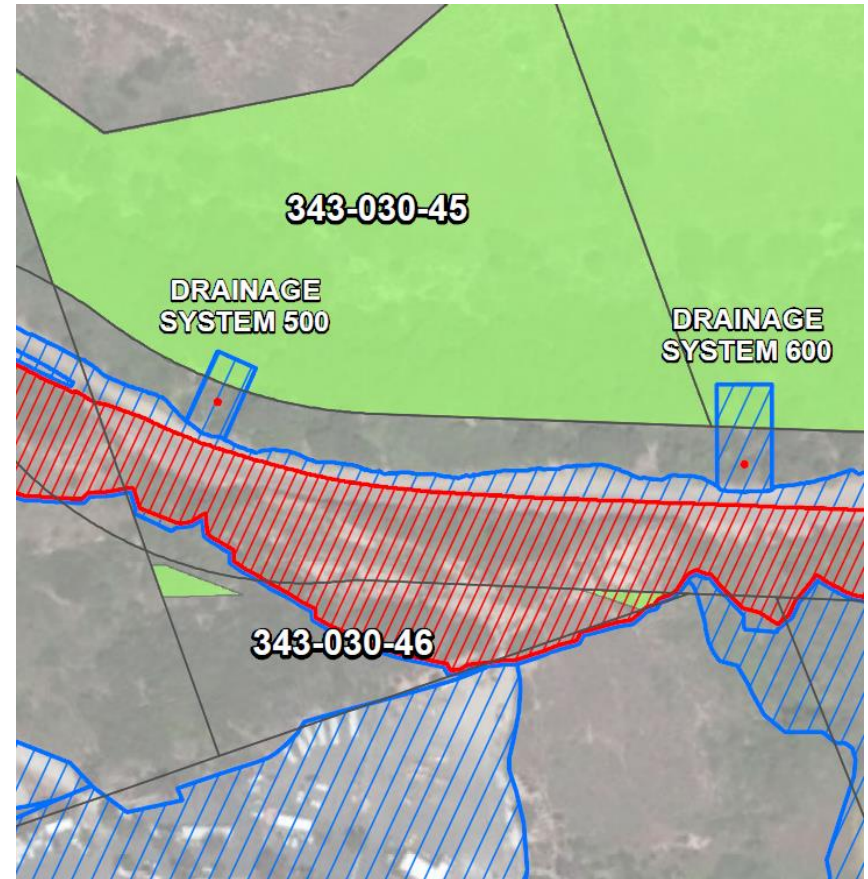


# Sorrento to Miramar, Phase 2

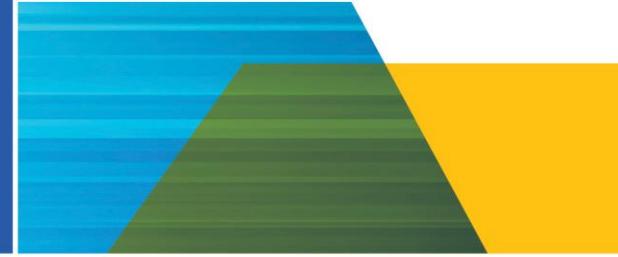
## Section 4(f) Impacts – Alternative 1

### **0.03 acre of MHPA land would be excavated;**

- On the eastern corner of parcel 343-030-46, 0.03 acre of MHPA land would be excavated to a steeper slope
- This landform alteration will remove native vegetation and the cut slope may be too steep to revegetate, therefore removing some biological value



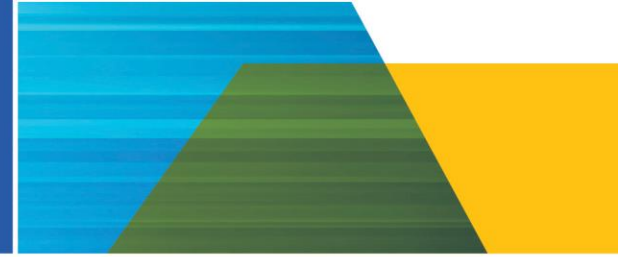




The use of a Section 4(f) resource may be determined *de minimis* if, after opportunity for public review and comment, FRA finds that a transportation project will not adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f) after mitigation, and the officials with jurisdiction over the park or ecological reserve concur with the finding.

# Sorrento to Miramar, Phase 2

## *De Minimis* Impact Determination

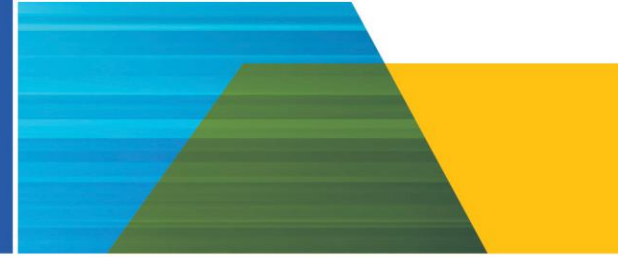


**The impacts to 4(f) resources are not considered to adversely affect the activities, features, and attributes that qualify the resource for protection for the following reasons:**

1. The 0.03 acre to be excavated constitutes a very minor portion of the MHPA land located at a cliff edge adjacent to the railroad right-of-way where there is low biological value
2. Gabion mattresses (0.46Ac) are an allowable use within the MHPA per the City regulations that implement the City MSCP Subarea Plan
3. The biological impacts would be mitigated in conformance with the City of San Diego MSCP Subarea Plan and implementing regulation

# Sorrento to Miramar, Phase 2

## Next Steps

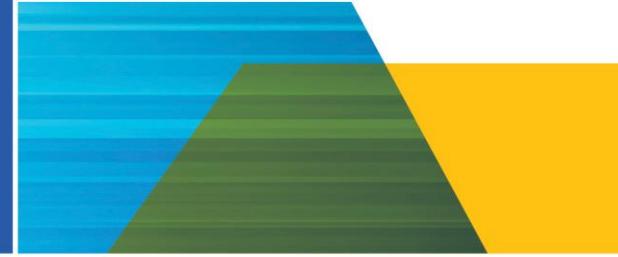


- *De Minimis* Concurrence from City of San Diego (mid-2015)
- FRA approval of EA (mid-2015)
- SANDAG releases EA for Public Review (mid-2015)
- Environmental Clearance from FRA (FONSI late-2015)
- Final Design (2016-17)
- Right-of-Way Acquisition (Pending funding)
- Construction (Pending funding)



# Sorrento to Miramar, Phase 2

## Stay Involved



- Online Information:
  - [www.KeepSanDiegoMoving.com/SM](http://www.KeepSanDiegoMoving.com/SM)
- Sign Up to Receive Project Emails:
  - [LOSSANRail@KeepSanDiegoMoving.com](mailto:LOSSANRail@KeepSanDiegoMoving.com)
- Additional Specific Project Questions or Comments contact:
  - **Engineering:**
    - Bruce Smith P.E., Senior Engineer
    - (619) 699-1907; [Bruce.Smith@sandag.org](mailto:Bruce.Smith@sandag.org)
  - **Environmental**
    - Cheryle Hodge, Senior Environmental Planner
    - (619) 699-6398; [Cheryle.Hodge@sandag.org](mailto:Cheryle.Hodge@sandag.org)