

LOSSAN

Coastal Rail Corridor

San Diego Segment

Los Angeles • San Diego • San Luis Obispo



Building Today. Boarding Tomorrow.

Sorrento to Miramar Double Track Project, Phase 2

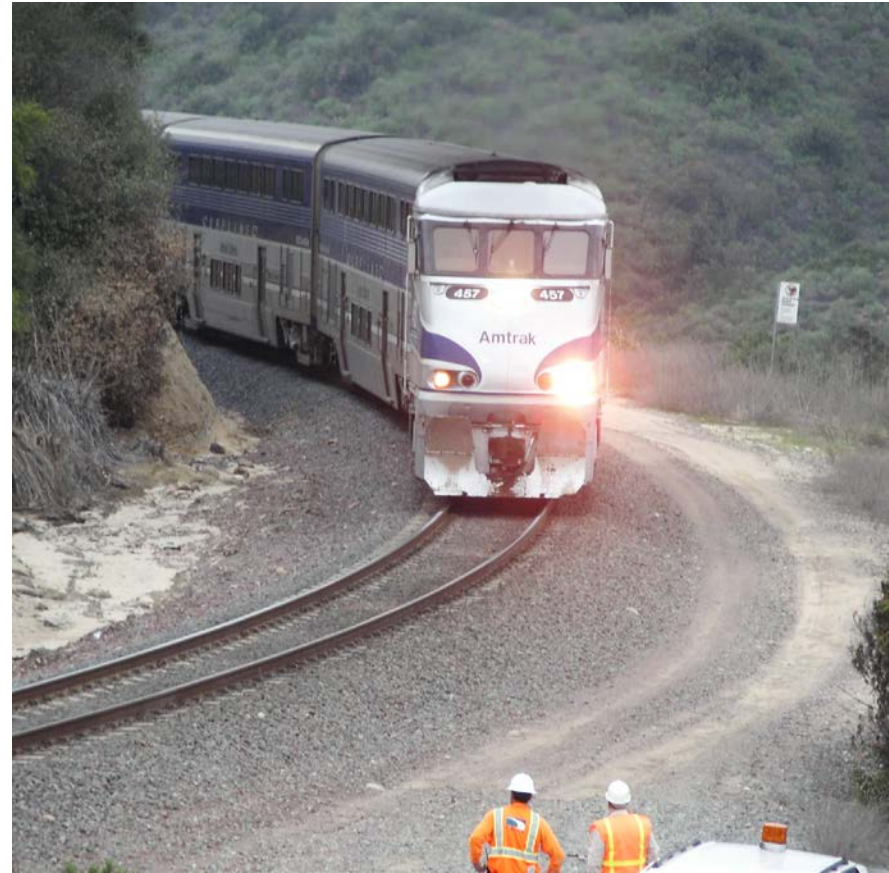
What is LOSSAN?



- A 351-mile coastal rail corridor
- Stands for Los Angeles-San Diego-San Luis Obispo
- Second busiest U.S. passenger rail corridor, serving 41 stations
- Has over 30,000 freight carloads per year, eliminating 100,000+ truck trips on Interstate 5
- 2015 annual ridership: 7.9M
 - 2.8M on Amtrak
 - 1.6 M on COASTER
 - 2.8M on Metrolink

Project Overview

- Adds two miles of double track, allowing trains traveling in opposite directions to pass without slowing down or stopping
- Straightens sharp track curves to improve train speeds
- Improves corridor's overall level of service and reliability
- Helps to meet projected future ridership and freight service needs



Alternatives Analysis

- Alternative analysis in 2010
- Two primary alternative alignments selected
- The Federal Railroad Administration (FRA) prepared a NEPA Environmental Assessment (EA) to evaluate the two selected alternatives



Project Alternatives

Alternative 1

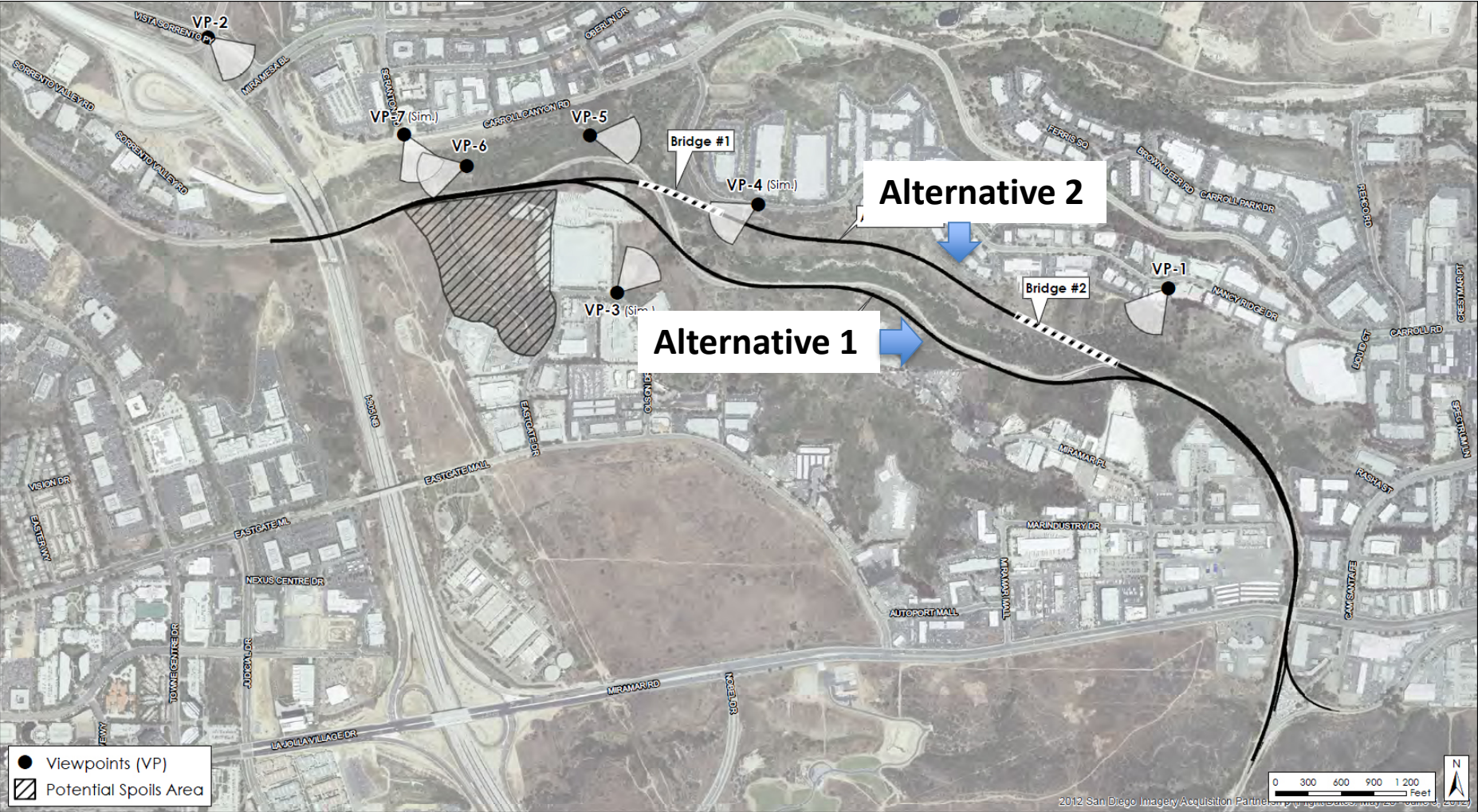
- Mostly within the existing railroad right-of-way along the south side of Soledad Canyon

Alternative 2

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



Project Alternatives Map



Simulation of Alternative 1



Existing Conditions



Photosimulation of Alternative 1



Simulation of Alternative 2



Existing Conditions



Photosimulation of Alternative 2



Simulation of Alternatives 1 & 2



Simulation of Alternatives 1 & 2



Existing Conditions



Photosimulation of Alternatives 1 and 2



Environmental Assessment Summary



The EA addresses impacts to the following resources:

- Aesthetics and Scenic Resources
- Air Quality and Greenhouse Gas Emissions
- Biological Resources and Wetlands
- Community Impacts and Environmental Justice
- Cultural and Historical Resources
- Geology/Soils
- Hazardous Materials/Hazardous Waste
- Hydrology/Floodplains
- Land Use, Zoning, and Property Acquisition
- Noise and Vibration
- Parks and Recreational Areas
- Public Health and Safety
- Relocation Impacts
- Water Quality and Water Resources
- Section 4(f) Evaluation
- Construction Impacts
- Cumulative Effects

With implementation of avoidance, minimization, and mitigation measures described in the EA, no environmental impact would be significant.

Avoidance, Minimization, and Mitigation Measures



The EA identifies avoidance, minimization, and mitigation measures for:

- Air Quality and GHG
- Biological Resources
- Cultural and Historical Resources
- Geology and Soils
- Hydrology and Floodplains
- Land Use, Zoning and Property Acquisition
- Water Quality and Water Resources
- Section 4(f) Resources
- Paleontological Resources
- Transportation (Construction)

Environmental Assessment Summary Findings



1. Aesthetics and Scenic Resources

- Negligible impacts due to limited public viewpoints.

2. Air Quality and Greenhouse Gas Emissions

- Negligible air quality impacts. Potential for improving air quality long-term as rail becomes a more efficient way to travel.

3. Biological Resources and Wetlands

- Some impacts to vegetation and wildlife due to construction.

4. Community Impacts and Environmental Justice

- No community or residential impacts. Will help the regional economy with improved goods and passenger movement.

Environmental Assessment Summary Findings



5. Cultural and Historical Resources

- No impacts within the project area.

6. Geology and Soils

- No significant impacts to geology. A Storm Water Pollution Prevention Plan will be in place during construction. No active earthquake faults located in project area.

7. Hazardous Materials and Waste

- No hazardous material impacts within the project area.

8. Hydrology/Floodplains

- Proposed drainage will be similar to the existing condition. No new drainage patterns are anticipated.



9. Land Use, Zoning and Property Acquisition

- Project will require additional right-of-way for construction of the new double track. Approximately 43 acres of land and permanent easements will need to be acquired prior to construction.

10. Noise and Vibration

- No significant impacts because there are no sensitive land uses, including parks, within 1,200 feet of the project, per federal regulations.

11. Parks and Recreation Areas

- No impacts to parks or recreation areas.

12. Public Health and Safety

- No impacts on public health or safety, as there is not an at-grade crossing within the project area. Project will straighten the sharpest track curves in the region.

Environmental Assessment Summary Findings



13. Relocation Impacts

- Approximately 43 acres of land and permanent easements could be acquired. Additionally, an additional 23 acres of temporary construction and access easements will be needed.

14. Water Quality and Water Resources

- No significant impacts. A Storm Water Pollution Prevention Plan will be in place during construction.

15. Section 4(f) Evaluation

- The permanent use of 0.03 acres and temporary use of 0.46 acres of wildlife refuge is determined to be a *de minimis* impact, as it is allowable by City of San Diego regulations.

16. Construction Impacts

- Construction-related transportation impacts would be primarily associated with truck trips to and from the project site, particularly during soil excavation. A City-approved traffic plan will be in place.

Next Steps

- SANDAG collects public comment on the Environmental Assessment (November 22 – December 22, 2016)
- FRA considers finalizing a Finding of No Significant Impact (FONSI) to environmentally clear the project (Early 2017)
- Final design (Late 2019)
- Right-of-way acquisition (Pending funding)
- Construction (Pending funding)



- Scoping Meeting (February 2011)
- University Community Planning Group Presentation (March 2015)
- Mira Mesa Planning Group Presentation (April 2015)
- Release of Environmental Assessment for a 30-day public review period (November 22 – December 22, 2016)
- SANDAG Public Meeting on Environmental Assessment (December 7, 2016)

Project Partners





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Comments:

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